

Notice of Preparation

APPENDIX I



CITY OF GOLETA REVISED INITIAL STUDY/EIR SCOPING DOCUMENT

1. **PROJECT TITLE:** Westar Mixed-Use Project; Case No. 08-143-GPA-RZ-OA-TM-DP-DRB (TM 32,048); 10-040-CUP (minor); 10-041-CUP (major); 10-097-OA
2. **LEAD AGENCY NAME AND ADDRESS:** City of Goleta, 130 Cremona Drive, Suite B, Goleta, CA 93117
3. **CONTACT PERSON AND PHONE NUMBER:** Scott Kolwitz, Senior Planner; (805) 961-7545
4. **APPLICANT:** Peter J. Koetting, Westar Associates, 2925 Bristol Street, Costa Mesa, CA 92626
AGENT: Ken Marshall, Dudek, 621 Chapala Street, Santa Barbara, CA 93101
5. **PROJECT LOCATION:** 7000 Hollister Avenue; APN 073-030-020, -021; Inland area of the City; 23.55 acres

**Figure 1
Vicinity Map**



6. PROJECT DESCRIPTION: The proposed project includes the following elements:

- 1) A Development Plan (DP) for the construction of 90,054 square feet of commercial development and 274 residential rental units, 5 live/work units, and demolition of the existing 9,546-square feet of development consisting of a television studio and drive-thru ATM facilities on 23.55 acres within the Inland Area of the City currently zoned MHS/AHO DR-12.3 and M-RP and partially covered by the F(APR).

Residential Development: The 274 apartments would be comprised of the following apartment mix contained within five two-story buildings and fourteen three-story building with a total of 230,481 leasable square feet:

- 96 one-bedroom units of 504 square feet
- 126 two-bedroom units ranging between 893 to 1,164 square feet
- 52 three bedroom units ranging between 1,119 to 1,198 square feet

Additionally, the 5 living areas of the live/work units would range between 1,616 to 1,789 square feet totaling 8,426 square feet

Commercial Development: The commercial retail buildings would range between 4,300 to 25,000 square feet totaling 90,054 square feet. Additionally, the 5 working areas of the live/work would range between 520 to 867 square feet totaling 3,294 square feet.

Residential amenities would include a communal recreation building, pool/spa, pocket parks, pedestrian walkways/jogging trails, bicycle racks, carwash and maintenance building, solar panels, landscaping, and exterior lighting. Commercial amenities would include plazas, pedestrian walkways, operations screening, an underground stormwater storage area, solar panels, landscaping, and exterior lighting.

Access: Primary ingress and egress is proposed via a new connection to the Hollister Avenue/Marketplace Drive intersection which would continue through the development and create a new Glen Annie Road/Sespe Lane intersection. Secondary access for the project would be provided via a driveway connection from the southern portion of Glen Annie Road and via a driveway from Hollister Avenue at the west end of the project site.

The Glen Annie Road/Hollister Avenue intersection would be reconfigured to restrict southbound left-turns from Glen Annie Road to Hollister Avenue but would allow northbound left-turns from Hollister Avenue to Glen Annie Road.

Grading: Estimated preliminary project grading would consist of 49,100-cubic yards of cut and 48,800-cubic yards of fill (net export of 300-cubic yards of cut) from the project site. The grading figures

incorporate utility and footing spoil quantities. Raw quantities on plans would not change; however, import quantities after adjustments would likely change

Utilities: Water would be provided by the Goleta Water District. Sewer would be provided by the Goleta West Sanitary District.

- 2) The proposed project would also require the following entitlements:
- General Plan Amendment (08-143-GPA): The General Plan Amendment is a proposal to change the Land Use Designation for the southern portion of the property from Residential Medium Density (R-MD) and Industrial-Office and Institutional (I-OI) to Community Commercial (C-C). The northern portion of the site would remain R-MD.
 - Rezone (08-143-RZ): The Rezone is a proposal to rezone the southern portion of the property from Mobile Home Subdivision with an Affordable Housing Overlay with densities of up to 12.3 units per acre (MHS/AHO DR-12.3) and Industrial Research Park (M-RP) to Shopping Center (SC). The northern portion of the property would be Rezoned from MHS/AHO DR-12.3 to Design Residential 20 (DR-20) units per acre. The Rezone would be consistent with the proposed General Plan Amendment Land Use Designation changes as proposed with 08-143-GPA.
 - Ordinance Amendment (08-143-OA): The Ordinance Amendment is a proposal to amend the SC Uses Permitted with a Minor CUP to allow “a residential use that is secondary to the permitted commercial use.”
 - Ordinance Amendment (10-097-OA): The Ordinance Amendment is for a Development Agreement between the City of Goleta and Westar Associates to implement the project’s fair share funding of Fire Station #10 and may include other elements necessary to make a finding of a net public benefit under Government Code Section 65867.5.
 - Minor Conditional Use Permit (10-040-CUP): The Minor Conditional Use Permit is a proposal to permit the proposed 5 live/work units consistent with the proposed Ordinance Amendment.
 - Major Conditional Use Permit (10-041-CUP): The Major Conditional Use Permit is a proposal to permit the pharmacy drive-through facility.
 - Vesting Tentative Tract Map (08-143-TM 32,048): The Vesting Tentative Tract Map involves subdividing the merged lots to create 11 new parcels. One 13.72 acre lot would contain the 274 residential apartment units within 19 residential buildings. The proposed residential density would be 20 units/acre. The remaining 10 lots ranging from 0.35 to 2.72 acres totaling 9.83 acres and would contain the commercial retail areas and 5 live/work units.
 - Development Plan modifications (08-143-DP): The Development Plan is a proposal that would regulate all residential and commercial aspects of the project. Modifications are required to address some setback standards within the commercial development. Most every needed modification has been generated due to the proposed tract map and zero or close to zero-lot line development.

- **Lot 1:** A modification to the 10-foot side yard setback. A modification to allow parking within the side yard setback.
- **Lot 2:** A modification to the 10-foot side yard setback.
- **Lot 3:** A modification to the 20-foot front yard setback and a modification to the 10-foot rear yard setback.
- **Lot 4:** A modification to the 20-foot front yard setback and a modification to the 10-foot side yard setback. A modification to allow parking within the side yard setback.
- **Lot 5:** A modification to the 10-foot side yard setback. A modification to allow parking within the front and side yard setbacks.
- **Lot 6:** A modification to the 10-foot side yard setback. A modification to allow parking within the front and side yard setbacks.
- **Lot 7:** A modification to the 20-foot front yard setback. A modification to allow parking within the front and side yard setbacks.
- **Lot 8:** A modification to allow parking within the front yard setback.
- **Lot 9:** A modification to allow parking within the front and side yard setbacks.
- **Lot 10:** A modification to the 10-foot rear yard setback. A modification to allow parking within the side yard setbacks.

7. APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES:

None

8. SITE INFORMATION:

**Table 1
 Site Information**

Site Information	
Existing General Plan Land Use Designation	Residential Medium Density (R-MD) – 22.32 acres; Industrial-Office and Institutional (I-OI) – 1.23 acres
Zoning Ordinance, Zone District	Inland Zone District: Mobile Home Subdivision with an Affordable Housing Overlay with densities of up to 12.3 units per acre (MHS/AHO DR-12.3) – 22.32 acres; Industrial Research Park (M-RP) – 1.23 acres Flight Approach Overlay (F(APR)) – 6.11 acres
Site Size	23.55 acres
Present Use and Development	<ul style="list-style-type: none"> • R-MD – MHS/AHO DR-12.3 site has 9,546-square feet of development consisting of a television studio and two drive-thru ATM facilities • I-OI – M-RP site is vacant
Surrounding Uses/Zoning	<p>North: U.S. Highway 101 and the Union Pacific Railroad tracks (approximately 350 to 550-foot collective right-of-way)</p> <p>South: Hollister Avenue</p> <p>East: SC: 46-acre Camino Real Shopping Center Glen Annie Road PU: Southern California Edison substation MHS/AHO DR-12.3: Glen Annie Homes a 60-unit residential community M-RP: Research and Development offices</p> <p>West: Santa Felicia Drive M-RP: Research and Development offices and an animal hospital</p>
Access	<p>Existing: Hollister Avenue: 1 driveway to the 1.23 acre parcel. Glen Annie Road: 3 driveways to the 1.23 acre parcel. No access to the 22.32 acre parcel.</p> <p>Proposed: Hollister Avenue/Marketplace Drive intersection:</p> <ul style="list-style-type: none"> • Completion of north leg of the intersection to create a conventional four-leg intersection • Second driveway from western portion of Hollister Avenue <p>Glen Annie Road</p> <ul style="list-style-type: none"> • Creation of Glen Annie Road/Sespe Lane intersection • Second driveway from southern portion of Glen Annie Road
Utilities and Public Services	<p>Water Supply: Goleta Water District</p> <p>Sewage: Goleta West Sanitary District</p> <p>Power: Southern California Edison</p> <p>Natural Gas: Southern California Gas Company</p> <p>Cable: Cox Communications</p> <p>Telephone: Verizon</p> <p>Fire: Santa Barbara County Fire Station #11</p> <p>School Districts: Goleta Unified and Santa Barbara High School Districts</p>

9. ENVIRONMENTAL SETTING

The site is undeveloped and is characterized by grassland vegetation with some shrubs and trees near the perimeter of the site, except for 9,546-square feet of development consisting of a television studio and two drive-thru ATM facilities.

Topography and Soils

The topography of the Westar Mixed Use Project site is located at approximately 45 to 71 feet above mean sea level and, generally, slopes north to south with gradients typically ranging from 1 % to 10%. While no significant slopes are present within or immediately adjacent to the site, and no significant slopes are proposed, an artificial cut that forms an east-trending drainage has been made near the northern portion of the site and is bordered by 10-foot-high slopes at about 2:1 (horizontal:vertical) gradients. The topography described above generally results in sheet flow runoff in a southward direction.

A berm with a maximum height of approximately 14 feet runs along the project's northern property line and separates the development site and the adjacent railroad parcels to the north. The berm's height tapers to the west such that the berm is only approximately 6 feet high at the northwestern corner of the project site.

The geology and geomorphology of the site is characteristic of marine terrace deposits and landforms in the Goleta/Santa Barbara area. The near-surface soils consist of a thin layer of topsoil and/or colluvium over Pleistocene marine terrace deposits. Soil profiles typically contained 6-foot-thick Bt soil horizons that are comprised of sandy clay and clayey sand. The marine terrace deposit is primarily composed of dense, silty, fine sand and fine sandy silt. These soil materials are characterized by low percolation rates. It is anticipated that only the near surface soils would be significantly compressible. Tested soils possessed severe corrosion potential to ferrous metals, negligible sulfate exposure for concrete, and high expansion potential.

Groundwater is believed to be roughly 30 to 50 feet below the surface elevation within the subject property. The site is within close proximity to several active and potentially active faults within Southern California. Given this, the site, similar to most of the South Coast area, would likely be subject to earthquake ground motions in the future. It is believed that the potential for significant liquefaction is low based on deep groundwater and relatively dense soils.

The *Preliminary Geotechnical Overview Report*, GMU Geotechnical prepared by geologists Aron Taylor and Gary Urban, September 18, 2009, is on file and available for review upon request.

Fauna, Flora and Surface Water Bodies

Vegetation on-site is predominantly introduced annual grassland. No shrub dominated habitat occurs on the site outside the landscaped border of the developed corner, or the landscaped western boundary. No willows were found. A few small oaks and other landscape species are on the northeast corner of the site. Regarding flora, no listed or other species accorded special status species by the California Department of Fish and Game, the US Fish and Wildlife Service, or the California Native Plant Society was observed. Regarding fauna, there is a small possibility that badger, a California Department of Fish and Game Species of Special Concern, could persist on this site. No white-tailed kites or burrowing owls were seen or heard; however, white-tailed kites, a California Department of Fish and Game fully protected species, would be expected to forage on the Westar property.

There are no water bodies located within project site. The project site and surrounding lands originally drained into the Devereaux Slough watershed across Hollister Avenue, but the site was not traversed by the system of creeks and tributaries that feed the slough system. The site soil characteristics (no or very slow percolation) potentially allow for vernal wetlands and vernal pools. Wetland indicator species (ryegrass/sheep sorrel/six-weeks fescue) are found on the southern half of the property.

The *Biological Resources Constraints Survey*, Dudek and Associates, prepared by biologist Katherine Rindlaub, June 23, 2005, and the *Hollister and South Glen Annie Arborist Report*, Tree Concern, prepared by arborist Joshua Thomson, October 1, 2009, are on file and available for review upon request.

Cultural Resources

A number of archaeological investigations have been performed within a ½ mile of the property. Dudek and Associates conducted a Phase I/Extended Phase I Archaeological Investigation on the project site and concluded “no potentially significant archaeological resources are located within the proposed project area.”

The *Phase I/Extended Phase I Archaeological Investigation*, Dudek and Associates, prepared by archaeologists David Stone and Ken Victorino, July, 2009, is on file and available to archaeologists for review upon request.

Surrounding Land Uses

Surrounding uses include the U.S. Highway 101 and the Union Pacific Railroad tracks to the north, Hollister Avenue and the Camino Real Marketplace to the south, research and development offices to the west and heading north to south along Glen Annie Road a Southern California Edison substation, a 60-unit residential community and additional research and development offices to the east. The closest residential development is the Pacific Glen development across Glen Annie Road to the east. The adjacent developments on Santa Felicia Drive and Glen Annie Road are

topographically lower than the subject property nearest U.S. Highway 101 and the Union Pacific Railroad tracks to the north, but the developments are at similar elevation near Hollister Avenue.

10. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist and analysis on the following pages.

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gases
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems
- Mandatory Findings of Significance

11. DETERMINATION

On the basis of this environmental checklist/initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier environmental impact report or mitigated negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier environmental document, including revisions or mitigation measures that are imposed upon the proposed project and that a subsequent document containing updated and/or site specific information should be prepared pursuant to CEQA Sections 15162/15163/15164.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier environmental impact report or mitigated negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier environmental document, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Patricia S. Miller, Manager, PES Current Planning Division

Date

12. EVALUATION OF ENVIRONMENTAL IMPACTS:

- (a) All answers must take into account the whole action involved, including project specific, cumulative, construction, operational, onsite, offsite, direct, and indirect impacts. The explanation of each issue should identify the existing setting, any applicable threshold of significance, impacts, mitigation measures, and residual impact statement.
- (b) A brief explanation is required for all answers except “No Impact”. The discussion must be supported by appropriate information sources. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to requests such as the proposed project.
- (c) The checklist answers must indicate whether the impact is: Potentially Significant, Less than Significant with Mitigation Incorporated, Less than Significant, or No Impact.
- (d) A “Potentially Significant” response is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant” entries when the determination is made, then an EIR is required.
- (e) A “Less than Significant with Mitigation Incorporated” response is appropriate where such incorporation of mitigation would reduce a potentially significant impact to a less than significant level. If there are one or more “Less than Significant with Mitigation Incorporated” entries when the determination is made, then a Mitigated Negative Declaration may be prepared.
- (f) Supporting Information Sources: References and sources should be attached, including but not limited to, reference documents, special studies, other environmental documents, and/or individuals contacted.

13. ISSUE AREAS:

AESTHETICS

Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Have a substantial adverse effect on a scenic vista?	■				
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	■				
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	■				
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	■				

Existing Setting

The 23.55-acre site is undeveloped and is characterized by grassland vegetation with some shrubs and trees near the perimeter of the site, except for 9,546-square feet of development consisting of a television studio and two drive-thru ATM facilities. The property slopes north to south with gradients typically ranging from 1 % to 10%.

There are two sets of existing overhead Southern California Edison transmission-lines originating from the Southern California Edison substation on the north end of Glen Annie Road. One set runs south on Glen Annie Road and then underground at Hollister Avenue to the University of California at Santa Barbara. The second set runs south on Glen Annie Road and then west on the north side of Hollister Avenue.

The northern property line of the project site mostly ranges between 63-71 feet above mean sea level, rising west to east. The property gradually slopes down to the southern property line with a range between 45-47 feet above mean sea level. The project site slopes approximately 18-24 feet from the northern property line to the southern property line over a distance of 840 feet (western property line) and 1,100 feet (eastern property line).

Adjacent development along the eastern side of Glen Annie Road, from north to south, includes a Southern California Edison substation at approximately 48-49 feet above mean sea level, a 60-unit residential community at approximately 49-50 feet above mean sea level and additional research and development offices at approximately 43-48 feet above mean sea level. Adjacent development along the eastern side of Santa Felicia Drive, from north to south, includes Research and Development offices 44 to 41 feet above mean sea level and an animal hospital at 40 feet above mean sea level. Hollister Avenue, from east to west, ranges approximately 47 to 41 feet above mean sea level, and the northernmost portion of the Camino Real Marketplace located to the south of Hollister Avenue ranges approximately 40 to 42 feet above mean sea level and the southernmost portion of the Camino Real Marketplace ranges approximately 28 to 30 feet above mean sea

level. The Union Pacific Railroad tracks, from east to west, to the north ranges approximately 59 to 61 feet above mean sea level.

Unimpeded public views of the project site are found on Hollister Avenue located on the south side of the project site, on Glen Annie Road located on the east side of the project site, and to passengers travelling on the Union Pacific Railroad tracks on the north side of the project site. The General Plan Visual and Historic Resources Element Figure 6-1 identifies Hollister Avenue as a scenic corridor, and it specifies the view from Hollister Avenue northward across the property towards the Santa Ynez Mountains is a scenic view that is to be protected.

The site is also visible from the higher elevation of the Glen Annie Road/Storke Road Overpass (Glen Annie Road refers to the northern leg of Storke Road and is not to be confused with the smaller Glen Annie Road that runs north-south immediately east of the project site). Distant views of the property are available from other higher elevation areas in the Goleta Foothills (e.g., from public roads, trails and private properties).

Thresholds of Significance

A significant aesthetic impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, the City's *Environmental Thresholds and Guidelines Manual* instructs the project evaluator to assess visual/aesthetic impacts through a two step process. First, the visual resources of the project site must be evaluated including the physical attributes of the site, its visual uniqueness, and its relative visibility from public viewing areas. Of particular concern are visibility from coastal and mountain areas, as well as its visibility from the urban fringe and travel corridors. Secondly, the potential impact of the project on visual resources located onsite and on views in the project vicinity which may be partially or wholly obstructed must be determined. This step includes an evaluation of the project's consistency with City and State policies on the protection of visual resources.

Project Specific Impacts

- a-c) The northern property line of the project site mostly ranges between 63-71 feet above mean sea level, rising west to east. The property gradually slopes down to the southern property line with a range between 45-47 feet above mean sea level. Proposed development would result in grade changes. The proposed northern property line of the project site would range between 55-64 feet above mean sea level, rising west to east but cresting at 64 feet at approximately the center-point of the northern property line. The property would still gradually slope down to the southern property line which would range between 43-47 feet above mean sea level. The overall change would result in a lower topographic profile of the project site.

The existing project site slopes approximately 18-24 feet from the northern property line to the southern property line over a distance of 840 feet (western property line) and 1,100 feet (eastern property line). The project site after grading would slope approximately 12-15 feet from the northern property

line to the southern property line over a distance of 840 feet (western property line) and 1,100 feet (eastern property line). The overall change would result in a lesser slope across the project site.

The proposed residential structures would be constructed on the northern portion, approximately 2/3, of the property. The total apartment complex gross square footage would be 356,497 square feet. The nineteen apartment buildings would total 230,481 leasable square feet. The individual apartment building gross square footage, which would include the leasable apartment area, covered deck/patio, common building area (stairs, vents, utilities, corridors), and garages would range between 10,100 to 24,186 square feet. Additionally, residential amenities in the form of a communal recreation building, pool/spa, pocket parks, pedestrian walkways/jogging trails, bicycle racks, carwash and maintenance building, and solar panels would be provided. Furthermore, the living areas of the live/work units total 8,426 square feet would be included in the commercial structures located on the southern portion of the property.

Five two-story buildings with a maximum averaged height of 24 feet and various architectural projections would be constructed in the vicinity of Glen Annie Road on finished-floors ranging between 57-61 feet above mean sea level. Fourteen three-story buildings with a maximum averaged height of 35 feet and various architectural projections would be constructed in the center of the project site to the northern property lines on finished-floors ranging between 54-65 feet above mean sea level.

In regards to size, bulk, scale and compatibility of the residential buildings with the adjacent Pacific Glen residential neighborhood located on Glen Annie Road, the proposed residential component of the project has:

- A larger total gross square footage
 - (356,497 square feet; 81,680 square feet);
- A larger bulk
 - (19 buildings containing 274 units – this does not include the 5 live/work units; 1 building containing 13 units and 47 buildings containing 47 units); and
- A larger scale
 - (14 3-story and 5 2-story buildings; only 2-story buildings).
- A lesser building coverage
 - (21.8%; 22.2%)
- A greater open space coverage
 - (43.0%; 33.4%)
- A greater hardscape coverage
 - (35.2%; 31.7%)

The proposed commercial structures would be constructed on the southern portion, approximately 1/3rd, of the property. The total commercial shopping center gross square footage would be 90,054 square feet. The commercial retail suites would range between 4,300 to 25,000 square feet. Additionally, commercial amenities include plazas, pedestrian walkways, and solar panels.

Furthermore, the working areas of the live/work would range between 520 to 867 square feet totaling 3,294 square feet.

The structures have multiple tiered roofs, and most roofs have a maximum height between 20 and 26 feet, while the live/work buildings reach a maximum height of 30 feet and architectural towers reach a maximum height of 32 feet. The finished-floors for the commercial site would range between 47-52 feet above mean sea level.

In regards to size, bulk, scale and compatibility of the regional commercial center at the Camino Real Marketplace located across Hollister Avenue, the proposed commercial component of the project has:

- A lesser total gross square footage
 - (90,054 square feet; 483,257 square feet plus the 22,484 square foot outdoor garden center);
- A lesser bulk
 - (10 buildings containing 26 tenants including the 5 live/work tenants; 9 buildings containing 34 tenants); and
- A similar scale
 - (tiered roofs between 20-26 feet and 32-foot towers; tiered roofs between 26-42 feet and approximately 50-foot tower).
- A lesser building coverage
 - (21.0%; 24.5%)
- A greater open space coverage
 - (25.3%; 15.3%)
- A lesser hardscape coverage
 - (53.7%; 60.2%)

Aside from the Pacific Glen residential neighborhood on Glen Annie Road and the Camino Real Marketplace on Hollister Avenue, the project site abuts mostly professional offices and an animal hospital on Santa Felicia Drive. Development on Santa Felicia Drive consists of non-residential single-story and two-story buildings on Santa Felicia Drive. All of the adjacent development is topographically lower than the proposed project, and the proposed project is equal in height or taller than all of the adjacent development. The net result is the project would be very visible from surrounding public and private vantagepoints.

With regard to public views of the site, future development would be primarily visible from Hollister Avenue, Glen Annie Road and to passengers travelling on the Union Pacific Railroad tracks. Some views may be visible the Storke Road Overpass

Hollister Avenue is designated as a Local Scenic Corridor in the City's General Plan (Figure 6-1, Visual and Historic Element). The existing 9,546-square feet of development consisting of a television studio and two drive-thru ATM facilities, and associated landscaping partially limit views into the project site from the south and south west, particularly from Hollister Avenue and Glen Annie Road, but as the existing development is proposed to be completely demolished, visibility onto the site would be unimpeded. Figure 6-

1 also shows that views toward the Santa Ynez Mountains from Hollister Avenue, and at the Hollister Avenue/Marketplace Drive intersection in particular, are scenic views to be protected. Scenic views toward the mountains from this intersection would be substantively altered by the development; however, the development would be bifurcated along the Hollister Avenue/Marketplace Drive intersection north-south axis and has been designed to preserve three view corridors from public rights-of-way towards the Santa Ynez Mountains. The applicant prepared simulations, which utilized 3-D computer modeling, USGS topographical datum, project grading plans, and project elevations (see Figure 2, 3 and 4).

Figure 2
Viewshed Analysis from Hollister Avenue (View 1)



Revised Viewshed Analysis from Hollister Avenue (View 1)



Figure 3
Viewshed Analysis from Hollister Avenue (View 2)



Revised Viewshed Analysis from Hollister Avenue (View 2)



Figure 4
Viewshed Analysis from Hollister Avenue (View 3)



Revised Viewshed Analysis from Hollister Avenue (View 3)



Glen Annie Road (the northern leg of Storke Road, not to be confused with the smaller Glen Annie Road that runs north-south immediately east of the

project site) is identified as an important “gateway” to the community, with scenic views of the mountains and the coast to be protected in all directions from this location. Given the higher elevation of the overpass in relation to the project site, the development would be easily visible from the overpass, particularly when travelling south.

Per the applicant’s proposed simulations, while the proposed development would preserve three scenic view corridors, the future development would extend into the skyline and obstruct scenic mountain views from public viewing areas from Hollister Avenue and Glen Annie Road, as such, the project would result in potentially significant impacts to scenic views. It is not known how the development would impact either mountain or coastal views from the Storke Road/Glen Annie Road Overpass. While the proposed project would alter the views of the project site itself from the Union Pacific Railroad tracks, it is not known how the development would impact coastal views from the Union Pacific Railroad tracks. Impacts to scenic coastal views are considered potentially significant, pending additional, more detailed analysis of how future structural development would affect existing scenic coastal views from the Storke Road/Glen Annie Road Overpass public viewing areas and the Union Pacific Railroad tracks.

The project design has incorporated three north-south scenic mountain-view corridors through the project site, but views of the mountains would nonetheless be impacted from public vantage-points. A series of seating plazas throughout the commercial portion of the site and north facing patios/decks at the free-standing restaurants are proposed that would allow quasi-public views through the mountain-view corridors and of the landscaped parking lot.

While the aforementioned public views would experience potentially significant impacts to scenic vistas, private views from the project site are anticipated to provide views of the mountains and possibly of the coast/islands from the second and third-story apartments. Additionally, views from the residential portion of the site would overlook the clubhouse, swimming pool, parks, open spaces and pedestrian paths located throughout the residential project site, and collectively these amenities would provide a physical and visual buffer between the residential structures. Additionally, due to the elevation difference of the project site and adjacent sites, the proposed development is also anticipated to allow private views into the adjacent developments. Without installation and maintenance of substantial landscape screening along the property lines, the proposed units (especially the second and third-story units that would overlook the residential development located to the east of the project site) would have fairly direct (private) views from their windows, decks and patios into the adjacent residential development. Landscape screening is proposed to be planted along all property lines. The landscape palette includes a substantial number of trees and street trees to aid the screening.

Existing Southern California Edison transmission-lines on Glen Annie Road and Hollister Avenue (that serve areas to the west of the project) are

proposed to be relocated above ground to the northern and western sides of the property. Existing aboveground Southern California Edison transmission lines on Glen Annie Road that serve the University of California at Santa Barbara would remain, albeit in a relocated position. The existing aboveground Southern California Edison distribution lines, cable television and phone lines would be undergrounded. It is unknown if the existing large metal pole at the northwest corner of the Hollister Avenue/Glen Annie Road intersection would be completely removed or relocated. In addition, all new onsite utility lines would be located underground. Portions of the new onsite utilities that could not be located underground, such as backflow preventers, transformers, water meter assemblies, gas meters, power meters, cable TV pedestals, solar panels and etcetera, would be aboveground. Mechanical equipment would be located throughout the development. Residential mechanical equipment would be located on the ground and screened with landscaping and commercial mechanical equipment would be roof mounted and screened with roof screens, if needed.

The project architecture, building heights, colors, materials and infrastructure improvements are proposed in a Tuscan/Contemporary-Tuscan architectural style. The residential and commercial portions of the project would not mimic each other directly, but they would reference each other. This project was reviewed by the Design Review Board on November 10, 2009, January 12, 2010, and February 9, 2010 (DRB minutes are on file and available for review upon request).

The constructed project would have a substantial adverse effect on the views to the Santa Ynez Mountains, the project would substantially impact scenic resources, and the project would substantially degrade the existing visual character or quality of the site and its surroundings and would result in potentially significant aesthetic impacts to the visual character of the area.

During the construction period the site would contain construction debris and potentially trash from the construction crews. There is a potential that trash and debris could be wind-blown off-site, carried off-site inadvertently with incoming and outgoing of construction equipment or create otherwise unsightly conditions. This impact is considered potentially significant.

The project has the potential to attract graffiti. If prompt graffiti removal is not included as a maintenance requirement, this would result in potentially significant aesthetic impacts to the visual character of the area.

- d) It is anticipated that the applicant would incorporate dark sky compliant lighting fixtures for exterior lighting to minimize impacts from new lighting and glare into the night sky, but a photometric plan and lighting cut-sheets for the Westar Mixed-Use Project has not been provided. Without compliance with dark sky standards, exterior night lighting, including lighting of the proposed parking areas, entryways, pathways, etc., could result in excessive light and glare into the night sky, inconsistent with current standards designed to minimize nighttime light and glare. This would result in potentially significant impacts.

Cumulative Impacts

The proposed project would contribute to the overall changes in aesthetic resources of the City as it grows in accordance with the General Plan. While the proposed project would fill a site that is surrounded by existing development that is unlikely to substantially change in the near future, the project's contribution to cumulative aesthetic impacts would be significant.

Preliminary Mitigation Measures

1. The applicant shall receive Preliminary and Final approval from the Design Review Board. **Plan Requirements and Timing:** The review shall include site plan, floor plan, elevations, grading plan, landscape plan, roadway improvement plan (including landscaping along Hollister Avenue and Glen Annie Road), and a final lighting plan, consistent with the DRB submittal requirements, as well as submittal of photo simulations from all surrounding public roads (including the Storke Road/Glen Annie Road Overpass) and from the Union Pacific Railroad tracks looking toward the project. The photo simulations will assist the DRB in determining the level of visibility of the project development from various vantage points and which areas of the site should incorporate screening landscaping as well as the type and size of plantings that are appropriate for different areas of the site. Additional materials shall be provided as required by the DRB to complete their review. Preliminary and Final approval shall be granted prior to issuance of an LUP.

Monitoring: City staff shall verify compliance prior to issuance of an LUP, during field inspection, and prior to final inspection.

2. The height of structural development shown on final plans shall not exceed the mean height and peak height shown on approved project exhibit maps. Finished grade shall be consistent with the approved final grading plan. Height limitations shown on issued-LUP plan sets shall be adhered to during construction. **Plan Requirements and Timing:** During the framing state of construction and prior to commencement of roofing, the applicant shall submit verification from a licensed surveyor demonstrating that the mean height and peak height conform to those shown on issued-LUP plan sets.

Monitoring: City staff shall verify compliance prior to issuance of an LUP, during field inspection, and prior to commencement of roofing.

3. The applicant shall submit a composite utility plan for City staff and DRB Preliminary/Final review. All external/roof mounted mechanical equipment (e.g., any HVAC condensers, switch boxes, etc.) shall be included on all building plans and shall be designed to be integrated into the structure and/or screened in their entirety from public view. **Plan Requirements and Timing:** Detailed plans showing all external/roof mounted mechanical equipment shall be submitted for review by City staff and the DRB prior to LUP issuance.

Monitoring: Prior to occupancy clearance, City staff shall verify installation of all external/roof mounted mechanical equipment per the approved plans.

4. All new utility service connections and above-ground mounted equipment such as backflow devices, etc, shall be screened from public view and/or painted in a soft earth-tone color(s) (red is prohibited) so as to blend in with the project. Screening may include a combination of landscaping and/or fencing/walls. Whenever possible, utility transformers shall be placed in underground vaults. All gas and electrical meters shall be concealed and/or painted to match the building. All gas, electrical, backflow prevention devices and communications equipment shall be completely concealed in an enclosed portion of the building, on top of the building, or within a screened utility area. All transformers and vaults that must be located within the right-of-way shall be installed below grade unless otherwise approved by the City, and then must be completely screened from view. **Plan Requirements and Timing:** The plans submitted for City staff and DRB Preliminary/Final review shall identify the type, location, size, and number of utility connections and above-ground mounted equipment as well as how such equipment would be screened from public view and the color(s) that it would be painted so as to blend in with the project and surrounding area.

Monitoring: Prior to final inspection, City staff shall verify that all above-ground utility connections and equipment is installed, screened, and painted per the approved plans.

5. Any exterior night lighting installed on the project site shall be of low intensity, low glare design, and shall be hooded to direct light downward onto the subject parcel and prevent spill-over onto adjacent parcels. Exterior lighting fixtures shall be kept to the minimum number and intensity needed to ensure public safety. These lights shall be dimmed after 11 p.m. to the maximum extent practical without compromising public safety. Upward directed exterior lighting is prohibited. All exterior lighting fixtures shall be appropriate for the architectural style of the proposed structure and surrounding area. The final lighting plan shall be amended to include identification of all types, sizes, and intensities of wall mounted building lights and landscape accent lighting. "Moonlighting" type fixtures that illuminate entire tree canopies should also be avoided. **Plan Requirements and Timing:** The locations of all exterior lighting fixtures, complete cut-sheets of all exterior lighting fixtures, and a photometric plan prepared by a registered professional engineer showing the extent of all light and glare emitted by all exterior lighting fixtures shall be reviewed and approved by the DRB and City staff prior to LUP issuance.

Monitoring: Prior to final inspection, City staff shall inspect to ensure that exterior lighting fixtures have been installed consistent with approved plans.

6. Project landscaping shall consist of plant species which are known to thrive in the site's specific soil characteristics, based on soil testing that evaluates soil characteristics to appropriate depths and that can withstand high salinity from reclaimed water. Landscaping shall also provide partial screening of the site parking areas and structures, complement the project design, and integrate

the site with surrounding land uses. Such landscaping shall include native, drought tolerant species wherever feasible.

Plan Requirements and Timing: The final landscape plan shall identify the following:

- a. type of irrigation proposed;
- b. all existing and proposed trees, shrubs, and groundcovers by species;
- c. size of all plantings;
- d. map showing areas of high saline constrained soils; and
- e. location of all plantings.

The final landscape plan shall be reviewed and approved by the DRB, City staff (and for landscaping in or near the open space area, Fire Department approval shall also be required) prior to LUP issuance.

Monitoring: Prior to final inspection, City staff shall site inspect to ensure that landscaping has been installed consistent with the final landscape plan.

7. The applicant shall enter into an agreement to install required landscaping and water-conserving irrigation systems as well as maintain required landscaping for the life of the project. **Plan Requirements and Timing:** The applicant shall sign the landscape installation and maintenance agreement, including at least a 3-year maintenance period, prior to LUP issuance. Performance securities for installation and maintenance shall be reviewed and approved by City staff prior to LUP issuance.

Monitoring: Prior to final inspection, City staff site inspect to ensure installation according to approved plan. City staff shall check maintenance as needed. Release of any performance security requires appropriate documentation and City staff signature.

8. Trash/recycling enclosure(s) shall be provided. **Plan Requirements and Timing:** The enclosure shall be compatible with the commercial and residential architectural design of the project, shall be of adequate size for trash and recycling containers (at least 50 square feet), and shall be accessible by users and for removal. The trash/recycling area shall be enclosed with a solid wall of sufficient height to screen the area, shall include a solid gate and a roof, and shall be maintained in good repair in perpetuity. The location/design of the trash/recycling area shall avoid impacting mountain views from public viewing areas. The enclosure(s) shall be shown on project plans and shall be reviewed and approved by City staff and the DRB prior to LUP issuance.

Monitoring: Prior to final inspection, City staff shall site inspect to ensure installation according to approved plan.

9. Construction and/or employee trash shall be prevented from blowing offsite. **Plan Requirements and Timing:** Covered receptacles shall be provided onsite prior to commencement of any grading or construction activities. Waste shall be picked up weekly or more frequently as directed by City staff.

The applicant shall designate and provide to City staff the name and phone number of a contact person(s) to monitor construction trash/waste and organize a clean-up crew. Additional covered receptacles shall be provided as determined necessary by City staff. This requirement shall be noted on all plans prior to LUP issuance. Trash control shall occur throughout all grading and construction activities.

Monitoring: City staff shall inspect periodically throughout grading and construction activities to verify compliance.

10. No signs of any type are approved with this action unless otherwise specified. All signs require a separate sign permit and Design Review Board (DRB) approval and shall comply with the City of Goleta sign regulations (Article I, Chapter 35 of the Municipal Code). **Plan Requirements and Timing:** Future signage shall comply with the requirements of Article I, Chapter 35 of the Municipal Code prior to issuance of any Sign Certificate of Conformance.

Monitoring: City staff shall verify compliance with this requirement

11. All utility lines within the project site shall be placed underground, except for portions of the new onsite utilities that could not be located underground, such as backflow preventers, transformers, water meter assemblies, gas meters, power meters, cable TV pedestals, and etcetera, would be aboveground. **Plan Requirements and Timing:** Construction plans for these improvements shall be reviewed and approved by City prior to LUP issuance. Improvements shall be implemented prior to occupancy.

Monitoring: City staff shall verify completion of the improvements in the field.

12. The applicant shall enter into a maintenance agreement to promptly remove any graffiti at the project site. **Plan Requirements and Timing:** The applicant shall sign the maintenance agreement, prior to LUP issuance.

Residual Impact

Residual impacts to aesthetics are to be determined.

EIR Scope-of-Work

1. The EIR consultant shall describe the visual/aesthetic environmental baseline for the project. This task shall include conducting one or more site visits as necessary to photo-document the existing setting, and public views of and through the site from surrounding public viewing areas. Photo-documentation shall represent views across the project site along Hollister Avenue (the Hollister Avenue/Marketplace Drive intersection in particular), Glen Annie Road towards the Santa Ynez Mountains, Sespe Lane towards the project, Santa Felicia Drive towards the project, from both sides of the Storke Road/U.S. Highway 101 overpass looking northward towards the Santa Ynez

- Mountains and southward towards coastal (island) views, and from the vantagepoint of passengers travelling on the Union Pacific Railroad tracks.
2. The EIR consultant shall identify any applicable regulatory framework for visual/aesthetic impacts, including any applicable Federal, State, or local regulations and standards.
 3. The EIR consultant shall describe the criteria for determining a project's visual/aesthetic impacts, including the Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, the City's *Environmental Thresholds and Guidelines Manual*, and applicable City, State and Federal policies relating to visual/aesthetic resources and impacts.
 4. The EIR consultant shall peer review the visual simulations provided by the applicant. The EIR consultant shall determine if additional visual simulations are needed to adequately determine the environmental baseline and project impacts. Visual simulations of the proposed project could focus on views from public viewing areas across the site along Hollister Avenue (the Hollister Avenue/Marketplace Drive intersection in particular) and Glen Annie Road towards the Santa Ynez Mountains, from the Storke Road/U.S. Highway 101 overpass looking southward towards coastal (island) views, and from the vantagepoint of passengers travelling on the Union Pacific Railroad tracks, and/or vantagepoints through the project site. All visual simulations shall take into account future final grades. Additional visual simulations could include, but are not limited to, the following methodologies:
 - **Installation of story poles and photo-documentation.** If this methodology is followed, the EIR consultant shall accurately install story poles to represent the height and location of the future structures. The photo-documentation shall be labeled as to view/location and shall be included in the EIR as an Appendix.
 - **Photo-simulations.** If this methodology is followed, the EIR consultant shall accurately superimpose project renderings onto photographs to represent the height and location of the future structures. The photo-simulations shall be labeled as to view/location and shall be included in the EIR as an Appendix.
 - **Video-simulations.** If this methodology is followed, the EIR consultant shall accurately develop a 3-dimension video-simulation of the project to represent the height and location of the future structures. The EIR consultant shall consider video routes that would demonstrate aesthetic impacts. Excerpts of the video-simulation shall be labeled as to view/location and shall be included in the EIR as an Appendix.
 5. The EIR consultant shall describe the changes to views of and through the site in the post-project scenario and assess in detail the significance of those changes to existing views of scenic resources, especially to views from Hollister Avenue and the Storke Road/U.S. Highway 101 overpass and ramps. Additionally, the EIR consultant shall describe the changes to views of and through the site in the post-project scenario and identify whether changes to views have the potential to have a substantial adverse effect on the historic resource per item "b" in the checklist. While the impact assessment should be focused on changes to public views, the change in

private views should still be described, similar to the discussion of private views in the initial study.

6. The EIR consultant shall describe in detail the project's contribution to cumulative visual/aesthetic impacts. The discussion of cumulative impacts should include the visual/aesthetic impact of project development, taking into account existing and proposed development along Hollister Avenue (City staff to provide a list and associated map of cumulative projects in the project area) that could affect views of the Santa Ynez Mountains and coastal (island) views. The project's contribution to cumulative visual/aesthetic impacts to also be further evaluated pending a review of the photos from surrounding public viewing areas.
7. The EIR consultant shall review the mitigation measures identified above to assess both their feasibility as well as effectiveness. Where both necessary and feasible, the EIR consultant shall identify additional required mitigation measures, as determined necessary, to reduce significant, adverse visual/aesthetic impacts to less than significant levels, including, but not limited to changes to landscaping, relocation/re-orientation/redesign of specific buildings, modification to street frontage improvements, etc.
8. The EIR consultant shall prepare a statement of residual impacts based on implementation of all mitigation identified in the EIR.

AGRICULTURE AND FOREST RESOURCES

<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>	<p>Potentially Significant Impact.</p>	<p>Less Than Significant With Mitigation Incorporated</p>	<p>Less Than Significant Impact</p>	<p>No Impact</p>	<p>See Prior Document</p>
<p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>				<p>■</p>	
<p>b. Conflict with existing zoning for agricultural use or a Williamson Act contract?</p>				<p>■</p>	
<p>c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use?</p>				<p>■</p>	

<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>	<p>Potentially Significant Impact.</p>	<p>Less Than Significant With Mitigation Incorporated</p>	<p>Less Than Significant Impact</p>	<p>No Impact</p>	<p>See Prior Document</p>
<p>d. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?</p>				■	
<p>e. Result in the loss of forest land or conversion of forest land to non-forest use?</p>				■	

Existing Setting

The project site generally slopes north to south with gradients typically ranging from 1 % to 10%. While no significant slopes are present within or immediately adjacent to the site, and no significant slopes are proposed, an artificial cut that forms an east-trending drainage has been made near the northern portion of the site and is bordered by 10-foot-high slopes at about 2:1 (horizontal:vertical) gradients. Additionally, the near-surface soils are described as a thin layer of topsoil and/or colluvium over Pleistocene marine terrace deposits. Soil profiles are comprised of sandy clay and clayey sand and are characterized by low percolation rates. These soils are not ideal for agricultural purposes (GMU Geotechnical, 2009).

The soils in the proposed project area as Milpitas-Positas fine sandy loam (Dudek and Associates, 2009). According to the US Soil Conservation Service, Milpitas-Positas fine sandy loam, 2% to 9% slopes, can be used for agricultural purposes, assuming other conditions are present (e.g., contiguous farmable area, extent of surrounding adjacent urban development, designated land use for the site in the General plan, etcetera).

The site has no known history of agricultural use per aerial photography dating back to 1938 (Dudek and Associates, 2005) or present agricultural use. Nor is the site designated for agricultural uses.

There is no forest land or timber on the project site.

Thresholds of Significance

A significant impact to agricultural resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, a project may pose a significant environmental effect on agricultural resources if it conflicts with adopted environmental plans and goals of the City or converts prime agricultural land to non-agricultural use or impairs the agricultural productivity of prime agricultural land.

Project Specific Impacts

- a-c) The project site is not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, (*Santa Barbara County Important Farmland 2008 Map*, State of California, Department of Conservation, California Resources Agency, August 17, 2009). The project site is not zoned for agricultural use nor is it part of a Williamson Act contract. Conversion of the approximately 22.32-acre undeveloped area to commercial and residential development would not result in the loss of significant, viable, local farmland.

- d, e) There is no timber or forest on the project site and the site has not been identified as timber or forest land. Therefore, project development would not result in significant impacts from loss of forest land.

Cumulative Impacts

The proposed project would not contribute to the cumulative loss of significant, viable agricultural land and resources within the City.

Preliminary Mitigation Measures

No mitigation is required or recommended.

Residual Impact

The project would not result in any residual impacts on farmland or agricultural resources.

EIR Scope-of-Work

As the project would result in no impact to agricultural and forest resources, no discussion of agricultural and forest resources impacts is to be included in the EIR.

AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Conflict with or obstruct implementation of the applicable air quality plan?	■ (long-term)		■ (short-term)		
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■ (long-term)		■ (short-term)		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	■ (cumulative)		■ (short-term and long-term)		
d. Expose sensitive receptors to substantial pollutant concentrations?	■ (short-term and long-term)				
e. Create objectionable odors affecting a substantial number of people?		■ (short-term and long-term)			

Existing Setting

The climate in and around the City of Goleta, as well as most of Southern California, is controlled largely by the strength and position of the subtropical high-pressure cell over the Pacific Ocean. This high-pressure cell typically produces a Mediterranean climate with warm summers, mild winters, and moderate rainfall. This pattern is periodically interrupted by periods of extremely hot weather brought in by Santa Ana winds. Almost all precipitation occurs between November and April, although during these months, the weather is sunny or partly sunny a majority of the time. Cyclic land and sea breezes are the primary factors affecting the region's mild climate. The daytime winds are normally sea breezes, predominantly from the west, that flow at relatively low velocities. Additionally, cool, humid, marine air causes frequent fog and low clouds along the coast, generally during the night and morning hours in the late spring and early summer.

Surface temperature inversions (0 to 500 feet) are most frequent during the winter, and subsidence inversions (1000 to 2000 feet) are most frequent during the summer. Inversions are an increase in temperature with height and directly related to the stability of the atmosphere. Inversions act as a cap to the pollutants that are emitted below or within them. The subsidence inversion is very common during the summer along the California coast, and is one of the principal causes of air stagnation. Poor air quality is usually associated with air stagnation (high stability/restricted air movement).

Air Quality Standards – Criteria Pollutants

The Federal Government and the State of California have established air quality standards and emergency episode criteria for various pollutants. Generally, State regulations have stricter standards than those at the Federal level. Air quality standards are set at concentrations that provide a sufficient margin of safety to protect public health and welfare. Air quality at a given location can be described by the concentration of various pollutants in the atmosphere. The significance of a pollutant concentration is determined by comparing the concentration to an appropriate Federal and/or State ambient air quality standard.

Federal standards are established by the US Environmental Protection Agency (EPA) and are termed the National Ambient Air Quality Standards (NAAQS). The State standards are established by the California Air Resources Board (ARB) and are called the California Ambient Air Quality Standards (CAAQS). The region generally has good air quality, as it attains or is considered in maintenance status for most ambient air quality standards. The Santa Barbara County Air Pollution Control District (APCD) is required to monitor air pollutant levels to assure that Federal and State air quality standards are being met.

Criteria Pollutants

The criteria pollutants of primary concern include ozone (O₃), carbon monoxide (CO), nitrogen oxide (NO₂), particulate matter less than 10 microns in diameter (PM₁₀), and particulate matter less than 2.5 microns in diameter (PM_{2.5}). Although there are no ambient standards for volatile organic compounds/reactive organic gases (VOCs/ROCs) or nitrogen oxides (NO_x), they are important as precursors to O₃.

Ozone air pollution is formed when nitrogen oxides (NO_x) and reactive organic compounds (ROCs) react in the presence of sunlight. According to the APCD, the major sources of ozone precursor emissions in Santa Barbara County are motor vehicles, the petroleum industry, and solvent usage (paints, consumer products, and certain industrial processes). Sources of PM₁₀ include grading, demolition, agricultural tilling, road dust, mineral quarries, and vehicle exhaust.

The County is in attainment of the Federal 8-hour ozone standard and the State 1-hour ozone standard, but the County currently violates the State 8-hour ozone and PM₁₀ standards. The County has an unclassified PM_{2.5} attainment for state and federal standards because of a limited data record. The APCD has adopted Clean Air Plans (CAPs) that demonstrate how the County will maintain and/or meet State and Federal air quality standards, including ozone and particulate matter standards.

Thresholds of Significance—Criteria Pollutants

A significant air quality impact could occur if the proposed project resulted in any of the impacts noted in the above checklist.

In addition, per the City's *Environmental Thresholds and Guidelines Manual*, a significant adverse air quality impact may occur when a project, individually or cumulatively, triggers either of the following:

- interferes with progress toward the attainment of the ozone standard by releasing emissions which equal or exceed the established long-term quantitative thresholds for NO_x and ROG; or
- equals or exceeds the State or Federal ambient air quality standards for any criteria pollutant (as determined by modeling).

The project is deemed to have a significant impact on regional air quality if emissions related to project operation exceed the significant threshold established by the City's *Environmental Thresholds and Guidelines Manual*, currently set at a threshold of 25 pounds per day for NO_x and ROG emissions for motor vehicle trips. Furthermore, if a project's emissions exceed these thresholds, then the project's cumulative impacts would also be considered significant.

The City's thresholds also include criteria for conducting carbon monoxide (CO) emission modeling. However, due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with traffic at congested intersections are not expected to exceed the CO health-related air quality standards. Therefore, CO "Hotspot" analyses are not required anymore.

APCD no longer has quantitative emission significance thresholds for short-term construction activities because construction emissions from land development projects have been accounted for in the 2007 CAP. Nevertheless, due to the fact that Santa Barbara County is not in compliance with State standards for airborne particulate matter (PM₁₀), construction generated fugitive dust (50% of total dust) is subject to the City's standard dust mitigation requirements.

Project Specific Impacts

The 23.55-acre site is undeveloped and is characterized by grassland vegetation with some shrubs and trees near the perimeter of the site, except for 9,546-square feet of development consisting of a television studio and two drive-thru ATM facilities. Grading and construction would result in new short-term air quality impacts. New air quality impacts associated with implementation of the project would also occur as a result of operational impacts and an estimated 8,195 average daily trips (ADTs); however, the increase in ADTs would be less than 8,195 as the ADTs from existing development have not been counted/subtracted (see also Transportation/Traffic section).

The City's methodology for quantifying criteria pollutant emissions relies upon the Urban Emissions Model (URBEMIS) air quality modeling software for identifying short-term construction and long-term operational impacts for the pounds/day unmitigated condition and baseline condition, which are described in Tables 2 and 3. The modeling of project emissions utilized URBEMIS default settings (i.e. did not consider any potential construction schedules) and (*Summary Report for Summer Emissions*, URBEMIS 2007 9.2.4, April 2010) is on file and available for review upon request.

**Table 2
 Short-Term Construction Unmitigated Emissions (lbs/day)**

<i>Condition</i>	<i>ROG</i>	<i>NO_x</i>	<i>CO</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
Project	424.92	85.71	89.72	113.38	27.39

Short-Term Construction Impacts:

- a, b) As the APCD no longer has quantitative standards for construction emissions of ozone precursors such as ROCs or NO_x, project construction emissions of these pollutants would not be considered to pose a potentially significant obstacle to implementation of the APCD's CAP or violate any State or Federal air quality standard.
- c) Preliminary earthwork quantities are estimated at 49,100-cubic yards of cut and 48,800-cubic yards of fill (net export of 300-cubic yards of cut). As a result, construction grading generated PM₁₀ dust for a project of this size is estimated to be 113.38 lbs/day. However, as the City has no threshold for construction generated PM₁₀, such an air quality impact is considered adverse but less than significant.
- d) Fine particulate emissions from diesel equipment exhaust are classified as carcinogenic by the State of California. PM₁₀ exhaust emissions for heavy equipment involved in project construction are estimated at 5.20 lbs/day. This level of project generated diesel particulate emissions is considered to pose a potentially significant health risk for sensitive receptors.
- e) Construction of new parking areas and drive aisles onsite would require application of aggregate concrete (AC aka asphalt) that could create objectionable odors. Such odors would be temporary and localized. APCD Rule 329, a prohibitory rule governing the application of cutback and emulsified asphalt paving materials in the County, would apply to all project paving activities. Therefore, impacts related to objectionable odors affecting a substantial number of people are considered potentially significant.

**Table 3
 Long-Term Unmitigated Emissions (lbs/day)¹**

<i>Condition</i>	<i>ROG</i>	<i>NO_x</i>	<i>CO</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
Project	74.87	82.47	695.92	90.79	17.50

Long-term Operational Impacts:

- a, b) The change in long-term operations and vehicular emissions (area source/operational) are estimated to occur over existing baseline levels as a

¹ The impacts identified in Table 3 are based upon 8,195 ADTs. The impacts would need to be recalibrated once the ADTs from existing development have been counted/subtracted.

result of project implementation would be 74.87lbs/day of ROCs and 82.47lbs/day of NO_x. This is above the City's threshold of 25 lbs/day. Therefore, long-term project generated emissions of NO_x, ROCs would be considered potentially significant.

- c) As noted above, Santa Barbara County does not meet State standards for PM₁₀ particulate emissions (fugitive dust). Long-term operational and vehicular emission levels of PM₁₀ are projected to be 90.79 lbs/day. However, as the City has no threshold for operational and vehicular emission levels of PM₁₀, such an air quality impact is considered adverse but less than significant.
- d) The proposed project would be surrounded by the U.S. Highway 101 and the Union Pacific Railroad tracks to the north, Hollister Avenue and the Camino Real Marketplace to the south, research and development offices to the west and heading north to south along Glen Annie Road a Southern California Edison substation, a 60-unit residential community and additional research and development offices to the east. It is unknown if businesses within these areas may engage in business/manufacturing practices that result in the release of toxic air contaminants and/or hazardous air pollutants.

Exposure to toxic air contaminants from stationary sources and diesel particulate emissions from transportation corridors could result in increased short-term and long-term health risks, both cancer and non-cancer related.

The northern portion of the subject property is abuts the Union Pacific Railroad right-of-way which abuts the U.S. Highway 101 right-of-way. The approximate limit of the U.S. Highway 101 corridor overlay covers approximately 25-33% of the northern (residential) portion of the project site. These transportation corridors are a significant source of diesel particulate emissions (PM₁₀ & PM_{2.5}). Recent studies have indicated that significant health effects may occur as a result of exposure to such fine particulate emissions, particularly for children that live less than 500 feet from transportation corridors carrying as few as 41,000 average daily trips (Santa Barbara County APCD; *Public Health and High Traffic Roadways*). The Santa Barbara County Association of Governments (SBCAG) estimated that in 2006 U.S. Highway 101 carried 68,500 ADTs at the Glen Annie interchange (SBCAG, 2006). As fine particulate diesel emissions are classified by the State as carcinogenic (APCD, 2008), and traffic volumes along the Highway 101 corridor adjacent the project site are at levels deemed to be of concern for sensitive receptors by various agencies including the APCD, such particulate emissions would be considered to pose a potentially significant health risk for sensitive receptors.

- e) Based on the nature of the proposed project, the residential uses are not expected to generate long-term objectionable odors affecting a substantial number of people.

c) Cumulative Impacts

Criteria Pollutants

Per the City's *Environmental Thresholds and Guidelines Manual*, a project's contribution to cumulative air quality impacts is considered significant if the project's total emissions of either NO_x or ROCs exceed the long term threshold of 25 lbs/day. The proposed project's long-term contribution to NO_x and ROCs emissions associated with the proposed facility would exceed this threshold, and therefore the project's contribution to cumulative air quality impacts involving NO_x and ROCs would be considered potentially significant. However, the project's contribution to cumulative PM₁₀ emissions would be considered adverse but less than significant as a result of the area's current non-attainment status regarding the State standard.

Toxic Air Contaminants and Hazardous Air Pollutants

Cumulative impacts associated with exposure of sensitive receptors to toxic air contaminants and hazardous air pollutants are considered potentially significant given the potential for increased industrial/commercial/business park uses in the area and the potential for the increase in volumes along nearby transportation corridors.

Preliminary Mitigation Measures

1. Dust generated by construction and/or demolition activities shall be kept to a minimum with a goal of retaining dust on the site. **Plan Requirements:** The following dust control measures listed below shall be implemented by the contractor/builder:
 - a) During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.
 - b) During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour. If wind speeds increase to the point when such measures cannot prevent dust from leaving the site, construction activities shall be suspended.
 - c) Grading and scraping operations shall be suspended when wind speeds exceed 20 mph.
 - d) Gravel pads shall be installed at all access points to the project site to prevent tracking of mud onto City roadways.
 - e) Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.

The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to

prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to City staff and the APCD and shall be posted in three locations along the project site's perimeter for the duration of grading and construction activities. **Timing:** All requirements shall be noted on all plans submitted for LUP issuance.

Monitoring: City staff shall contact the designated monitor and perform periodic site inspections to verify compliance.

2. If the construction site is graded and left undeveloped for over four weeks, the applicant shall employ the following methods immediately to inhibit dust generation:
 - a) Seeding and watering to revegetate graded areas; and/or
 - b) Spreading of soil binders; and/or
 - c) Any other methods deemed appropriate by City staff.

Plan Requirements and Timing: These requirements shall be noted on all plans submitted for issuance of any LUP for the project.

Monitoring: City staff shall perform periodic site inspections to verify compliance.

3. During all project grading and hauling, construction contracts must specify that construction contractors shall adhere to the requirements listed below to reduce emissions of ozone precursors and particulate emissions from diesel exhaust:
 - a) All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
 - b) Diesel powered equipment should be replaced by electric equipment whenever feasible.
 - c) Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.
 - d) Other diesel construction equipment, which does not meet CARB standards, shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed.
 - e) Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
 - f) All construction equipment shall be maintained in tune per the manufacturer's specifications.

- g) The engine size of construction equipment shall be the minimum practical size.
- h) The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- i) Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Plan Requirements and Timing: The construction emission requirements shall be printed on all plans submitted for any LUP, building, or grading permits.

Monitoring: City staff shall verify compliance with requirements for printing the aforementioned construction emission requirements on all plans submitted for any LUP, building, or grading permits.

4. Diesel fuel emissions shall be limited. **Plan Requirements:** The following limitations on diesel-fueled vehicles in excess of 10,000 pounds shall apply during all construction and subsequent operational activities:
- a) Diesel-fueled vehicles in excess of 10,000 pounds shall not idle in one location for more than five (5) minutes at a time.
 - b) Diesel-fueled vehicles in excess of 10,000 pounds shall not use diesel-fueled auxiliary power units for more than five (5) minutes to power heater, air conditioner, or other ancillary equipment on any such vehicle.
 - c) The applicant shall designate one or more locations as deemed appropriate for the permanent posting of a notice(s) to all drivers of diesel-fueled vehicles in excess of 10,000 pounds of these limitations on vehicle idling in all areas of the property that may be frequented by such vehicles. Such signs will be maintained in their approved location(s) in perpetuity.

Timing: These requirements shall be printed all plans prior to LUP issuance. Requirements shall also be printed on grading and building permits. The location and information provided on the sign(s) shall be reviewed and approved by City staff prior to LUP issuance.

Monitoring: City staff shall periodically conduct site inspections to verify compliance.

5. The applicant shall prepare an Alternative Transportation/Transportation Demand Management Program to help reduce emissions associated with project generated vehicular trips. **Plan Requirements and Timing:** The Alternative Transportation/Transportation Demand Management Program shall include, but not be limited to, the following elements:
- a) The applicant shall contact the Metropolitan Transit District (MTD) and Santa Barbara County Association of Governments Traffic Solutions to identify appropriate Transportation Demand Management (TDM)

programs that are available to serve residents. Notice of all available TDM programs shall be given to all new residents.

- b) Notice of MTD bus routes and schedules shall be posted and maintained up-to-date in a central location(s).
- c) Male and female shower facilities shall be provided onsite and be available for use during and after work hours for all employees. Notice of these facilities shall be provided to all new employees when hired.
- d) All residents and employees shall be advised of any ride sharing program or similar successor program administered by the Santa Barbara Association of Governments. The applicant shall request that any interested residents register semi-annually in the ride sharing program and shall make an effort to encourage participation in the program.
- e) An employee lunch room shall be provided and shall include the following amenities; refrigerator, microwave oven, sinks, food preparation tables, and tables/chairs.
- f) Secure bicycle storage shall be provided onsite.
- g) Annual reporting requirements for the life of the project and submittal of fee for City review and approval of annual reports.

An Alternative Transportation/TDM Program shall be prepared by the applicant for review and approval by City staff prior to LUP issuance.

Monitoring: Prior to final inspection, City staff shall verify compliance.

6. The permittee shall submit to the APCD a completed *Asbestos Demolition/Renovation Notification* form and comply with the *National Emission Standards for Hazardous Air Pollutants—Asbestos* during all demolition activities for the removal of the 9,546-square feet of development consisting of a television studio and two drive-thru ATM facilities. **Plan Requirements and Timing:** The applicant shall provide written verification that a completed *Asbestos Demolition/Renovation Notification* form has been submitted to the APCD. In addition, all plans submitted for a demolition permit shall include a note that all demolition activities shall comply with the *National Emission Standards for Hazardous Air Pollutants—Asbestos*. These requirements shall be met prior to issuance of the demolition permit.

Monitoring: The City shall monitor in the field for compliance.

7. Ventilation systems that are rated at Minimum Efficiency Reporting Value of “MERV13” or better for enhanced particulate removal efficiency shall be provided on all units. The residents of these units shall also be provided information regarding filter maintenance/replacement. **Plan Requirements and Timing:** The aforementioned requirements shall be shown on applicable plans submitted for approval of any Land Use and Building permits.

Monitoring: City of Goleta staff shall ensure that the aforementioned requirements are included on plans submitted for approval of any Land Use and Building permits and shall verify compliance onsite prior to occupancy clearance. Staff shall also review the future Covenants, Conditions, and

Restrictions (CC&Rs) for inclusion of guidelines pertaining to the proper maintenance/replacement of filters..

Residual Impact

Residual impacts to air quality are to be determined.

EIR Scope-of-Work

1. The EIR consultant shall verify/update the air quality environmental baseline for criteria pollutants.
2. The EIR consultant shall identify any applicable regulatory framework for air quality impacts, including any applicable Federal, State, or local regulations and standards.
3. The EIR consultant shall describe the criteria for determining a project's air quality impacts, including the Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, the City's *Environmental Thresholds and Guidelines Manual*, and applicable City, State and Federal policies relating to air quality and air quality impacts.
4. The EIR consultant shall prepare a Health Risk Assessment (HRA) regarding exposure to toxic air contaminants. The EIR consultant shall identify all businesses within 2,000 feet of the project site, determine emission levels of any toxic air contaminants or hazardous air pollutants, and estimate the onsite exposure of such emissions on sensitive receptors.
5. The EIR consultant shall prepare a HRA to quantitatively evaluate potential impacts on sensitive receptors resulting from fine particulate and other transportation generated emissions from the railroad/U.S. Highway 101 corridor due to the proximity of the proposed residential units to this transportation route.
6. The EIR consultant shall verify/update short-term construction emissions estimates for criteria pollutants using the most recent URBEMIS air quality modeling software. The EIR consultant shall also calculate emissions for a project with and without the pharmacy's drive-through.
7. The EIR air quality consultant shall verify/update long-term operational emissions estimates for criteria pollutants using the most recent URBEMIS air quality modeling software. The EIR consultant shall also calculate emissions for a project with and without the pharmacy's drive-through.
8. The EIR consultant shall verify/update impact significance levels by analyzing project impacts associated with criteria pollutants against the applicable thresholds of significance. The EIR consultant shall also consider the project's orientation for passive solar heating/cooling and solar access and use of other renewable energy sources when determining impact significance levels.
9. The EIR consultant shall identify and discuss the significance of project air quality impacts associated with both short-term construction activities and long-term operational activities, based on the thresholds of significance noted above. In addition, the EIR consultant shall identify and assess the significance of risk to sensitive receptors resulting to the exposure of such

- receptors to both transportation corridor particulate emissions as well as potential emissions from neighboring manufacturing uses.
10. The EIR consultant shall identify and discuss the project's contribution to cumulative air quality impacts, both for construction and long-term operations. In addition, the EIR consultant shall identify and discuss project contributions to the cumulative health risk posed by exposure of sensitive receptors to both transportation corridor particulate emissions as well as potential emissions from neighboring manufacturing uses.
 11. The EIR consultant shall evaluate the adequacy of the mitigation measures identified in the Initial Study as well as identify additional, feasible mitigation measures where appropriate that reduce potentially significant impacts to less than significant levels.
 12. The EIR consultant shall prepare a statement of residual impacts based on implementation of all mitigation identified in the EIR.

BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	■				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	■				
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	■				
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	■				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	■				
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	■				

Existing Setting:

The project site is located within the urban area, in the central portion of the City of Goleta. A mix of land uses surround the site, include the U.S. Highway 101 and the Union Pacific Railroad tracks to the north, Hollister Avenue and the Camino Real Marketplace to the south, research and development offices to the west and heading north to south along Glen Annie Road a Southern California Edison substation, a 60-unit residential community and additional research and development offices to the east. In this context, the project site is unlikely to provide a potential corridor for wildlife onsite, while the Union Pacific Railroad located immediately to the north may provide a potential corridor for wildlife offsite.

The 23.55-acre site is undeveloped and is characterized by grassland vegetation with some shrubs and trees near the perimeter of the site, except for 9,546-square feet of development consisting of a television studio and two drive-thru ATM facilities. Aside from the existing development, only portions of the site have been disturbed. While the site has no known history of agricultural use per aerial photography dating back to 1938 (Dudek and Associates, 2005) or present agricultural use that would have churned the soils, the site has been traversed by trails, paths and dirt roads, a portion of the site has been disturbed by an engineered cut representing the former site of a portion of the Southern Pacific Railroad, and portions of the site have been disturbed from installation of utilities (such as the sewer line that runs along the western proposed project area boundary) and by imported soils from ground disturbances associated with construction of the Glen Annie Road and/or Storke Road overpasses on U.S. Highway 101. The project site has been occasionally mowed as part of fuel management measures for fire suppression.

Based upon Dudek and Associates, 2005, burrowing rodents are present on the property, but pocket gopher burrows were not numerous. Tunnels through the grass thatch that are characteristic of meadow voles were not common. No very large burrows consistent with badger or burrowing owls were found; although, there is a small possibility that badger, a California Department of Fish and Game Species of Special Concern, could persist on this site. No brush rabbits were seen. Trails across the site suggest it is traversed by some wildlife species, most likely striped skunks, raccoons, and Virginia opossums, but dogs and cats could also utilize this site on a regular basis.

Small birds such as house finches, common yellowthroat, Anna's hummingbird, northern mockingbird, and European starlings were observed feeding in the landscape plantings around the developed area. Some may also have been nesting in those shrubs and trees. Birds were less common in the grassland areas than birds in the shrubbery edging the site. The open grasslands on the site could be attractive as foraging areas to several species of raptors, including red-tailed hawk, American kestrel, and white-tailed kite, species that breed in the south coastal area. No meadowlarks or red-winged blackbirds were seen. A great blue heron was observed foraging on the northern half of the site. During the afternoon field surveys one red-tailed hawk flew over the property. No white-tailed kites or burrowing owls were seen or heard; however, white-tailed kites, a California Department of Fish and Game fully protected species, would be expected to forage on the Westar property.

Monarch Butterflies may visit the trees on and around the Westar site to feed, but it is believed the trees on the property are too thinly distributed to provide a winter roost site.

California red-legged frogs are unlikely to access the property, and the site is unlikely to support or protect California red-legged frogs. No frogs were heard on the site at sundown. While Dudek and Associates, 2005, states that no tadpoles were seen in the pooled water on the project site, they do not specify where the pooled water is other than it is in a drainage area. Three drainage areas are identified in the report: within the crescent shaped cut in the northeast corner of the property, along a ditch or roadbed in the center of the property, and at the Hollister Avenue curb. The Southwestern Pond Turtle and two-striped garter snake are California Department of Fish and Game Species of Special Concern that inhabits nearby Glen Annie Creek, but neither species were found onsite.

Based on Dudek and Associates, 2005, and Tree Concern, 2009, the on-site vegetation predominantly consisted of introduced annual grassland. The vegetation is dominated by widely distributed, mostly annual species that are not native to California. Ripgut brome, wild oat, wild radish, and several species of vetch dominate the northern half of the site. While Italian ryegrass, six-weeks fescue, rattail fescue, and sheep sorrel dominate the southern half of the site. Higher ground was generally dominated by the brome/oat/radish/vetch series. Bur clover and storksbill were common to abundant throughout the site. Few native plant species (giant spikerush and what might be meadow barley) persist on this site; where they do occur, they are not numerous. One noxious range species was encountered (a Gaura), and a non-native perennial bunchgrass (Harding grass) has colonized a large section of the west half of the site.

Although occasional small individuals of native shrubs were encountered, no shrub dominated habitat occurs on the site outside the landscaped border of the developed corner, or the landscaped western boundary. No willows were found. A few small oaks and other landscape species are struggling on the northeast corner of the site opposite the electrical substation.

No listed or other species accorded special status species by the California Department of Fish and Game, the US Fish and Wildlife Service, or the California Native Plant Society was observed.

There are no water bodies located within project site. The project site and surrounding lands originally drained into the Devereaux Slough watershed across Hollister Avenue, but the site was not traversed by the system of creeks and tributaries that feed the slough system. The site soil characteristics (no or very slow percolation) potentially allow for vernal wetlands and vernal pools. Wetland indicator species (ryegrass/sheep sorrel/six-weeks fescue) are found on the southern half of the property.

Thresholds of Significance

A significant impact on Biological Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

Additionally, per the City's *Environmental Thresholds and Guidelines Manual* a project would pose a significant environmental impact(s) on biological resources in any of the following would result from project implementation:

- a) A conflict with adopted environmental plans and goals of the community where it is located;
- b) Substantial effect on a rare or endangered plant or animal species;
- c) Substantial interference with the movement of any migratory or resident fish or wildlife species;
- d) Substantial diminishment of habitat for fish, wildlife, or plants.

Project Specific Impacts

- a-d) The project would result in permanent conversion of a mostly undeveloped site to a mixed-use development and could involve direct impacts by grading and removal of existing vegetation, a disruption to the existing drainage through an increase in impervious surfaces and the collection of stormwater in an underground basin, excavation for building foundations, construction of buildings, roadways and parking areas, and installation of utilities and landscaping.

Based upon Dudek and Associates, 2005, there is a small possibility that badger, a California Department of Fish and Game Species of Special Concern, could persist on this site. Additionally, white-tailed kites, a California Department of Fish and Game fully protected species, would be expected to forage on the Westar property. While California red-legged frogs are unlikely to access the property, they have been found within the Union Pacific Railroad corridor approximately 7,800 feet (1.5 miles) west of the project site. It is more likely that the Southwestern Pond Turtle and two-striped garter snake are California Department of Fish and Game Species of Special Concern that inhabits nearby Glen Annie Creek, could be found onsite. No white-tailed kites or burrowing owls were seen or heard; however, white-tailed kites, a California Department of Fish and Game fully protected species, would be expected to forage on the Westar property. If any of these species were found onsite, they could be affected by the project and impacts could be potentially significant.

Monarch Butterflies, a California and City of Goleta special resource, may visit the trees, eucalyptus trees in particular, on and around the Westar site to feed. If they roosted onsite, they could be affected by the project and impacts could be potentially significant.

One Coast Live Oak, a City of Goleta tree of concern, would be removed, but at least 10 Coast Live Oak trees would be planted and distributed throughout the project site in order to mitigate the removed Coast Live Oak. Additionally, there are assorted eucalyptus trees labeled "Off Site Hazard Leaners" whose critical root zone would be encroached upon by project grading. If more than 25% of their critical root zones are impacted, the tree may need to be

completely removed. No other direct impacts to off-site vegetation are anticipated.

While there are no water bodies located within project site, there is existing potential for vernal wetlands and vernal pools. Through project development and by altering the drainage patterns onsite by collecting all site stormwater through a series of swales, bio-swales, bio-retention areas and a 120,500-cubic foot underground stormwater storage area, the potential for vernal wetlands and vernal pools would be eliminated. Furthermore, while stormwater would be collected through the underground stormwater storage area, the underground stormwater storage area would allow any excess or overflow water to leave the site through a connection to the existing storm drain system. Depending on the types of landscape species permitted within the project site (e.g., invasive ornamentals) and the potential presence of contaminants (e.g., fertilizers/herbicides/pesticides used on common area and private landscaping, tainted runoff from roadways, the carwash, uncovered parking areas and uncovered trash storage areas) in runoff water from impervious surfaces onsite, these species and contaminants could be conveyed to areas downstream the storm drain system and the Devereaux Slough, indirect impacts to these off-site habitats could be potentially significant as stormwater is not treated by the sanitation system.

Based upon Dudek and Associates, 2005, project impacts to species/habitats, wetlands, and movement of species could be potentially significant.

- e) The proposed project has the potential to conflict with policies or ordinances protecting biological resources, including Environmentally Sensitive Habitat Area (ESHAs), special status species, vernal pools and vernal wetland habitats and potentially other ESHAs that could be discovered in the development of additional special studies. Potential conflicts are associated with the removal of potential ESHA, construction within potential ESHA buffers, adequacy of mitigation if required, and the potential for invasive landscape species and/or degraded runoff from increased impervious surfaces to be conveyed indirectly to the Devereaux Slough. Based upon the biological constraints survey, inferences suggest, the project's potential to conflict with applicable policies, and/or ordinances is considered potentially significant, pending the submittal of additional studies prepared by a qualified biologist(s).
- f) The proposed project is not located within an area that has an adopted Habitat an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, project development would not result in significant impacts from conflicting with the provisions of an adopted conservation plan.

Cumulative Impacts

Although the site is located within the central portion of the urban core of the City of Goleta, project development would contribute to conversion of remaining undeveloped land and the further fragmentation of habitats and habitat values these lands provide, particularly given the site's large forging grounds, and the relative proximity to Sperling Preserve, the Devereux Slough, the Goleta Slough and Lake Los Carneros. The project's contribution to cumulative impacts on biological resources is considered significant.

Preliminary Mitigation Measures

1. Applicant shall submit drainage and grading plans with a final hydrology report for review and approval by Community Services and Building staff. The plan shall incorporate appropriate Best Management Practices to minimize storm water impacts to the maximum extent feasible in accordance with the City's Storm Water Management Plan. **Plan Requirements and Timing:** The plans shall include features which serve to filter runoff water. The plans shall also include an erosion control plan for review and approval by Community Services staff prior to the issuance of any LUP for the project. After installation/implementation of any drainage improvements, erosion control measures, and/or other BMPs, the applicant shall be responsible for on-going maintenance of all improvements in accordance with the manufacturer's specifications or the approved plans.

Monitoring: City staff shall perform periodic site inspections to verify compliance as well as contact the designated monitor as necessary to ensure compliance with maintenance requirements.

2. During construction, washing of concrete, paint, or equipment shall occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Washing shall not be allowed near sensitive biological resources and in no event shall any polluted water or materials be conveyed to the bioswale or wetland/stormwater retention area. An area designated for washing functions shall be identified on the plans submitted for approval of any LUP for the project. The washoff area shall be in place throughout construction. **Plan Requirements and Timing:** The wash off area shall be designated on all plans and shall be reviewed and approved by City staff prior to issuance of any LUP for the project.

Monitoring: City staff shall site inspect throughout the construction period to ensure compliance and proper use.

3. Oil and grease traps or other protective devices and measures, including bio-filters, shall be incorporated on-site to minimize transport of pollutants. **Plan Requirements and Timing:** The oil and grease traps or other protective devices shall be designated on all plans and shall be reviewed and approved by City staff prior to issuance of any LUP for the project.

Monitoring: City staff shall site inspect throughout the construction period to ensure compliance and proper use.

4. Planting of invasive species shall be prohibited and therefore no invasive species shall be included in the final landscape plan. In addition, project CC&Rs and rental agreements shall identify this restriction along with a list of plant species that are considered invasive to facilitate compliance with this measure. **Plan Requirements and Timing:** The final landscape plan shall exclude invasive species from the plant palette(s) and shall include a note on the landscape plan(s), which expressly prohibits planting of invasives. The final landscape plan shall be reviewed and approved by the DRB and City staff prior to LUP issuance.

Monitoring: Prior to final inspection, City staff shall site inspect to ensure that landscaping has been installed consistent with the final landscape plan.

Residual Impact

Residual impacts to biological resources are to be determined.

EIR Scope-of-Work

1. The EIR consultant shall identify the biological resources environmental baseline for the project to identify if the site contains any environmental sensitive habitats and or special status flora or fauna and peer review of the submitted biological constraints survey prepared by Dudek and Associates (Dudek and Associates, June 23, 2005), and the arborist report by Tree Concern (Tree Concern, October 1, 2009).
2. The EIR consultant shall conduct an updated search of the California Natural Diversity Database (CNDDDB) and the California Native Plant Society (CNPS) Inventory Database for special-status and sensitive "elements" known to occur at or in the vicinity of the site to be used in preparation of the discussion of the project's biological environmental baseline.
3. The EIR consultant shall identify any applicable regulatory framework for biological resources impacts, including any applicable Federal, State, or local regulations and standards.
4. The EIR consultant shall describe the criteria for determining a project's impact on biological resources, including the Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, the City's *Environmental Thresholds and Guidelines Manual*, and applicable City, State and Federal policies relating to biological resources and biological resource impacts.
5. The EIR consultant shall describe and evaluate the significance of all potential project impacts on biological resources using the criteria noted above as well as the information obtained from the peer review or previously filed reports, field investigations and site visits, and database research. Based upon this evaluation, the EIR consultant shall determine if additional special studies need to analyze the project's impacts on biological resources. The EIR consultant shall map the boundaries of such resources and discuss

their biological functional and value of the biological resource observed onsite. Such special studies include, but are not limited to, the following topics:

- The removal of Environmentally Sensitive Habitats (ESHAs), such as, but not limited to grasslands and roosting and foraging habitat for raptors.
 - A focused mammal study to determine if a badger, a CDFG Species of Special Concern, is found onsite.
 - A wetland delineation to determine the locations of any wetlands onsite.
 - If wetlands/vernal pools are found onsite, a focused invertebrate study to determine if, for example, vernal pool fairy shrimp are found onsite.
 - Indirect impacts to the Devereaux Slough from conveyance of project runoff water should also be identified.
 - If applicable, additional, currently unidentified biological impacts should be described.
6. The EIR consultant shall describe the project's contribution to cumulative biological resources impacts. The discussion of cumulative impacts should include the biological resources impact of project development, taking into account existing and proposed development along Hollister Avenue (City staff to provide a list and associated map of cumulative projects in the project area).
 7. Based on this impact analysis, the EIR consultant shall assess the adequacy and feasibility of the proposed mitigation measures, as well as identify additional mitigation where appropriate, that would reduce potentially significant impacts to less than significant levels.
 8. The EIR consultant shall prepare a statement of residual impacts based on implementation of all mitigation identified in the EIR.

CULTURAL RESOURCES

Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	■				
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	■				
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	■				
d. Disturb any human remains, including those interred outside of formal cemeteries?	■				

Existing Setting

Prehistoric and Historic Setting

The project site is located within the Santa Barbara Channel cultural area. Evidence of cultural activity along the coastline extends over 9,000 years. The prehistoric cultural development has been characterized in three stages: the Early Period (ca. 8,000 to 5,000 years ago), the Middle or Intermediate Period (ca. 5,500 to 900 years ago), and the Late Period (ca. 900 to 200 years ago), (Dudek and Associates, 2009). Historically, settlement in the vicinity of the project site was defined by three periods; the Mission Period (AD 1769 to 1830), the Rancho Period (AD 1830 to 1865), and the American Period (AD 1865 to 1915).

As provided in the City's General Plan Final EIR (Section 3.5, Cultural Resources), the city is known to contain prehistoric, ethnographic, historical and paleontological resources. The City's General Plan Final EIR (Figure 3.5-1, Historic Resources), shows areas containing sensitive historic/cultural resources, identifying 46 historic resource locations. The City's General Plan (Table 6-1 List of Historic Resources and Figure 6-2 Historic Resources, Visual and Historic Element), indicates the project site contains a historic resource (#45), an engineered cut representing the former site of a portion of the Southern Pacific Railroad. The applicant has submitted a historical report that concludes "The former railroad cut on APN 073-030-020 is not eligible for listing as a significant historic resource for the purposes of CEQA review" (*Phase 1 Historical Resources Management Report*, Post/Hazeltine historians Pamela Post and Timothy Hazeltine, September 16, 2009).

Dudek and Associates, 2009, stated that thirty-seven previous cultural resource surveys have been performed and 11 archaeological sites have been identified within ½ mile of the proposed project area. Of the eleven sites within ½ mile of the project site, three are particularly important to understanding the potentially archaeological sensitivity of the proposed project area. Two of these three sites found the remnants of a major village site including a variety of food remains and burials. The third site was determined to be the redeposition of prehistoric materials from another location resulting from grading.

An intensive field survey of the entire project area was performed, and an approximately 1,250 square meter (13,500-square foot) low density scatter of small shellfish fragments and chipped stone flakes was identified in the northwest corner of the proposed project area. An excavation indicated that the cultural material is within disturbed soils that include modern trash. These isolated soils contain a mix of prehistoric and modern materials are considered to be a potentially a function of redeposition of archaeological site materials moved during construction of the Glen Annie Road and/or Storke Road overpasses on U.S. Highway 101, similar to other isolated deposits of cultural materials recorded in the project vicinity. There is a limited potential for redeposited human remains or diagnostic (time-sensitive) artifacts to be present in the redeposited soils.

No known unique paleontological resource or site has been identified onsite. Additionally, the project site does not contain any unique geologic feature.

Thresholds of Significance

A significant impact on cultural resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's *Environmental Thresholds and Guidelines Manual*. The City's adopted thresholds indicate that a project would result in a significant impact on a cultural resource if it results in the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of such a resource would be materially impaired.

Project Specific Impacts

- a) The City's General Plan (Table 6-1 List of Historic Resources and Figure 6-2 Historic Resources, Visual and Historic Element), indicates the project site contains a historic resource, an engineered cut representing the former site of a portion of the Southern Pacific Railroad. The proposed project would eliminate the historic resource. Elimination of a historic resource would be considered significant. However, a historical report (Post/Hazeltine, 2009) was submitted that calls the eligibility of this historic resource into question. Specifically, the historical report finds that the integrity of the historic resource is questionable as no remnants of the Southern Pacific Railroad line's gravel bed, iron rails or wood ties have survived. The historical report concludes that the potential resource does not retain sufficient integrity to convey its historic associations or significance; the abandoned railroad cut is not considered to be a potentially significant resource for the purposes of CEQA review; that the resource is not eligible for listing under the California Register of Historic Resources and the National Register of Historic Places or for a listing as a locally significant historic resource. "Therefore, the abandoned railroad cut, which is listed as a locally significant resource, does not meet any of the criteria necessary for such a designation."

Project impacts to the historic resource are considered potentially significant, pending peer review of the historical report.

- b-d) Ground disturbances associated with the project include installation/construction of commercial and residential unit foundations, utilities, stormwater infrastructure, paving, and landscaping. Estimated preliminary project grading would consist of 49,100-cubic yards of cut and 48,800-cubic yards of fill (net export of 300-cubic yards of cut) from the project site. Any of these subsurface ground disturbances could potentially result in the discovery of archaeological, paleontological, or human remains. Disturbances to archaeological, paleontological, or human remains would be considered significant. However an archaeological investigation (Dudek and Associates, 2009) was submitted that summarizes previous archaeological surveys and the archaeological resources associated with the project site and analyzes potential project impacts to archaeological resources. It concludes that the cultural materials found within imported soils do not retain their integrity or association with their original prehistoric deposition, and are therefore not significant archaeological resources pursuant to CEQA and City of Goleta criteria.

Project impacts to archaeological resources are considered potentially significant pending the conclusions of the required peer review.

While no known archaeological resource, unique paleontological resource or site or redeposited human remains or diagnostic (time-sensitive) artifacts have been discovered onsite, there is a limited potential for these elements to be present onsite and impacted during project development. In the case of discovery, project impacts to these resources or artifacts could be considered potentially significant.

Cumulative Impacts

A significant amount of grading would occur on the project site and could contribute to continued direct and indirect impacts to cultural resources. Grading activities contribute on an incremental project basis within the City of Goleta and surrounding jurisdictions to a significant cumulative impact to such cultural resources over time. Although direct impacts are not currently anticipated to archaeological, paleontological, or geologic resources or human artifacts, a direct impact would occur if peer review of the historic resource identified in the City of Goleta's General Plan confirms the feature is a historic resource or if peer review determines archaeological resources are present.

The project's potential contribution to this cumulative impact would be determined after the required peer review is completed.

Preliminary Mitigation Measures

The following mitigation measures include, but are not limited to measures identified in the Post/Hazeltine, 2009, report. The appropriateness and adequacy of these measures will be determined pending the results of a peer review.

1. The engineered cut representing the former site of a portion of the Southern Pacific Railroad be photo-documented following the requirements outlined by the City of Goleta for documenting historic resources prior to its removal. Copies of the photo-documentation shall be archived with the Goleta Valley Railroad Museum and the Goleta Valley Historical Society.
2. A plaque memorializing the history of the rail cut should be incorporated into the design of the new project.

The following mitigation measure includes, but is not limited to the measure identified in the Dudek and Associates, 2009, investigation. The appropriateness and adequacy of the measure will be determined pending the results of a peer review. Additional Mitigation Measures, if any, are to be determined.

1. A City-qualified archaeologist and local Chumash observer should monitor grading activities within the shellfish scatter and a 300-foot buffer in the northwest corner of the proposed project area as defined on Figure 2 to ensure that prehistoric materials important to the Native American community

are identified and assessed consistent with City of Goleta Cultural Resources Guidelines. In the event human remains are encountered during grading, excavation should be immediately suspended and the protocol identified in CEQA Guidelines Section 15065.4(e) and the State Public Resources Code 5097.98 shall be followed. Any diagnostic prehistoric artifacts that are identified should be recovered to potentially relate the origin of the onsite cultural materials to recorded archaeological sites in the vicinity.

Residual Impact

Residual impacts to cultural resources are to be determined.

EIR Scope-of-Work

Historical

1. The EIR consultant peer review the Post/Hazeltine Associates report (Post/Hazeltine Associates, September 16, 2009), and conduct at least one site visit to identify the historical/cultural environmental baseline for the project.
2. The EIR consultant shall to determine if additional survey work in the area is necessary to accurately establish the environmental baseline for the project.
3. The EIR consultant shall confer with the Goleta Valley Historical Society and the South Coast Railroad Museum representatives to discuss the adequacy of the data already compiled and need for any additional field work to fully establish the environmental baseline for the project.
4. The EIR consultant shall identify any applicable regulatory framework for historical/cultural resources impacts, including any applicable Federal, State, or local regulations and standards.
5. The EIR consultant shall describe the criteria for determining a project's impact on historical/cultural resources, including the Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, the City's *Environmental Thresholds and Guidelines Manual*, and applicable City, State and Federal policies relating to historical/cultural resources and historical/cultural resource impacts.
6. The EIR consultant shall identify and describe the potential project specific impacts to historical/cultural resources as well as assess the significance level of each identified impacts based on peer review of prior surveys, data collected from the data research effort, information from the consultation with the Goleta Valley Historical Society and the South Coast Railroad Museum representatives, and any additional field work conducted by the consultant.
7. The EIR consultant shall describe the project's contribution to cumulative impacts on historical/cultural resources. The discussion of cumulative impacts should include the impact of project development, taking into account existing and proposed development in the City (City staff shall provide a list and associated map of cumulative projects within the City).
8. The EIR consultant shall identify feasible mitigation measures that are capable of reducing potentially significant project impacts on historical/cultural

resources to less than significant levels. If certain project impacts to such resources cannot be feasibly mitigated, the EIR consultant shall identify those impacts and provide a detailed discussion as to why mitigation to less than significant levels is not feasible.

9. The EIR consultant shall prepare a statement of residual impacts based on implementation of all mitigation identified in the EIR.

Archaeology

1. The EIR consultant peer review the Dudek and Associates (Dudek and Associates, July 2009), review all archaeological/cultural resource surveys and reports on file with the Central Coast Information Center at the UCSB for the area in the vicinity of the project site, and conduct at least one site visit to identify the archaeological/cultural environmental baseline for the project. The EIR consultant shall determine if additional field/survey work in the area is necessary to accurately establish the environmental baseline for the project.
2. The EIR consultant shall confer with all interested Native American representatives to fully establish the environmental baseline for the project.
3. The EIR consultant shall identify any applicable regulatory framework for archaeological/cultural resources impacts, including any applicable Federal, State, or local regulations and standards.
4. The EIR consultant shall describe the criteria for determining a project's impact on archaeological/cultural resources, including the Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, the City's *Environmental Thresholds and Guidelines Manual*, and applicable City, State and Federal policies relating to archaeological/cultural resources and archaeological/cultural resource impacts.
5. The EIR consultant shall identify and describe the potential project specific impacts to archaeological/cultural resources as well as assess the significance level of each identified impacts based on peer review of prior surveys, data collected from the data research effort, information from the consultation with interested Native American parties, and any additional field work conducted by the consultant.
6. The EIR consultant shall describe the project's contribution to cumulative impacts on archaeological/cultural resources. The discussion of cumulative impacts should include the impact of project development, taking into account existing and proposed development in the City (City staff shall provide a list and associated map of cumulative projects within the City).
7. The EIR consultant shall identify feasible mitigation measures that are capable of reducing potentially significant project impacts on archaeological/cultural resources to less than significant levels. If certain project impacts to such resources cannot be feasibly mitigated, the EIR consultant shall identify those impacts and provide a detailed discussion as to why mitigation to less than significant levels is not feasible
8. The EIR consultant shall prepare a statement of residual impacts based on implementation of all mitigation identified in the EIR.

GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	■				
ii. Strong seismic ground shaking?	■				
iii. Seismic-related ground failure, including liquefaction?			■		
iv. Landslides?			■		
b. Result in substantial soil erosion or the loss of topsoil?		■			
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			■		
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		■			
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				■	

Existing Setting

The project site is generally sloping north to south with gradients typically ranging from 1 % to 10%. While no significant slopes are present within or immediately adjacent to the site, and no significant slopes are proposed, an artificial cut that forms an east-trending drainage has been made near the northern portion of the site and is bordered by 10-foot-high slopes at about 2:1 (horizontal:vertical) gradients.

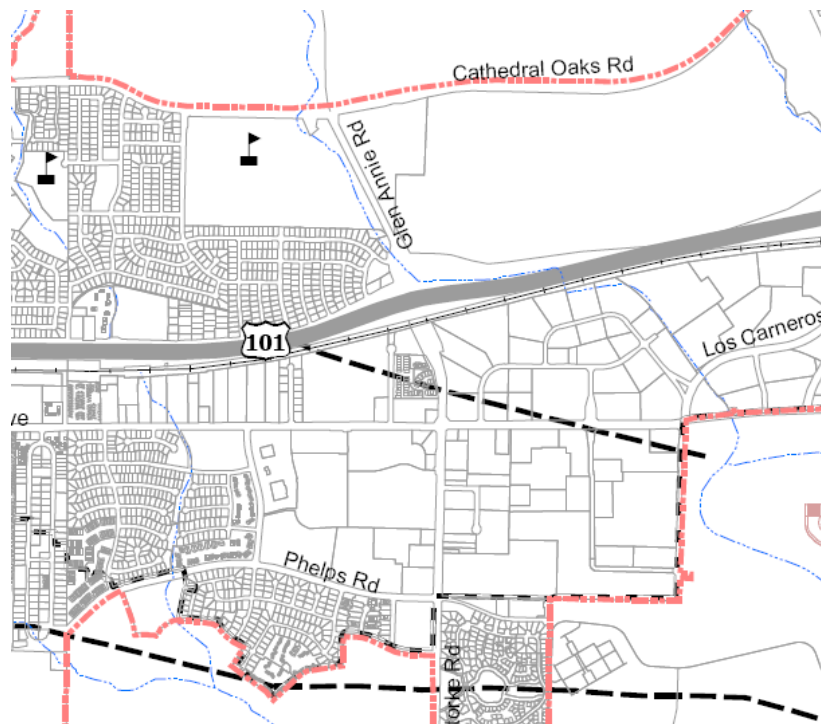
While the site has no known history of agricultural use per aerial photography dating back to 1938 (Dudek and Associates, 2005), the site has been traversed by trails, paths and dirt roads, a portion of the site has been disturbed by an engineered cut representing the former site of a portion of the Southern Pacific Railroad, and portions of the site have been disturbed from installation of utilities (such as the sewer line that runs along the western proposed project area boundary) and by imported soils from ground disturbances associated with construction of the Glen Annie Road and/or Storke Road overpasses on U.S. Highway 101.

The site is bounded on the north by the foothills of the Santa Ynez Mountains, a portion of the Transverse Range Province. The project site overlies the West Sub-Basin of the Goleta Groundwater Basin, which is used by municipal and private pumpers. The proposed project would receive water from the Goleta Water District.

The site includes the following geologic/soils constraints: some compressed soils and some corrosive soils with the possibility of high expansion, low percolation rates, seismic shaking (Seismic Zone 4), settlement and erosion associated with site development.

Per the City's General Plan Final EIR (Section 3.6, Geology), the city is composed of marine and nonmarine detritus, eroded off the adjacent mountains that accumulated in the ancestral Goleta Valley and the project site is contained within the Older Alluvium (Qoa). The City's General Plan (Figure 5-1 Geologic Hazards Map, Safety Element), indicates the project site contains a fault zone that crosses the property from the southeast to the northwest approximately as shown in Figure 5.

Figure 5
Figure 5-1, Geologic Hazards Map (Partial)



The applicant has submitted a geotechnical report (GMU Geotechnical, 2009) that calls the validity of the fault zone identified in Figure 5 into question.

According to GMU Geotechnical, 2009, the site is located on the Goleta-Santa Barbara Coastal Piedmont: which is an uplifted terrain characterized by elongated, east-west trending folds and faults with preserved flights of late Pleistocene marine terrace landforms and deposits. The geology and geomorphology of the site is characteristic of marine terrace deposits and landforms in the Goleta area; whereas,

marine terrace landforms and associated deposits form a seaward sloping, stair-stepped geomorphic expression in the Goleta area. The youngest of the terrace landforms and deposits is age-dated at 47 Kilo-annum (ka), i.e. 47,000 years before the present, and the northern margin of the terrace is located south of the subject property. The next flight of marine terrace deposits underlies the subject property and is associated with the 58 ka-60 ka paleo-high sea level stand.

The site is within close proximity to several active and potentially active faults within Southern California, and the site will likely be subject to earthquake ground motions in the future. It should be recognized that much of Southern California is subject to some level of damaging ground shaking as a result of movement along the major active (and potentially active) fault zones that characterize this region.

According to GMU Geotechnical, 2009, groundwater is likely 30 to 50 feet below the surface of the site. At this depth, the marine terrace deposits are expected to be dense. The potential for significant liquefaction is low based on deep groundwater and relatively dense soils.

GMU Geotechnical, 2009, anticipates that only the near surface soils will be significantly compressible. Specifically, the uppermost 5 feet of soil is judged to be compressible. Below that depth, the soils become relatively dense and are estimated to have low compressibility. The tested soils possess severe corrosion potential to ferrous metals, negligible sulfate exposure for concrete, and high expansion potential. The percolation testing indicated that these soil materials are characterized by low percolation rates.

Thresholds of Significance

A significant impact on geology/soils would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. The City's *Environmental Thresholds and Guidelines Manual* assumes that a proposed project would result in a potentially significant impact on geological processes if the project, and/or implementation of required mitigation measures, could result in increased erosion, landslides, soil creep, mudslides, and/or unstable slopes. In addition, impacts are considered significant if the project would expose people and/or structures to major geological hazards such as earthquakes, seismic related ground failure, or expansive soils capable of creating a significant risk to life and property.

Project Specific Impacts

- a) There are no Alquist-Priolo mapped earthquake faults or zones within the City of Goleta; however, the City's General Plan (Figure 5-1 Geologic Hazards Map, Safety Element), indicates a fault zone that crosses the property from the southeast to the northwest approximately. The proposed project would be constructed on the fault zone, and the project, as designed, would not incorporate the minimum 50-foot fault setback commonly incorporated into project design. Constructing the project on a fault zone would expose people and structures to potential substantial adverse effects and would be considered significant; however, a geotechnical report (GMU Geotechnical, 2009) was submitted that calls the validity fault zone into question. The

geologists conducted a comprehensive fault investigation and prepared a Fault Investigation Report which concluded that there are no sufficiently active and well-defined faults present within the project site based upon a review of previous research, researching site and regional geology and geomorphology, conducting a geophysical survey, site excavations, analyzing geochronology, analyzing aerial photography, and analyzing current site conditions; therefore, an earthquake fault hazard zone or a fault setback are not required because there are no active surface faults on the subject property. Furthermore, the geologic and geochronologic evidence suggests that there has not been surface fault rupture at the site within at least the past 58-60 ka. Although no active faults are located within the property, the site is within close proximity to several active and potentially active faults within Southern California, and the site will likely be subject to earthquake ground motions in the future. It should be recognized that much of southern California is subject to some level of damaging ground shaking as a result of movement along the major active (and potentially active) fault zones that characterize this region. Pending peer review of the geotechnical report, project impacts are considered potentially significant.

If the fault zone is determined to not exist onsite, the nearest significant fault would be the More Ranch Fault located approximately 4,800 feet (0.9 miles) south of the project site per the City's General Plan (Figure 5-1 Geologic Hazards Map). Severe ground shaking during earthquakes is a hazard endemic to most of California, and all project construction would be subject to compliance with the seismic safety standards of the California Uniform Building Code Zone 4 which has been adopted by the City. With compliance with the California Uniform Building Code seismic standards, project impacts would be considered less than potentially significant.

Groundwater is believed to be roughly 30 to 50 feet below the surface elevation within the subject property. It is believed that the potential for significant liquefaction is low based on deep groundwater and relatively dense soils. The site is located in an area of low landslide potential and the natural slope underlying the site is relatively flat and is not subject to instability. With compliance with the California Uniform Building Code seismic standards, project impacts would be considered less than potentially significant.

- b) Estimated preliminary project grading would consist of 49,100-cubic yards of cut and 48,800-cubic yards of fill (net export of 300-cubic yards of cut) from the project site. Site grading and soil disturbance associated with construction/installation of buildings, roadways, walkways, parking areas, utilities, drainage improvements and landscaping could temporarily increase erosion causing increased silt in the surface water runoff and siltation into underground stormwater storage area. Such erosion impacts are considered potentially significant.
- c,d) The site is located in an area of low landslide potential and the natural slope underlying the site is relatively flat and is not subject to instability. With

compliance with the California Uniform Building Code seismic standards, project impacts would be considered less than potentially significant.

The site is subject to potentially significant geologic/soils hazards associated with expansive soils, seismic shaking/settlement, and erosion during project grading activities. With compliance with the California Uniform Building Code seismic standards and incorporation of Best Management Practices (BMPs), project impacts would be considered less than potentially significant.

- e) Sewage disposal service for the proposed project would be provided by the Goleta West Sanitary District. Therefore, no potential geological hazards posed by the use of septic tanks or alternative waste water disposal systems would exist.

Cumulative Impacts

As the project poses potentially significant project specific geologic/soils risk, its contribution to the cumulative geologic/soils risks in the Goleta Valley would also be considered potentially significant.

Preliminary Mitigation Measures

1. All grading and earthwork recommendations from the project geotechnical and soils reports, including any updates, shall be incorporated into the final project design, including the Final Grading, Drainage and Erosion Control Plans. All grading activities shall be supervised by a Registered Civil Engineer or Certified Engineering Geologist. **Plan Requirements and Timing:** Final grading, drainage, and erosion control plans shall be reviewed and approved by the City prior to LUP issuance.

Monitoring: City staff shall verify compliance during grading and construction activities.

2. The final grading, drainage and erosion control plans shall be designed to minimize erosion. **Plan Requirements:** The plans shall include, but not be limited to, the following:
 - a. Best management practices (BMPs), such as temporary berms and sedimentation traps (such as silt fencing, straw bales, and sand bags), shall be installed in association with project grading. The BMPs shall be placed at the base of all cut/fill slopes and soil stockpile areas where potential erosion may occur and shall be maintained to ensure effectiveness. The sedimentation basins and traps shall be cleaned periodically and the silt shall be removed and disposed of in a location approved by the City.
 - b. Non-paved areas shall be revegetated or restored (i.e. geotextile binding fabrics) immediately after grading and installation of utilities, to minimize erosion and to re-establish soil structure and fertility. Revegetation shall include non-invasive, drought-resistant, fast-growing vegetation that would quickly stabilize exposed ground surfaces. Alternative materials

rather than reseeding (e.g., gravel) may be used, subject to review and approval by Planning and Environmental Services and Community Services.

- c. Runoff shall not be directed across exposed slopes. All surface runoff shall be conveyed in accordance with the approved drainage plans, including Community Services' requirement for roof runoff to first be conveyed to landscaped areas to minimize peak stormwater flows entering and leaving the stormwater retention area.
- d. Energy dissipaters or similar devices shall be installed at the end of drainpipe outlets to minimize erosion during storm events.
- e. Grading shall occur during the dry season (April 15th to November 1st) unless a City approved erosion control plan is in place and all erosion control measures are in effect. Erosion control measures shall be identified on an erosion control plan and shall prevent runoff, erosion, and siltation. All exposed graded surfaces shall be reseeded with non-invasive ground cover vegetation to minimize erosion. Graded surfaces shall be reseeded within four (4) weeks of grading completion, with the exception of surfaces graded for the placement of structures. These surfaces shall be reseeded if construction of structures does not commence within four (4) weeks of grading completion.
- f. Site grading shall be completed such that permanent drainage away from foundations and slabs is provided and so that water shall not pond near proposed structures or pavements.
- g. All measures identified in the City approved project geology and soils reports shall be included on the project plans. Applicant shall submit sign-off by the geology/soils report preparer(s) (geologist/engineer) confirming that applicable measures have been incorporated into the project plans, consistent with report recommendations.

Timing: Final grading, drainage, and erosion control plans shall be reviewed and approved by the City prior to LUP issuance. Any required soils/geology/engineering reports (such as, but not limited to foundation design reports for structures) shall be referred to prior to approval of final grading, drainage and erosion control plans to ensure that all applicable report recommendations have been incorporated into the project plans. BMPs and erosion control measures shall remain in place/shall be implemented for the duration of grading and construction, except where such measures are long-term operational measures to be implemented for the life of the project. The requirement for long-term implementation of specific BMPs/erosion control measures shall be specified on the project plans.

Monitoring: City staff shall verify compliance during grading and construction activities.

3. All structures located onsite would be designed in compliance with the California Uniform Building Code seismic standards.

Residual Impact

Residual impacts to geology and soils are to be determined.

EIR Scope-of-Work

1. The EIR consultant shall peer review the GMU Geotechnical report (GMU Geotechnical, 2009) to determine the accuracy and adequacy of the available geological information, such as but not limited to the following:
 - Existence of a fault zone on the property,
 - Corrective grading recommendations,
 - Precise grading requirements,
 - Seismic design parameters,
 - Liquefaction potential and seismic settlement,
 - Foundation design parameters,
 - Anticipated settlement of structures,
 - Lateral earth pressures,
 - Asphalt pavement and concrete pavement designs,
 - Expansion potential and corrosivity,
 - Percolation/infiltration of stormwater.

The EIR consultant shall determine if further geotechnical assessment is warranted to establish the geology/soils environmental baseline for the project.

2. The EIR consultant shall identify any applicable regulatory framework for geological/soils impacts and geological hazards/risks, including any applicable Federal, State, or local regulations and standards.
3. The EIR consultant shall describe the criteria for determining a project's impact on soils and geological processes, including exposure to geological hazard risks, including the Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, the City's *Environmental Thresholds and Guidelines Manual*, and applicable City, State and Federal policies relating to geology/soils and geological hazards and associated impacts.
4. The EIR consultant shall identify and discuss the significance of any project related geological/soils impacts and/or exposure of people and structures to geological hazards based on the criteria noted above.
5. The EIR consultant shall identify and discuss the significance of any project contributions to cumulative geological/soils impacts and/or geological hazards/risks (City staff shall provide a list and associated map of cumulative projects within the City).
6. The EIR consulting geologist shall evaluate the adequacy of the mitigation measures described in the initial study as well as identify any appropriate, additional mitigation measures that would reduce potential significant geological impacts/risks to less than significant levels.
7. The EIR consultant shall prepare a statement of residual impacts based on implementation of all mitigation identified in the EIR.

GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	■				
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				■	

Existing Setting

The analysis provided below on Climate Change/Greenhouse Gases is derived from information available from various state agencies, boards, and associations. Sources include:

- *CAPCOA – California Air Pollution Control Officers Association; CEQA & Climate Change; January 2008*
- *CARB - California Air Resources Board (ARB); Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act, Preliminary Draft Staff Proposal; October 24, 2008*
- *Department of Justice, Office of the California Attorney General; Global Warming Measures; December 9, 2008*
- *Governor’s Office of Planning and Research; CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act Review; June 2008*
- *Governor’s Office of Planning and Research; OPR Proposed CEQA Guidelines Amendments; April 2009*
- *ICF Jones and Stokes; Goleta General Plan/Coastal Land Use Plan Supplemental Environmental Impact Report; July 2009*
- *Sacramento Metropolitan Air Quality Management District; CEQA Guide; June 2009*

Background

International and Federal legislation have been enacted to deal with climate change issues. The Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. In 1988, the United Nations and the World Meteorological Organization established the Intergovernmental Panel on Climate Change (IPCC) to assess the scientific, technical, and socioeconomic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation. The IPCC consists of 600 scientists from 40 countries. In February 2007, it issued a report on global climate change stating that they are about 90 percent certain that people are the cause of global warming. The report also states that global atmospheric concentrations of carbon dioxide, methane, and nitrous oxide have significantly increased since pre-industrial times

(1750); that warming of the climate system is unequivocal; and that changes in climate are now affecting physical and biological systems on every continent.

The IPCC's best estimates are that the average global temperature rise between years 2000 and 2100 could range from 0.6 degrees Celsius (1.08 degrees Fahrenheit) with no increase in GHG emissions above 2000 levels, to 4.0 degrees Celsius (7.2 degrees Fahrenheit) with a substantial increase in GHG emissions (IPCC, 2007). Large increases in global temperatures could have massive deleterious impacts on the natural and human environments.

According to the EPA, a GHG is any gas that absorbs infrared radiation in the atmosphere. This absorption traps heat within the atmosphere creating a greenhouse effect that is slowly raising global temperatures. California state law defines GHG to include the following: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (Health and Safety Code, Section 38505g). Many human activities add to the levels of most of these naturally occurring gases. CO₂ is released to the atmosphere when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned. N₂O is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels. CO₂ and N₂O are the two GHGs released in greatest quantities from mobile sources burning gasoline and diesel fuel. Methane, a highly potent GHG, results from off-gassing associated with agricultural practices and landfills, as well as other sources.

Climate change could impact the natural environment in California in the following ways, among others:

- rising sea levels along the California coastline;
- extreme-heat conditions, such as heat waves and very high temperatures, which could last longer and become more frequent;
- an increase in heat-related human deaths, an increase in infectious diseases, and a higher risk of respiratory problems caused by deteriorating air quality;
- reduced snow pack and stream flow in the Sierra Nevada mountains, affecting winter recreation and water supplies;
- potential increase in the severity of winter storms, affecting peak stream flows and flooding;
- changes in growing season conditions that could affect California agriculture, causing variations in crop quality and yield; and
- changes in distribution of plant and wildlife species due to changes in temperature, competition from colonizing species, changes in hydrologic cycles, changes in sea levels, and other climate-related effects.

These changes in California's climate and ecosystems could occur at a time when California's population is expected to increase from 34 million to 59 million by the year 2040 (California Energy Commission, 2005). As such, the number of people potentially affected by climate change, as well as the amount of human-related GHG emissions, is expected to significantly increase. Similar changes would also occur in other parts of the world, with regional variations in resources affected and vulnerability to adverse effects.

Worldwide, California is estimated to be the 12th to 16th largest emitter of CO₂ and is responsible for approximately 2 percent of the world's CO₂ emissions. California is the second largest emitter of GHG emissions in the United States (behind Texas). In 2004, California's gross GHG emissions were 492 million metric tons (MMT) of CO₂ equivalent (CO₂E). (California Energy Commission, 2006).

Thresholds

Evolving Regulatory Setting

In 2005, Governor Arnold Schwarzenegger issued California Executive Order S-3-05 establishing the following emission targets for California: 1) reduce GHG emissions to 2000 levels by 2010; 2) reduce GHG emissions to 1990 levels by 2020; and 3) reduce GHG emissions to 80 percent below 1990 levels by 2050. Executive Orders are binding on State agencies. Accordingly, S-3-05 will guide State agencies' efforts to control and regulate GHG emissions but will have no direct binding effect on local efforts.

In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide greenhouse gas (GHG) emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also includes guidance to institute emission reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions. AB 32 demonstrates California's commitment to reducing the rate of GHG emissions and the state's associated contribution to climate change, without intent to limit population or economic growth. Although AB 32 did not amend CEQA, it identifies the environmental problems in California caused by global warming (Health and Safety Code, Section 38501a).

Senate Bill (SB) 97, enacted in 2007, amends the CEQA statute to establish that GHG emissions and their effects are a prominent environmental issue that requires analysis under CEQA. This bill directed OPR to prepare, develop, and transmit to the California Natural Resources Agency (Resources Agency) guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions by July 1, 2009. The Natural Resources Agency is required to certify or adopt those guidelines by January 1, 2010. On April 13, 2009, OPR submitted to the Resources Agency proposed amendments to the state CEQA Guidelines for GHG emissions. These proposed CEQA Guideline amendments provide guidance to lead agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents.

As an interim step toward development of required guidelines, OPR published a technical advisory entitled, "CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act Review", in June 2008. OPR recommends that lead agencies make a good-faith effort, based on available information, to estimate the quantity of GHG emissions that would be generated by a proposed project, and to mitigate the impacts where feasible. OPR acknowledges in this document that the most difficult part of the climate change analysis will be the

determination of significance. OPR also asked the California Air Resources Board (ARB) technical staff to recommend a method for setting thresholds which would encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the state.

In October 2008, ARB published its Climate Change Proposed Scoping Plan (*Proposed Scoping Plan*), which is the State's plan to achieve GHG reductions required by AB 32. The *Proposed Scoping Plan* contains the main strategies California will implement to achieve a reduction of 169 million metric tons (MMT) of carbon dioxide equivalent (CO₂e), or approximately 30 percent from the state's projected 2020 emission level of 596 MMT of CO₂e under a business-as-usual scenario. The *Proposed Scoping Plan* states that land use planning and urban growth decisions will play an important role in the state's GHG reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed to accommodate population growth and the changing needs of their jurisdictions. ARB further acknowledges that decisions on how land is used will have large impacts on the GHG emissions that will result from transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emission sectors. The *Proposed Scoping Plan* was approved by the ARB on December 11, 2008.

In addition to the *Scoping Plan*, ARB has also released the Preliminary Draft Staff Proposal: Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act (*ARB Draft Staff Proposal*). The *ARB Draft Staff Proposal* includes potential interim performance standards for project types and emissions sources including construction, energy, water use, waste, transportation, and total mass GHG emissions. Specific thresholds and performance criteria for these categories have yet to be developed.

SB 375 was signed in September 2008 and aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP). It also establishes new streamlining opportunities for compatible projects under CEQA. SB 375 will likely take several years to become fully implemented due to the complex relationship between state, regional, and local agencies. First, the state must develop the modeling guidelines and the GHG regional reduction targets, then regional agencies must develop their sustainable communities strategies. Only after the state and regional agencies accomplish their SB 375 responsibilities will cities and counties be required to bring their housing elements into conformity and be able to take advantage of the new CEQA streamlining tools.

Thresholds of Significance

The California Global Warming Solutions Act of 2006 (Assembly Bill 32, Health and Safety Code Section 38500 et. seq.) requires reduction of California's GHG emissions to 1990 levels by 2020. The California Air Resources Board has established this 1990 level at 427 million metric tons of CO₂ equivalent emissions as an attainment goal. Pursuant to AB 32 and other related legislation, various actions

have established plans and regulations that identify emission limits and reduction measures.

On December 30, 2009, the Secretary for Natural Resources adopted amendments to the State CEQA Guidelines that address greenhouse gas emissions. On February 16, 2010, the Office of Administrative Law filed the amendments with the Secretary of State. The amendments are effective as of March 18, 2010. These new CEQA Guidelines will provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents.

Establishment of thresholds at the state and/or local level has been a point of discussion and analysis by various agencies and boards (i.e., OPR, ARB, CAPCOA [California Air Pollution Control Officers Association]). Information has been presented on various scenarios including no thresholds, a zero threshold, and a non-zero threshold. Values for a non-zero threshold vary and include the factoring in of performance standards as well as a quantitative threshold in determining significance.

The ARB has been requested by the Governor's Office of Planning and Research to make recommendations for GHG-related thresholds of significance. Consistent with this request, the ARB released a *Preliminary Draft Staff Proposal* in October 2008 (*Draft Staff Proposal*), which represents the first step toward developing recommended statewide interim thresholds of significance for GHGs that may be adopted by local agencies for their own use. The *Draft Staff Proposal* focuses on common project types, including industrial, residential, and commercial projects. The collective greenhouse gas emissions from these sectors, together with the transportation sector, represent approximately 80% of the statewide greenhouse gas emissions inventory in 2004. ARB staff believes that thresholds in these important sectors would advance climate objectives, would streamline project review, and would encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the State.

A significant effect on the environment means a substantial, or potentially substantial, change in the environment caused directly or indirectly by the project. The incremental effect of a project can be significant when it is cumulatively considerable; that is, when the effect is added to that of other past, present, and reasonably foreseeable probable future projects that also contribute to the problem. (State CEQA Guidelines, 2009).

ARB staff believes that for the sectors evaluated in the *Draft Staff Proposal*, non-zero thresholds can be supported by substantial evidence. Zero thresholds are not recommended because 1) some level of emissions in the near term and at mid-century would still be consistent with climate stabilization; and 2) current and anticipated regulations and programs apart from CEQA, will proliferate and increasingly reduce the GHG contributions of past, present, and future projects.

Any non-zero threshold must be sufficiently stringent to make substantial contributions to reducing the State's GHG emission peak, to causing that peak to occur sooner, and to putting California on track to meet its interim (2020) and long-term (2050) emissions reductions targets. ARB staff believes that the preliminary

interim approaches outlined in their *Draft Staff Proposal* are consistent with these objectives. The approach relies on an industrial project meeting performance standards (or equivalent mitigation) for construction-related emissions and transportation-related emissions, and with mitigation, emissions of no more than 7,000 metric tons of CO₂e/year from non-transportation sources. Residential and commercial projects would also be required to meet performance standards (or equivalent mitigation) for construction-related emissions and operations-related emissions, and with performance standards or equivalent mitigation would emit no more than an amount of CO₂e/year that is still being developed. (ARB, *Draft Staff Proposal*, 2008).

CAPCOA (California Air Pollution Control Officers Association, CEQA and Climate Change, 2008) looked at options for GHG thresholds. Quantitative thresholds were studied based on capture of 90 percent or more of likely future discretionary developments. The objective was to set the emission threshold low enough to capture a substantial fraction of future residential and non-residential development that will be constructed to accommodate future statewide population and job growth, while setting the emission threshold high enough to exclude small development projects that would contribute a relatively small fraction of the cumulative statewide GHG emissions. A 900 metric ton threshold was selected based on an analysis that included data from four diverse cities (Los Angeles, Pleasanton, Dublin, and Livermore). This threshold would apply to industrial, residential, and commercial projects but it is noted that any adoption of such a threshold would require further investigation. The CAPCOA document also looked at other possible thresholds, including zero thresholds, ARB reporting thresholds, and efficiency-based thresholds, among others. CAPCOA notes that this document is considered a “white paper” and is intended as a resource and not a guidance document. In June 2010, the Bay Area Air Quality Management District became the first regulatory agency in the nation to approve guidelines that establish thresholds of significance for GHG emissions. Thresholds are set at 1,100 metric tons per year for non-stationary sources and 10,000 metric tons per year for stationary sources (BAAQMD; June 2010).

OPR indicates that a lead agency should make a good faith effort, based on available information, to describe, calculate, or estimate the amount of GHG emissions resulting from a project.

While numerous threshold options have been discussed in various publications, at this time, neither the State of California, nor the Santa Barbara County APCD, nor the City of Goleta have established or adopted CEQA significance thresholds/screening tables for GHG emissions.

Project Specific and Cumulative Impacts

- a) There are a number of modeling tools that can be used to estimate GHG emissions associated with various project types. The most consistently used model for estimating a project’s direct impacts is the Urban Emissions Model (URBEMIS). URBEMIS is designed to model emissions associated with development of urban land uses and attempts to summarize criteria air pollutants and CO₂ emissions that would occur during construction and

operation of new development. This model is publicly available and widely used by CEQA practitioners and air districts, including the ARB. Use of this model would ensure consistency statewide in how CO₂ emissions are modeled and reported from various project types (CAPCOA, 2008).

The URBEMIS model does not contain emission factors for GHGs other than CO₂, except for methane from mobile sources, which is converted to CO₂e. This may not be a major problem since CO₂ is the most important GHG from land development projects (CAPCOA, 2008). It also constitutes approximately 84 percent of all GHG emissions in California and is considered a “reference gas” for relating the amount of heat absorbed to the level of GHGs emitted.

The URBEMIS model also does not calculate GHGs associated with consumption of energy produced onsite (solar panels) offsite (indirect impacts) and may in some instances, result in the double counting of “linked” trips (i.e., the concept that a residential trip and a commercial trip are quite possibly the same trip, resulting in “double-counting”). However, as noted above, this model is still considered appropriate. Therefore, the City’s methodology for quantifying GHG emissions relies upon the URBEMIS 2007 9.2.4 air quality modeling software, which is the most current version available.

Absent a hard GHG threshold, the lead agency asks “Would the project generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment?” Considering the CAPCOA white paper (California Air Pollution Control Officers Association, CEQA and Climate Change, 2008) as a resource, and the ability of using URBEMIS air quality modeling software to quantitatively analyze, the proposed project provides a potential answer to this question. CAPCOA (California Air Pollution Control Officers Association, CEQA and Climate Change, 2008) suggests, but has not adopted, a 900 metric ton threshold. The modeling of project emissions (*Summary Report for Summer Emissions*, URBEMIS 2007 9.2.4, April 2010) is on file and available for review upon request.

Project Short-term Construction Emissions. Project construction activities, especially those associated with heavy equipment operations for grading, would contribute to cumulative GHGs and global climate change. The use of heavy trucks, excavators, graders, and smaller equipment as well as unnecessary idling of that equipment, and the transportation of construction workers and materials during the work week to and from the site over months would result in emission of combustion related pollutants. It is anticipated that project construction generated CO₂ emission levels would be 9,590.82 lbs/day or 4.35 metric tons per day (equivalent to a yearly emission rate of 1,589 metric tons per year).

Project Operational Emissions. Emission of combustion related pollutants would occur during project operation from such sources as project generated traffic, consumption of fossil fuels for water and space heating systems, and other activities such as landscape maintenance, and HVAC system leaks.

Direct long-term operational CO₂ emissions for the proposed project are estimated at 51,332.12 lbs/day or 23.28 metric tons/day (8,503 metric tons per year).

Indirect long-term emissions associated with the proposed project would include energy consumed offsite in order to service the project (such as at utility providers associated with the project's energy and water demands). For projects such as this, these indirect emissions are expected to be minor and incremental, which would be offset by the inclusion of solar panels onsite, and would not require the construction of any new utility facility, and would not conflict with programs that utility providers have adopted in order to reduce GHG contributions.

Project Significance. The City of Goleta has not yet adopted any thresholds of significance for short-term or long-term greenhouse gas related impacts. The Santa Barbara County Air Pollution Control District has also not adopted any thresholds of significance. In June 2010, the Bay Area Air Quality Management District became the first regulatory agency in the nation to approve guidelines that establish thresholds of significance for GHG emissions. Thresholds are set at 1,100 metric tons per year for non-stationary sources and 10,000 metric tons per year for stationary sources (BAAQMD; June 2010). Given the preliminary GHG calculations noted above for the proposed project, GHG emissions are considered potentially significant, pending a more detailed scientific and comparative analysis.

- b) The current 2007 CAP does not contain a discussion on GHG. Absent an adopted County GHG plan in the CAP, and absent an adopted City GHG policy, it is not possible for a proposed project to conflict with any plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. Absent an adopted GHG plan, the project would have no impact.

Preliminary Mitigation Measures

1. Energy conservation measures shall be included in the project. **Plan Requirements:** The following energy-conserving techniques, that substantially exceed the minimum Title 24 energy conservation requirements, shall be incorporated unless the applicant demonstrates their infeasibility to the satisfaction of City staff:
 - a) use of photovoltaic systems;
 - b) duct systems shall maintain a thermal envelope via insulation to R-8;
 - c) passive cooling strategies such as passive or fan aided cooling plan designed into the structure and/or a roof opening for hot air venting or installation of underground cooling tubes;
 - d) high efficiency outdoor lighting and/or solar powered lighting;
 - e) installation of air conditioners and refrigeration units that use non-ozone depleting chemicals;
 - f) installation of low NO_x residential water heaters and space heaters meeting the minimum efficiency requirements of applicable APCD rules;

- g) installation of Energy Star roofs, furnaces, and appliances;
- h) use of water-based paint on exterior surfaces;
- i) use of solar-assisted water heating for swimming pools and tankless hot water on demand systems if their energy efficiency is demonstrated to exceed that of a central storage tank water heating system;
- j) use of passive solar cooling/heating;
- k) use of energy efficient appliances;
- l) use of natural lighting;
- m) installation of energy efficient lighting;
- n) provide education on energy efficiency;
- o) use of water-efficient landscapes; water-efficient irrigation systems and devices; and use of reclaimed water (if available);
- p) installation of cool pavements
- q) encouragement of the use of transit, bicycling, and walking by providing infrastructure to promote their use;
- r) provision of segregated waste bins for recyclable materials;
- s) zero waste/high recycling standards; and
- t) prohibition against the installation and use of wood burning fireplaces.

Timing: These requirements shall be shown on plans prior to LUP and/or building permit issuance.

Monitoring: Staff shall verify compliance prior to final inspection.

2. The permittee shall ensure that the project meets the intent of the U.S. Green Building Council's criteria for certification using the appropriate LEED rating system at the "Certified" level or higher. The following items shall be provided to verify compliance:
 - a) The appropriate LEED rating system checklist demonstrating that the project meets the selected LEED rating system at the "Certified" level or higher.
 - b) Proof that a LEED accredited professional is part of the project design team.
 - c) A signed declaration from the LEED accredited professional member of the project team stating that the plans and plan details have been reviewed and that the plans meet the intent of the criteria for certification of the appropriate LEED rating system at the "Certified" level or higher.
 - d) A complete set of plans stamped and signed by a licensed architect or engineer that includes a copy of the checklist and aforementioned signed declaration, and identifies the measures being provided for LEED compliance.

Plan Requirements and Timing: The checklist shall be copied onto a plan sheet and included in the plan index and submitted prior to LUP issuance and prior to building permit issuance.

Monitoring: The City shall verify compliance prior to final inspection.

Residual Impact:

Residual impacts to greenhouse gas emissions are to be determined.

EIR Scope-of-Work

1. The EIR consultant shall verify/update the project's environmental greenhouse gas/climate change baseline.
2. The EIR consult shall describe the applicable greenhouse gas emissions/climate change regulatory framework, including all applicable Federal, State, and local regulations and standards.
3. The EIR consultant shall describe the criteria for determining a project's contribution to cumulative greenhouse gas emissions/climate change impacts, including the Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, and applicable City and State policies relating to greenhouse gas emissions/climate change.
4. The EIR consultant shall verify/update project short-term construction emissions estimates for greenhouse gases, and consider offsets for mixed-use projects, using the most appropriate and up-to-date air quality modeling software.
5. The EIR consultant shall verify/update project long-term operational emissions estimates (energy consumption, transportation, waste) for greenhouse gases, and consider offsets for mixed-use projects, using the most appropriate and up-to-date air quality modeling software.
6. The EIR consultant shall determine the significance level of project generated greenhouse gas emission contributions to cumulative greenhouse gas emissions/climate change using the most up-to-date and widely accepted science as the time of the analysis (City staff shall provide a list and associated map of cumulative projects within the City).
7. The EIR consultant shall identify appropriate mitigation measures (including measures already included to address other short-term and operational air quality impacts).
8. The EIR consultant shall prepare a statement of residual impacts based on implementation of all mitigation identified in the EIR.

HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		■			
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	■				
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			■		
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	■				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	■				
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				■	
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				■	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				■	

Existing Setting

The project site is currently undeveloped and is located in the central portion of the Goleta urban area. The site is surrounded by existing urban development. The project site is located outside of the Wildland Fire Hazard Area, the 100 and 500 Year Flood Zones, and the Potential Tsunami Runup Area; however, the project area is partially located within the Airport's Flight Approach Zone (a hazard area) as mapped by the City's General Plan (Figure 5-2), and the project site immediately abuts the Railroad Transportation Route which abuts the Highway Transportation Route both of which transport hazardous materials as mapped by the City's General Plan (Figure 5-3). The project site is located next to a Southern California Edison substation on the north end of Glen Annie Road, and there are two sets of existing overhead Southern California Edison transmission-lines originating from the Southern California Edison substation. A high-pressure underground natural gas transmission-pipe runs along the southern property line. Soils onsite are not known to have a presence of hazardous materials.

Thresholds of Significance

A significant impact with regard to hazards and hazardous materials would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds and Guidelines Manual* addresses public safety impacts resulting from involuntary exposure to hazardous materials. These thresholds focus on the activities that include the installation or modification to facilities that handle hazardous materials, transportation of hazardous materials, or non-hazardous land uses in proximity to hazardous facilities. Since the proposed project is not a hazardous materials facility, the City's risk based thresholds are not particularly applicable. However, for the purposes of this analysis, the proposed project would be considered to pose a significant impact if it results in the exposure of people to a variety of hazards or hazardous materials as listed above.

Project Specific Impacts

- a) The project is a mixed-use commercial/residential development. Hazardous materials to be used and stored on the project site are limited to those typically associated with commercial/residential uses. Hazardous materials associated with shopping centers, such as the Camino Real Marketplace, include consumer products pre-packaged for direct distribution to, and use by, the general public such as pesticides, herbicides, fertilizers, cleaners and lubricants which in themselves, or if accidentally combined, are hazardous. While it is unknown what tenants would locate within the proposed commercial center, it is anticipated that retail stores are likely to use and to stock hazardous materials similar to other retail stores.

Hazardous materials associated with residential apartments include pool chemicals associated with the common area clubhouse pool which would be regulated by County Environmental Health Services. Additionally, the residential portion of the project would include extensive landscaping. To maintain these amenities, project maintenance staff will have to store and use a variety of pool chemicals as well as fertilizers, herbicides and pesticides. Without proper precautions in place, the use and/or disposal of such chemicals could expose residents as well as the public and the environment to these types of hazardous materials. Such risks are considered potentially significant.

- b) The existing Southern California Edison substation located near the northeast corner of the property and the existing overhead Southern California Edison transmission-lines that run south on the west side of Glen Annie Road and west on the north side of Hollister Avenue emit electromagnetic fields (EMFs). The applicant proposes to relocate the overhead Southern California Edison transmission-lines from Hollister Avenue to the northern and western boundaries of the project, and the applicant proposes to relocate some of the aboveground Southern California Edison transmission-lines along Glen Annie Road. Existing aboveground Southern California Edison transmission-lines on Glen Annie Road that serve the University of California

at Santa Barbara would remain. The existing aboveground Southern California Edison distribution lines, cable television and phone lines would be undergrounded. The stationary or relocated power-lines would continue to emit EMFs. EMFs are a potential but unproven health hazard from exposure to magnetic fields. Until scientific evidence provides a clear answer to the hazards of EMFs, a policy of prudent avoidance has been applied to projects that have the potential to expose people to elevated EMFs in the intensity range that has been correlated with an increased incidence of cancer. Additionally, overhead power-lines, and fallen or damaged power-lines, pose a potential combustible hazard to vehicles and structures onsite and either direct electrocution to living beings or indirect electrocution to living beings as electricity is transmitted through metal or water. Such hazard impacts are considered potentially significant.

All new onsite utility lines would be located underground. Portions of the new onsite utilities that could not be located underground, such as backflow preventers, transformers, water meter assemblies, gas meters, power meters, cable TV pedestals, and etcetera, would be aboveground. Improper or accidental contact (i.e. puncture during construction or during regular maintenance) with any of these utilities could constitute a hazard (i.e. flooding, electrocution, or explosion). Hazard impacts associated with the remaining utilities are considered potentially significant.

Freight trains traveling along the Union Pacific railroad adjacent to the project site may carry hazardous materials. These materials may be released during rail accidents. Public health risk depends upon the materials released during an accident, the toxicity of the materials, and the wind direction that may carry the emissions from the release toward any occupied uses. The prevailing meteorology would affect the rate of dilution and the direction of transport of any gaseous or volatilized materials. Upset may also entail possible explosion of highly volatile materials. Because the closest proposed homes would be as close as 100 feet from the railroad tracks, explosion and fire could also pose a health risk in addition to an inhalation risk from volatile hazardous materials. Hazards and hazardous material impacts associated with the railroad corridor are considered potentially significant.

- c) The closest school to the project site is Dos Pueblos High School, located approximately 0.3 miles (1,600 feet) to the northwest of the project site. Given the intervening distance between Dos Pueblos High School and the project site, potential impacts on the high school resulting from any accidental release of hazardous chemicals and/or materials onsite would be considered less than significant.
- d) The project site's soil is not known to have a presence of hazardous materials or other hazardous materials that could be released into the environment. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 (Cortese list); however, several nearby parcels (Underground Storage Tanks: 6930 Hollister Avenue; Wells: 7200 Hollister Avenue, 7230 Hollister Avenue; State Water Resources Control Board Map Cleanup Sites: 6930 Hollister Avenue; 7200 Hollister

Avenue, 7230 Hollister Avenue; MTBE: 6930 Hollister Avenue) are identified on the Cortese list. Of these sites, the Santa Barbara County's Fire Prevention Division Hazardous Material Unit (SBCFD HMU) has information on five of the seven sites. The sites are identified below in Figure 6.

Figure 6
Nearby Cortese List Sites



- **49 Glen Annie Road:** Leaking underground fuel tank (LUFT) site. Gasoline release including methyl tertiary butyl ether (MTBE). Extent of groundwater impact is not known.
- **6868 Cortona Drive:** Open cleanup site overseen by the Regional Water Quality Control Board. Reportedly, contaminated by chlorinated solvents. Groundwater contamination has been identified to go as far as Glenn Annie Road.
- **6895 Hollister Avenue:** Open LUFT site. Gasoline release including MTBE. Groundwater is contaminated, and reportedly flows southeast.
- **6930 Hollister Avenue:** Open LUFT site. Gasoline release including MTBE. Groundwater is contaminated, and reportedly flows southeast.
- **72 Santa Felicia Drive:** Closed SMU site. Investigation of potential contamination beneath the chemical storage area of a defense contractor which operated on the property. No work beyond preliminary site assessment was deemed necessary.
- **7200 or 7230 Hollister Avenue:** SBCFD HMU has no information regarding contamination associated with either 7200 or 7230 Hollister Avenue; therefore, the extent of the contamination, if any, associated with either 7200 or 7230 Hollister Avenue is unknown.

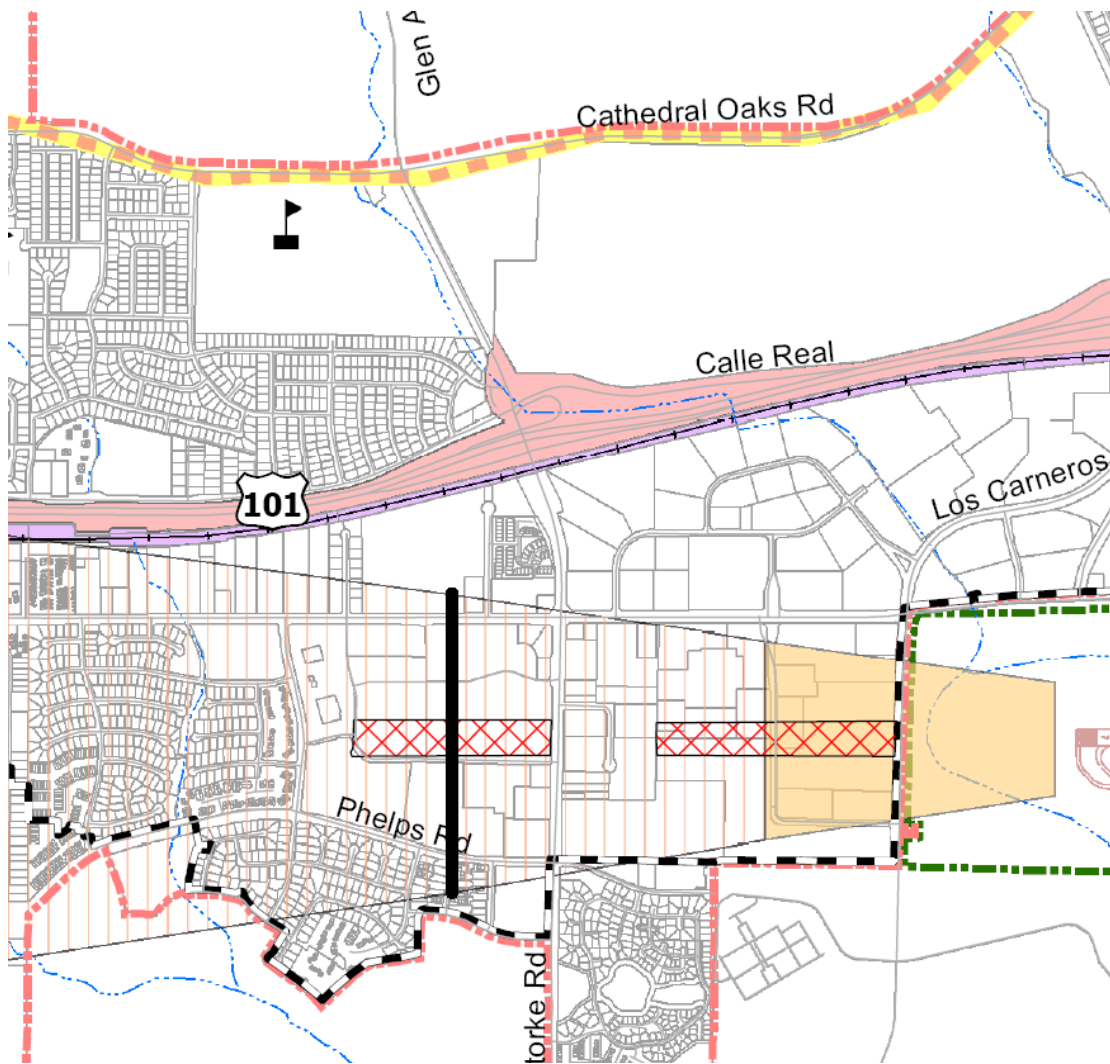
Not only is it possible for hazardous substances or petroleum products to have been directly discharged on the property's soil, but it is also possible that hazardous materials have reached the site by traveling through groundwater from the adjacent Cortese-identified properties, such as 6868 Cortona Drive and or 49 Glen Annie Road. Such hazardous materials impacts are considered potentially significant.

Radon gas studies performed by the California Bureau of Mines and Geology and the Department of Health Services from 1989-1993 indicate that Santa Barbara County falls within the a Zone 1 designation, which suggests that there is a low to moderate potential for exposure to Radon gas at or above the EPA recommended level of 4.0 pico curies per liter (pCi/L) (Village @ Los Carneros Final EIR, 07-EIR-001). According to the California Department of Health Services (DHS), 278 radon tests were conducted in the zip code occupied by the subject property (93117). Radon levels greater than or equal to 4 pCi/L were observed in 44 of the tests conducted in this area (EEI, September 10, 2003). Radon is an odorless and tasteless naturally occurring gas that has been linked to lung cancer. Radon exists in all soils throughout the United States and is produced from the breakdown of naturally occurring radium and uranium within the ground. Potential health risks posed by possible exposure of residential units to radon levels above 4.0 pci/L are considered potentially significant.

- e) The Santa Barbara Municipal Airport (SBMA), a regional airport, is located approximately 0.7 miles southeast of the project site (measured nearest property line to nearest property line). The SBMA has established an Airport Influence Area (AIA), which is inclusive of the entirety of the project site and is concerned with a significant risk of upset potential with "unlikely" frequency of occurrence, but a "major" consequence.

The City's General Plan (Figure 5-3 Other Hazards, Safety Element) identifies the Airport Hazard Areas, including the Approach Zone, AIA, and the 1 Mile distance from runway end, as shown in Figure 7.

Figure 7
Airport Hazard Areas



The 1 mile to the end of runway marker is indicated by a thick black line. Approximately 250 feet of the eastern side of the project site is located within a mile from the extended Runway 7, and approximately 6.1 acres of the southern portion of the project is located within the new Approach Zone of Santa Barbara Airport's Runway 7. The 6.1 acres of the southern portion of the site within the Approach Zone contains five major commercial structures totaling approximately 61,300 square feet of structure and 292 parking spaces. The remaining approximately 17.45 acres of the project site contains all of the residential portion of the site, the live/work units and the remainder of the commercial development is located outside of the SBMA Approach Zone. According to the applicant, the total employee population density for the commercial center is estimated to be 1.7 employees per 1,000 square

feet² of commercial structure. These calculations demonstrate total employee populations and do not reflect how many employees would be onsite at one time, meaning that the number of employees onsite would be less than 1.7 employees per 1,000 square feet as peak employee numbers vary throughout the day and from use to use. While staffing levels may vary significantly throughout the day, it is estimated that a maximum of approximately 60 persons may be working within the commercial shopping center at any one time. However, these calculations do not include non-employee populations (i.e. customers).

Pursuant to the Santa Barbara County Association of Governments (SBCAG) Airport Land Use Plan (ALUP), development such as the proposed general merchandise-retail, eating and drinking establishments, and other retail trade within the Approach Zone may be considered a compatible use if they are not within one mile of the runway end (future restaurant H is located within one mile of the runway), but they are subject to review by the Airport Land Use Commission (ALUC). Additionally, land uses that result in a "large concentration" of people are subject to review by the ALUC. The threshold for review of "large concentrations" is on the order of 25 people per acre for non-residential uses or more than four units per acre for residential use.

Final consistency with the Airport Land Use Plan will be determined by the ALUC. The proposed project will be referred to the ALUC by the City during the public review period on the project's environmental document. A finding of consistency by the ALUC would mean that airport safety issues would be less than significant. Conversely, a finding of inconsistency by the ALUC would mean that the airport safety issues would be potentially significant.

- f) The project site is not located near a private airstrip, and as such, the project would not result in a safety hazard impact for people residing or working at a private airstrip in the project area.
- g) Given the project's location within the urban area and outside of the tsunami run-up area or any flood hazard area, the project site is not within any adopted emergency response or evacuation plan.
- h) The project is located in the urban area of Goleta and outside of the high fire hazard area. Therefore, associated impacts from exposure to wildland fire hazards would be less than significant.

² The national numbers per the International Council of Shopping Centers for January 2010: National Shopping Center GLA: 7,230,372,685 square feet; US Bureau of Labor Statistics, Retail - Shopping Center - Related Employment – Seasonally Adjusted: 12,073,500 employees. These statistics include all types of retail shopping centers (regional, super regional, indoor, etc). **The national average is 1 employee for every 600 square feet or conversely, 1.7 employees per 1,000 square feet.**

Cumulative Impacts

Project-specific risks associated with the release of hazardous materials (i.e. residual presence of soil and groundwater contamination, EMF, combustion/electrocution due to fallen powerlines, rupture/puncture of utilities) would represent a potentially significant contribution to the cumulative exposure of people to such hazards and hazardous materials. The presence of customers and employees on a location partially within the Airport Approach Zone would represent a potentially significant contribution to the cumulative exposure of people to airport hazards.

Preliminary Mitigation Measures

1. The permittee shall obtain approval from the Santa Barbara County Fire Department for a Hazardous Materials Business Plan (HMBP) covering the use and storage of all regulated hazardous chemicals and materials to be used and/or stored onsite. **Plan Requirements and Timing:** The SB County Fire Department approved HMBP shall be submitted to the City prior to LUP issuance.

Monitoring: City staff shall verify compliance prior to LUP issuance.

2. In the unlikely event that hazardous materials are encountered during grading, excavation shall be temporarily suspended or redirected. The applicant shall prepare and implement a soil remediation plan for these areas. **Plan Requirement and Timing:** The remediation plan shall be reviewed and approved by County Fire PSD prior to continuing excavation. The applicant shall obtain a compliance letter from County Fire PSD prior to continuing grading in the affected area. Approval and implementation of all required specifications shall be completed prior to grading in the affected area.

Monitoring: County Fire PSD shall inspect remediation activities as to plan in the field.

3. The applicant shall provide an EMF Disclosure Statement and an EMF Information Package containing a balanced range of EMF educational and information materials to potential buyers of units along the eastern property boundary. **Plan Requirements and Timing:** The applicant shall provide this disclosure and Information Package as part of the project CCRs to the City Attorney and Planning & Environmental Services to verify the disclosure and Information Package is fair and adequate. The disclosure shall be reviewed and approved prior to recordation of the Final Map.

Monitoring: City staff shall verify that the disclosure and Information Package has been incorporated into the CCRs prior to sale of homes and that an adequate EMF Information Package has been assembled by the applicant and has been made easily available for review by prospective buyers. Planning & Environmental Services shall review and approve the contents of the Package for objectivity, balance, and completeness.

4. The applicant shall request that the California Department of Real Estate insert the following into the final Subdivision Public Report: “the subject property is located near power lines and a power substation. Purchasers should be aware that there is ongoing research on adverse health effects associated with long-term exposure to low-level magnetic fields. Although no causal link is established, there is sufficient evidence to require reasonable safety precautions. The buyer may wish to become informed on the issue before making a decision on a home purchase in this location.” **Plan Requirements and Timing:** The applicant shall provide this disclosure request to the California Department of Real Estate for inclusion in the Subdivision Public Report. The disclosure shall be reviewed and approved prior to issuance of any LUP for the project.

Monitoring: City staff shall verify that the California Department of Real Estate Subdivision Public Report contains this disclosure statement.

5. The applicant shall underground all utility lines within the project site. **Plan Requirement:** Construction plans for these improvements shall be reviewed and approved by the Community Services Department prior to Coastal Development Permit approval. **Timing:** Improvements shall be implemented prior to occupancy.

Monitoring: Planning & Environmental Services shall verify as to plan in the field.

6. Prior to construction of any habitable structures, radon testing shall be conducted. If radon gas is present above the recommended EPA exposure level (4.0 pci/L), habitable structures shall be designed to provide venting and/or any other EPA approved mitigation measures identified to reduce such exposure to below EPA action levels. **Plan Requirements and Timing:** A radon report including recommendations for appropriate EPA approved mitigation measures shall be submitted to Building and Safety and the Santa Barbara County Environmental Health Services Office for review and approval prior to issuance of any building permit(s) for construction of any habitable structures.

Monitoring: City staff shall ensure compliance with this requirement prior to issuance of any building permit(s) for construction of any habitable structures. The City Building Inspector shall verify compliance in the field prior to any final inspection.

7. The permittee shall complete and file Form 7460-1 with the FAA and shall demonstrate that the project is either exempt from applicable construction regulations or complies with those regulations that govern the project. **Plan Requirements and Timing:** Form 7460-1, with evidence of FAA action, shall be filed with the City prior to LUP issuance.

Monitoring: City staff shall verify compliance with this requirement prior to LUP Issuance and with any applicable FAA regulations during grading and construction.

Additional Mitigation Measures are to be determined pending completion of a Phase I Environmental Site Assessment, and a Health Risk Assessment, and review by the Airport Land Use Commission.

Residual Impact

Residual impacts to hazards and hazardous materials are to be determined.

EIR Scope-of-Work

1. The EIR consultant shall establish the project's hazards and hazardous materials baseline through peer review of the submitted EEI Phase 1 Environmental Site Assessment (EEI, September 10, 2003) to determine past and present land use practices and evaluate the presence, or likely presence, of hazardous substances or petroleum products that have been discharged on or within the property's soil or groundwater. The EIR consultant shall determine if additional research of hazardous materials records, aerial photos, and or field surveys are needed to assess the hazards and hazardous materials environmental baseline for the proposed project.
2. The EIR consultant shall identify any applicable regulatory framework for hazards and hazardous materials and impacts, including any applicable Federal, State, or local regulations and standards.
3. The EIR consultant shall describe the criteria for determining the significance of any hazards and hazardous materials risk posed by the project, including the Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, the City's *Environmental Thresholds and Guidelines Manual*, and applicable City, State and Federal policies relating to hazards and hazardous materials and impacts.
4. The EIR consultant shall prepare a Health Risk Assessment (HRA) regarding exposure of project residents for the following items:
 - Analyze EMFs levels and related EMFs health risks, and the probability of combustion and electrocution risk.
 - Analyze the probability of an accident along the Union Pacific Railroad corridor (a derailment in particular), the type of materials transported by train and the materials toxicity that could be released, the wind patterns to determine the direction hazards materials may travel and risks the airborne materials pose, and the probability of a fire being ignited by train derailment or combustion of transported materials. The analysis should consider the release of hazardous materials resulting from a transport accident on either the adjacent railroad or nearby U.S. Highway 101 travel corridor.
5. The EIR consultant shall identify all businesses within 2,000 feet of the project site, determine emission levels of any toxic air contaminants or hazardous air pollutants, estimate the onsite exposure of such emissions, and identify impacts of any exposure on receptors. The EIR hazards and

- hazardous materials consultant shall identify any appropriate mitigation measures.
6. The EIR consultant shall analyze conflicts between parking spaces and drive aisles.
 7. The EIR consultant shall analyze population density information as it relates to review and consideration by the Santa Barbara County Association of Governments and the Airport Land Use Commission. The EIR consultant shall calculate population densities for the approximately 6.1 acres of the southern portion of the project located within the new Approach Zone of Santa Barbara Airport's Runway 7 for purposes of determining consistency with the Airport Land Use Plan. The population densities should consider residents, employees and customers based on state/national averages, local comparable stores/companies, parking space models, and other appropriate models.
 8. Based on this research, field surveys, and studies, the EIR consultant shall identify and discuss the significance of all potential hazards and risk associated with exposure to hazards and hazardous materials posed by the proposed project.
 9. The EIR consultant shall identify and discuss the significance of all project contributions to cumulative hazards and hazardous materials risks and impacts (City staff shall provide a list and associated map of cumulative projects within the City).
 10. The EIR consultant shall evaluate the adequacy of the mitigation measures identified in the Initial Study, as well as identify other, feasible mitigation measures that reduce potentially significant hazards and hazardous materials risks to less than significant levels.
 11. The EIR consultant shall prepare a statement of residual impacts based on implementation of all mitigation identified in the EIR.

HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Violate any water quality standards or waste discharge requirements?		■			
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			■		
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		■			
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		■			
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		■			
f. Otherwise substantially degrade water quality?		■			
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			■		
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			■		
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?			■		
j. Inundation by seiche, tsunami, or mudflow?			■		

Existing Setting

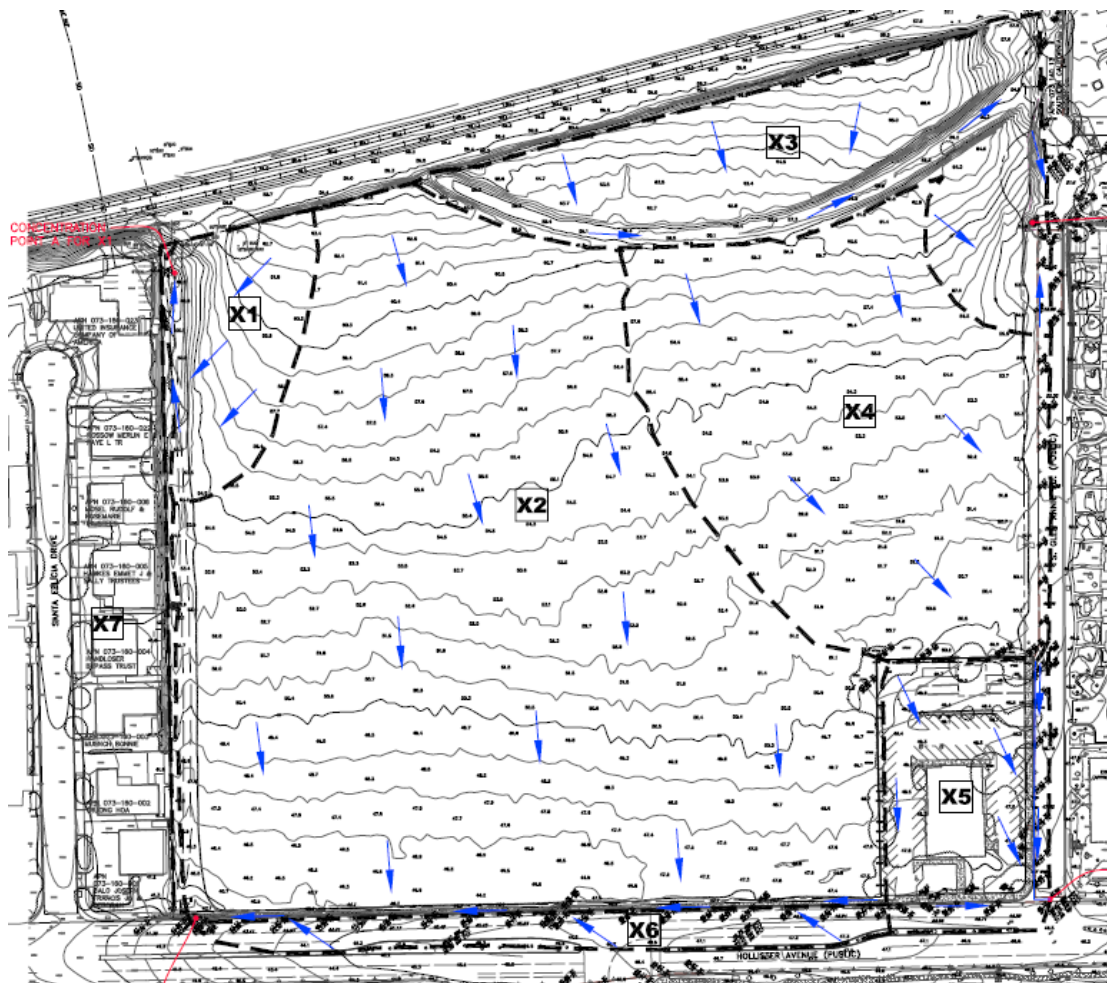
The site is undeveloped, except for 9,546-square feet of development consisting of a television studio and two drive-thru ATM facilities. The site topography generally slopes north to south with gradients typically ranging from 1 % to 10%. While no significant slopes are present within or immediately adjacent to the site, and no significant slopes are proposed, an artificial cut that forms an east-trending drainage has been made near the northern portion of the site and is bordered by 10-foot-high slopes at about 2:1 (horizontal:vertical) gradients. The topography described above generally results in sheet flow runoff in a southward direction toward Hollister Avenue.

The project site is located outside of the 100 and 500 Year Flood Zones, and the Potential Tsunami Runup Area as mapped by the City's General Plan (Figure 5-2).

Per the GMU Geotechnical report dated September 18, 2009, onsite soils are characterized by low percolation rates. Groundwater is believed to be roughly 30 to 50 feet below the surface elevation within the subject property. It is believed that the potential for significant liquefaction is low based on deep groundwater and relatively dense soils.

A Preliminary Drainage Report has been prepared for the project (Penfield & Smith, dated June 10, 2010, on file and available for review upon request). The Preliminary Drainage Report has been reviewed by Community Services. The Preliminary Drainage Report refines the pre-development hydrological description by defining seven drainage areas that are discharged into four concentration points as shown in Figure 8 and as described below:

Figure 8
Pre-Development Hydrology



- **Concentration Point A** (Area X1) Northwest corner of the project. This area contains a portion of the northwest corner of the site. This area is undeveloped and drains by overland flow to an existing storm drain culvert located on the property. The storm drain then heads west on the north side of the existing properties of Santa Felicia Drive.
- **Concentration Point B** (Area X3) Northeast corner of the project. This area is undeveloped and drains overland to the east. Runoff ultimately drains into an existing catch basin that is located at the end of South Glen Annie Road on the west side of the road. This storm drain system then outlets to the east side of South Glen Annie Road into a concrete swale.
- **Concentration Point C** (Areas X4 and X5) Southeast corner of the project. Area X4 is an undeveloped area that drains overland to South Glen Annie Road, then south to Hollister Avenue Area X5 is the developed area on the corner of Hollister Avenue and South Glen Annie Road. This area drains to the east to South Glen Annie Road also, then to the south to Hollister Avenue. When runoff reaches Hollister Ave, it then drains to the east toward Storke Road and enters a public catch basin.
- **Concentration Point D** (Areas X2 and X6) The central and southwest corner of project. Area X2 is undeveloped and drains to the south and into the gutter in Hollister Avenue. Runoff then travels to the west to multiple catch basins located along Hollister Avenue. Area X6 is the portion of Hollister Avenue that drains from the center of the road to the north side of the road entering the same catch basins as mentioned above.
- **Area X7-** This area is the western side of the property. The majority of this area is sloped to the west where the runoff drains overland directly to the neighboring properties. There is no direct concentration point for this area.

Thresholds of Significance

A significant impact on hydrology and water quality would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds and Guidelines Manual* assume that a significant impact on hydrology and water resources would occur if a project would result in a substantial alteration of existing drainage patterns, alter the course of a stream or river, increase the rate of surface runoff to the extent that flooding, including increased erosion or sedimentation, occurs, create or contribute to runoff volumes exceed existing or planned stormwater runoff facilities, or substantially degrade water quality. Impacts would also be considered significant if a project does not comply with the City's Stormwater Program.

Project Specific Impacts

- a, d, f) The proposed project would involve substantial grading of the project site. Estimated preliminary project grading would consist of 49,100-cubic yards of cut and 48,800-cubic yards of fill (net export of 300-cubic yards of cut) from the project site. The grading figures incorporate utility and footing spoil quantities. Raw quantities on plans would not change; however, import quantities after adjustments would likely change. The existing project site slopes approximately 18-24 feet from the northern property line to the southern property line over a distance of 840 feet (western property line) and

1,100 feet (eastern property line). The project site after grading would slope approximately 12-15 feet from the northern property line to the southern property line over a distance of 840 feet (western property line) and 1,100 feet (eastern property line). The overall change would result in a lesser slope across the project site; moreover, the existing drainage pattern of the site/area would not be substantially altered.

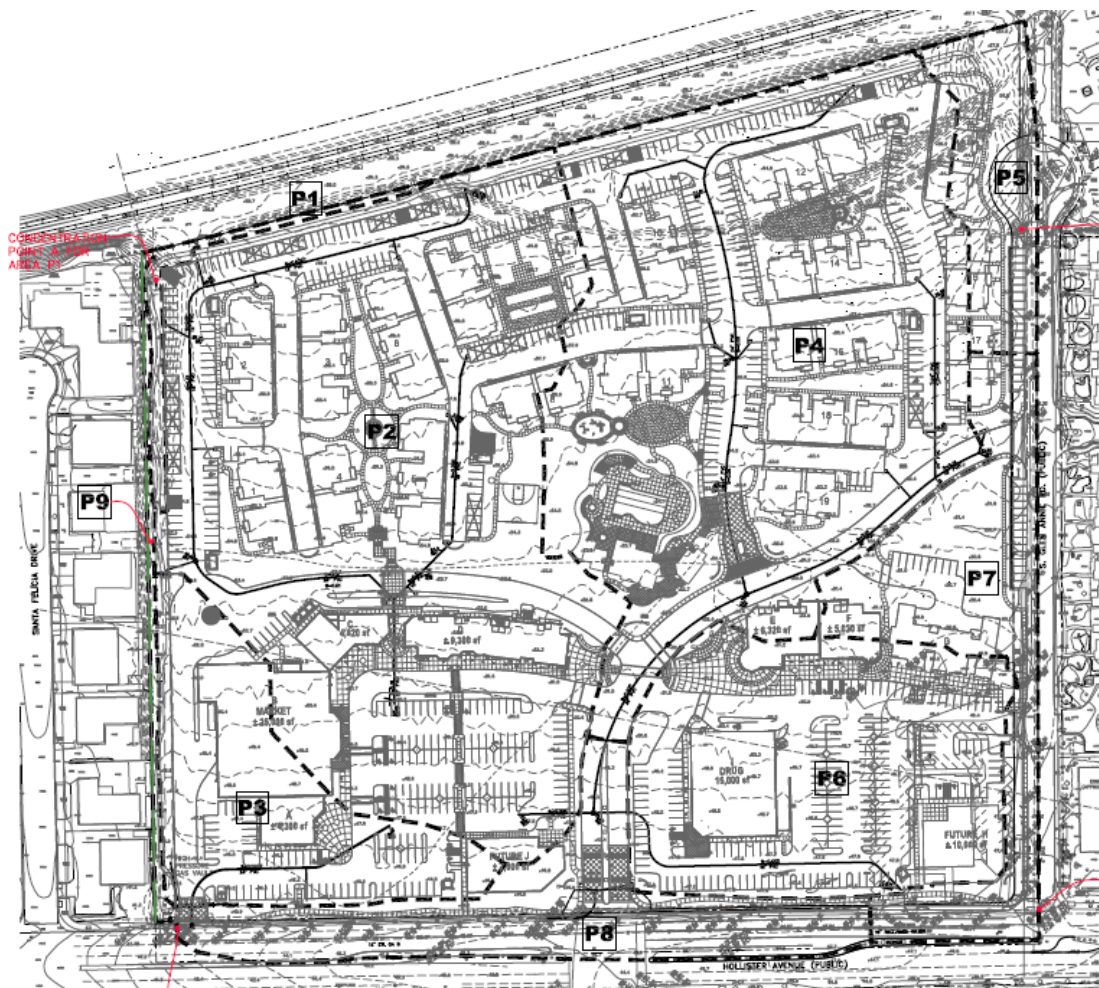
The proposed project would also incorporate a 120,500-cubic foot underground water detention basin that would drain directly to the existing public storm drain system, bioswales and bio-retention areas; the installation and maintenance of commercial (media) filters to maintain an effluent quality of 10-30mg/l of total suspended solids (or less) with no visible oily sheen under design operating conditions; and the construction of a carwash to be available to the project residents. While no data or schematics have been submitted describing how the carwash facility would collect and recycle spent water, a carwash reclamation system is anticipated to be incorporated into the project.

The proposed project would accomplish the following measures to balance the site's pre-development and post-development conditions:

- Lessen runoff for 5-year, 10-year, 25-year, 50-year and 100-year storm events;
- Detain water onsite for 5-year, 10-year, 25-year, 50-year and 100-year storm events;
- Retain the difference between post-development runoff volumes and pre-development runoff volumes for a 1-inch storm event onsite;
- Comply with the Storm Water Management Plan through by minimizing the effective impervious area and incorporating bioswales and bio-retention; and
- Clean water through commercial (media) filters.

The Preliminary Drainage Report analyzed the post-development hydrological model with incorporation of the above measures and defines nine drainage areas that are discharged into four concentration points as shown in Figure 9 and as described below:

Figure 9
Post-Development Hydrology



- **Concentration Point A** (Area P1) Northwest corner of the project. This area contains a portion of the southern side of the railroad property with a portion of the northwest corner of the site. The onsite area will be pervious in post-development conditions.
- **Concentration Point B** (Area P5) Northeast corner of the project. Runoff from this area would be generated from a portion of the roofs as well as runoff from slopes and a portion of South Glen Annie Road. Runoff flows overland to an existing catch basin on west side of South Glen Annie Road. Roof drains would be piped to the bottom of the slope.
- **Concentration Point C** (Area P7) Southeast corner of the project. Area P7 consists of a residential area and a portion of the western half of South Glen Annie Road. The residential area drains to a landscaped bio-retention area, which would then proceed to drain through an under sidewalk drain to South Glen Annie Road. Runoff would then drain south to Hollister Avenue. When runoff reaches Hollister Avenue, it would then drain to the east toward Storke Road and enters a public catch basin.

- **Concentration Point D** (Areas P2, P3, P4, P6 and P8) Southwest corner of project. Post-development areas P2, P3, P4 and P6 would be developed into both commercial and residential areas. Runoff from this area would be collected by a storm drain system that ultimately connects to an existing catch basin that is located in the southwest corner of the project in Hollister Avenue. Due to the increased amounts of peak runoff an underground detention basin would be online with the storm drain system before outletting into the public system.
- **Area P9-** This area is the western side of the property. The majority of this area is sloped to the west where the runoff drains overland directly to the neighboring properties. There is no direct concentration point for this area.

Per the submitted drainage analysis for the project, as shown in Table 4, pre-construction peak flows are estimated at:

- 5-year event 34.38 cfs,
- 10-year event 45.02 cfs,
- 25-year event 58.05 cfs,
- 50-year event 67.99 cfs, and
- 100-year event 77.42 cfs (Penfield & Smith, June 10, 2010).

Table 4
Pre-Development Drainage Areas

Drainage Area	Area (Acres)	Q ₅ (cfs)	Q ₁₀ (cfs)	Q ₂₅ (cfs)	Q ₅₀ (cfs)	Q ₁₀₀ (cfs)	Concentration Point
X1	1.16	0.86	1.17	1.56	1.85	2.13	(Concentration Point A)
X3	3.32	3.26	4.40	5.86	6.93	7.97	(Concentration Point B)
X4 + X5	6.82	8.88	11.69	15.11	17.64	20.10	(Concentration Point C)
X2 + X6	14.11	21.15	27.46	35.12	41.09	46.67	(Concentration Point D)
X7	0.17	0.23	0.30	0.40	0.48	0.55	Westside of Property

*Flows calculated using HydroCad, Santa Barbara Urban Hydrograph (SBUH) option

Per the submitted drainage analysis for the project, as shown in Table 5, post-development peak flows without detention basins are estimated at

- 5-year event 48.03 cfs,
- 10-year event 59.38 cfs,
- 25-year event 73.46 cfs,
- 50-year event 83.80 cfs, and
- 100-year event 93.79 cfs (Penfield & Smith, June 10, 2010).

Table 5
Post-Development Drainage Areas without Detention Basins

Drainage Area	Area (Acres)	Q ₅ (cfs)	Q ₁₀ (cfs)	Q ₂₅ (cfs)	Q ₅₀ (cfs)	Q ₁₀₀ (cfs)	Concentration Point
P1	0.22	0.29	0.39	0.52	0.61	0.71	(Concentration Point A)
P5	0.90	1.53	1.95	2.47	2.86	3.23	(Concentration Point B)
P7	1.91	3.79	4.67	5.76	6.55	7.32	(Concentration Point C)
P2+P3+P4+P6+P8	22.40	42.21	52.08	64.33	73.33	82.02	(Concentration Point D)
P9	0.16	0.21	0.29	0.38	0.45	0.51	Westside of Property

*Flows calculated using HydroCad Santa Barbara Urban Hydrograph (SBUH) option

In review of the results of the peak flows for 5-yr thru 100-yr storm events, post-development flow is greater than pre-development flow at only Concentration Point D. At all other concentration points Post-development peak flows for storms 5-yr thru 100-yr are less than Pre-Development. To mitigate this, the applicant proposes a 120,500-cubic foot underground stormwater storage area.

Per the submitted drainage analysis for the project, post-development peak flows with detention basins are estimated at

- 5-year event 24.60 cfs,
- 10-year event 29.71 cfs,
- 25-year event 35.72 cfs,
- 50-year event 39.98 cfs, and
- 100-year event 46.65 cfs (Penfield & Smith, June 10, 2010).

As such, the post-development discharge rate for the 5-year up to the 100-year events would remain below the pre-development condition.

The Preliminary Drainage Report concludes the following:

- With the incorporation of the above measures the post-development peak flows would be less than the pre-development peak flows for the entire site;
- With the incorporation of drainage volume mitigation post-project volume quantities retained onsite are greater than pre-project volume quantities for a 1-inch storm event with the use of underground retention basin storage and potential detention basin infiltration;
- Per project design, the effective impervious area has decreased from pre-development (4.0%) to post-development (3.5%) conditions; and
- With incorporation of water quality Best Management Practices by use of vegetated swales, bio-retention and commercial filters throughout the site, the project would comply with the City's Storm Water Management Plan.

Per the Preliminary Drainage Report's conclusion, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water with the incorporation of stated mitigations (and potentially additional mitigations as required by Community Services). The proposed project has been designed to lessen the site's pre-development and post development runoff conditions, retain the difference

between post-project volume quantities greater than pre-project volume quantities for a 1-inch storm event; detain water onsite for larger storm events, which could collectively substantially lessen flooding on or offsite; However, project impacts to hydrology and water quality are considered significant, pending peer review of the Preliminary Drainage Report.

While no data or schematics have been submitted describing how the carwash facility would collect and recycle spent water, a carwash reclamation system is anticipated to be incorporated into the project. Until such schematics have been submitted and peer reviewed, the project impacts to hydrology and water quality would be significant.

- b) Water for the proposed project would be provided by the Goleta Water District (GWD) and as such, no groundwater use would be involved with project implementation.

The project site lies above the West Sub-Basin of the Goleta Groundwater Basin per the City's General Plan Final EIR (Section 3.9, Water Resources). Site soil profiles are comprised of sandy clay and clayey sand and are characterized by low percolation rates. Additionally, percolation testing indicated that these soil materials are characterized by low percolation rates (GMU Geotechnical, 2009). As the project site contains soils with low percolation rates, existing geological conditions may effectively prevent any onsite recharge of the Goleta Groundwater West Sub-Basin. As such, project impacts on groundwater supplies and/or groundwater recharge are considered less than significant.

- c-e) While substantial site grading is proposed, the proposed project would not substantially alter an existing drainage pattern of the project site, the course of a stream or river.

Given the proposed drainage design/capacity of the proposed underground water detention basin and its ability to retain stormwater runoff, the decrease in effective impervious area, and the incorporation of water quality Best Management Practices by use of vegetated swales, bio-retention and commercial filters throughout the site the project is not expected to generate peak stormwater volumes that would exacerbate existing downstream flooding during/following storm events. However, if the final design, installation, maintenance and/or actual construction of the onsite drainage system are not adequate, project implementation could result in significant flooding, impacts to existing stormwater drainage systems, siltation/sedimentation, and/or an added source of degraded runoff water.

- g,h) The project site is located outside of the 100 and 500 Year Flood Zones, as mapped by the City's General Plan (Figure 5-2) and per the Federal Emergency Management Agency, *Flood Insurance Rate Map Santa Barbara County, California*, September 30, 2005. As no new development is proposed within areas subject to flooding during the 100-year event, associated flooding impacts as a result of project implementation would be less than significant.

- i) There are no levees or dams from the project site to the top of its watershed. As such, impacts to people and property associated with the failure of an upstream levee and/or dam are considered less than significant.
- j) The project site is located outside of the Potential Tsunami Runup Area as mapped by the City's General Plan (Figure 5-2). As no new development is proposed within areas within the Potential Tsunami Runup Area, associated inundation by seiche, tsunami or mudflow impacts as a result of project implementation would be less than significant.

Cumulative Impacts

As project specific impacts on the water quality of downstream receiving water bodies is considered less than significant, project contributions to cumulative water quality impacts within the City are also considered less than significant. All other project contributions to cumulative hydrological impacts including contributions to cumulative stormwater flows, cumulative flooding, introduction of sediment/silt into surface water bodies, and demand on the GWD's water supply are also considered less than significant.

Preliminary Mitigation Measures

1. Catch basin filter inserts capable of capturing sediment, trash, debris, and petroleum products from low flow (first flush) stormwater runoff shall be installed in each stormwater inlet/catch basin to be connected to the storm drain system serving the project site. **Plan Requirements and Timing:** Catch basin filter inserts shall be specified for installation in all project stormwater inlets/catch basins shown on the final grading/drainage plan. The specifications for such inserts shall be reviewed and approved by City staff prior to LUP issuance. All catch basin filters inserts for the curb inlets in the proposed parking area as identified on the approved grading/drainage plan shall be installed prior to occupancy clearance.

Monitoring: The project engineer shall verify installation of all approved catch basin filter inserts in writing per the timing requirements noted above.

2. The applicant shall obtain proof of exemption or proof that a National Pollutant Discharge Elimination System Storm Water Permit from the California Regional Water Quality Control Board has been applied for by registered mail. **Plan Requirements and Timing:** The applicant shall submit proof and City staff shall review and approve documentation prior to LUP issuance.

Monitoring: City staff shall review the documentation prior to LUP issuance.

3. The applicant shall prepare a Storm Water Management Plan (SWMP) covering all phases of grading operations. **Plan Requirements:** The SWMP shall be prepared by a licensed civil engineer and incorporate all appropriate Best Management Practices (BMPs) necessary to mitigate short-term

construction impacts. The plan may include, but is not limited to, the following BMPs:

- a. temporary berms and sedimentation traps (such as silt fencing, straw bales, and sand bags); the BMPs shall be placed at the base of all cut/fill slopes and soil stockpile areas where potential erosion may occur and shall be maintained to ensure effectiveness; the sedimentation basins and traps shall be cleaned periodically and the silt shall be removed and disposed of in a location approved by the City;
- b. non-paved areas shall be revegetated or restored (i.e. geotextile binding fabrics) immediately after grading and installation of utilities, to minimize erosion and to re-establish soil structure and fertility; revegetation shall include non-invasive, drought-resistant, fast-growing vegetation that would quickly stabilize exposed ground surfaces; alternative materials rather than reseeded (e.g., gravel) may be used, subject to review and approval by Planning and Environmental Services and Community Services;
- c. runoff shall not be directed across exposed slopes; all surface runoff shall be conveyed in accordance with the approved drainage plans;
- d. energy dissipaters or similar devices shall be installed at the end of drainpipe outlets to minimize erosion during storm events;
- e. grading shall occur during the dry season (April 15th to November 1st) unless a City approved erosion control plan is in place and all erosion control measures are in effect; erosion control measures shall be identified on an erosion control plan and shall prevent runoff, erosion, and siltation; all exposed graded surfaces shall be reseeded with ground cover vegetation to minimize erosion; graded surfaces shall be reseeded within four (4) weeks of grading completion, with the exception of surfaces graded for the placement of structures; these surfaces shall be reseeded if construction of structures does not commence within four (4) weeks of grading completion.

Timing: The final drainage/stormwater quality protection plan shall be submitted to City staff for review and approval prior to LUP issuance.

Monitoring: City staff shall verify that the SWMP has been implemented per the approved final plan prior to commencement of grading.

4. The applicant shall prepare a final drainage/stormwater quality protection plan consistent with the City's Storm Water Management Plan that identifies all Best Management Practices (BMPs). **Plan Requirements:** The final drainage/stormwater quality protection BMPs plan shall be prepared by a licensed civil engineer. The plan may include, but is not limited to, the following BMPs:
 - a. a final drainage analysis that provides final estimates on pre/post development stormwater runoff volumes, required storage capacity, and specifications on all elements of the drainage control system;
 - b. regular maintenance and cleaning of catch basins and detention basins;
 - c. incorporation of a carwash water reclamation system;

- d. routine cleaning of streets, parking lots, and storm drains;
- e. stenciling of all storm drain inlets to discourage dumping by informing the public that water flows to the ocean;
- f. development of an integrated pest management program for landscaped areas of the project, emphasizing the use of biological, physical, and cultural controls rather than chemical controls;
- g. provision of educational flyers to residents/commercial tenants regarding proper disposal of hazardous water and automotive waste;
- h. provision of trash storage/material storage areas that are covered by a roof and protected from surface runoff.

Timing: The final drainage/stormwater quality protection plan shall be submitted to City staff for review and approval prior to LUP issuance.

Monitoring: City staff shall verify that drainage/stormwater quality protection plan has been constructed/installed per the approved final plan prior to final inspection.

5. The applicant shall prepare a maintenance agreement that addresses maintenance requirements for all improvements associated with the stormwater quality protection/BMPs described in the final drainage/stormwater quality protection plan. **Plan Requirements:** At a minimum, the maintenance agreement shall include requirements that all inline storm drain filters shall be inspected, repaired, and cleaned per manufacturer specifications and at a minimum prior to September 30th of each year. Additional inspections, repairs, and maintenance shall be performed after storm events as needed throughout the rainy season (November 1st to April 15th) and/or per manufacturer specifications. Any necessary major repairs shall be completed prior to the next rainy season. Prior to September 30th of each year, the applicant shall submit to the City for its review and approval a report summarizing all inspections, repairs, and maintenance work done during the prior year. **Timing:** The applicant shall submit the required maintenance agreement to City staff for review, approval, and execution prior to LUP issuance.

Monitoring: City staff shall periodically verify compliance with the provision of the agreement and respond to instances of non-compliance with the agreement.

6. All drainage control facilities shall be maintained for the life of the project by the applicant and/or operator. **Plan Requirements:** Maintenance of all drainage facilities for two (2) years from occupancy clearance of the last building shall be ensured through a performance security provided by the applicant. **Timing:** All drainage control facilities shall be installed (landscaped and irrigated subject to City inspection and approval) prior to approval of the first Land Use Permit for a building. The performance security shall be released upon expiration of the two (2) year period provided such facilities have been installed per plans and maintained in good working order.

Monitoring: City staff shall verify installation of all drainage improvements and posting of the required maintenance security prior to approval of the first Land Use Permit for a building. City staff shall field inspect to verify adequate drainage system maintenance by the applicant/property owner in perpetuity.

Residual Impact

Residual impacts to hydrology and water quality are to be determined.

EIR Scope-of-Work

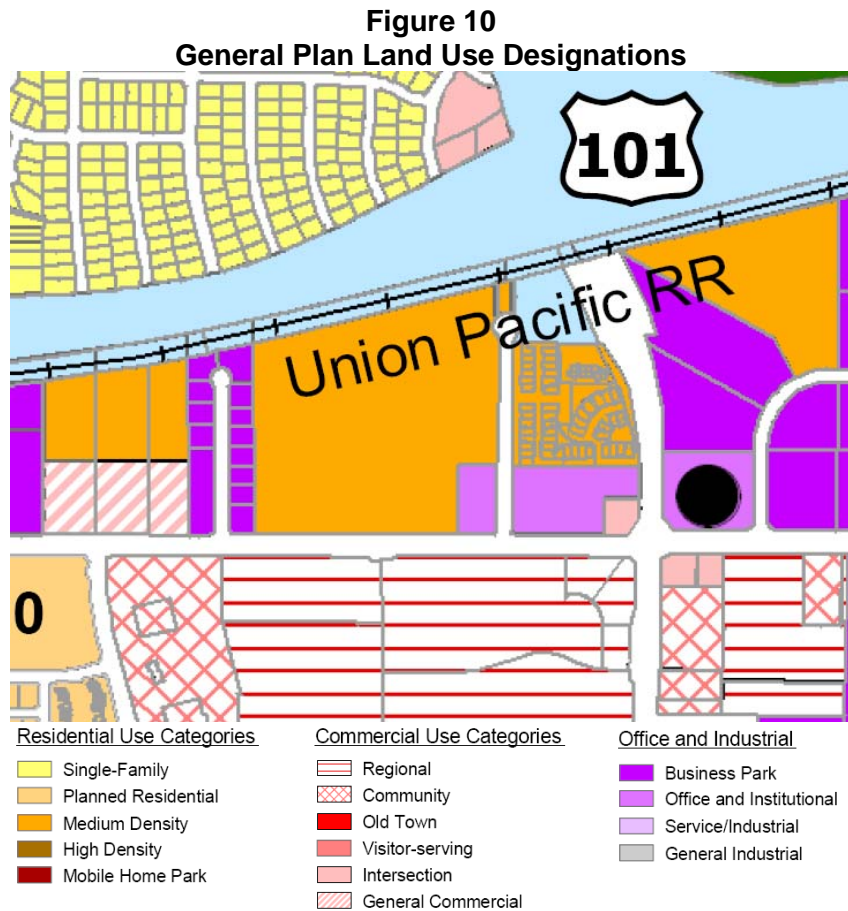
1. The EIR consultant shall establish the project's hydrology and water quality environmental baseline through peer review of the submitted Penfield and Smith drainage plan and report (Penfield and Smith, June 10, 2010), review of all pertinent FEMA and Santa Barbara County Flood Control District maps, Central Coast Regional Water Quality Control Board data on the water quality of any existing surface water bodies for which the proposed project lies within their watershed, consultation with the City's Community Services Department, and any field surveys as needed.
2. The EIR consultant shall identify any applicable regulatory framework for hydrology and water quality impacts, including any applicable Federal, State, or local regulations and standards.
3. The EIR consultant shall describe the criteria for determining the significance of any hydrology and water quality impacts posed by the proposed project, including the Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, the City's *Environmental Thresholds and Guidelines Manual*, and applicable City, State and Federal policies relating to hydrology and water quality and impacts.
4. The EIR consultant shall identify and discuss the significance of all project impacts on water supply, water quality, stormwater flows/flooding hazards, and site drainage.
5. The EIR consultant shall identify and discuss the significance of all project contributions to cumulative hydrology and water quality impacts in the area (City staff shall provide a list and associated map of cumulative projects within the City).
6. The EIR consultant review the mitigation measures described above to assess both their appropriateness as well as effectiveness for reducing project related hydrological and water quality impacts to less than significant levels. The EIR consultant shall also identify additional mitigation where appropriate to address potential hydrological and water quality impacts in association with discussions with Community Services staff.
7. The EIR consultant shall prepare a statement of residual impact based on implementation of all mitigation identified in the EIR.

LAND USE AND PLANNING

Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Physically divide an established community?				■	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for purpose of avoiding or mitigating an environmental effect?	■				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				■	

Existing Setting

The project site is 23.55 acres. A General Plan Land Use Designation of Medium-Density Residential (R-MD) has been assigned to 22.32 acres and Industrial-Office and Institutional (I-OI) to 1.23 acres as shown in Figure 10.

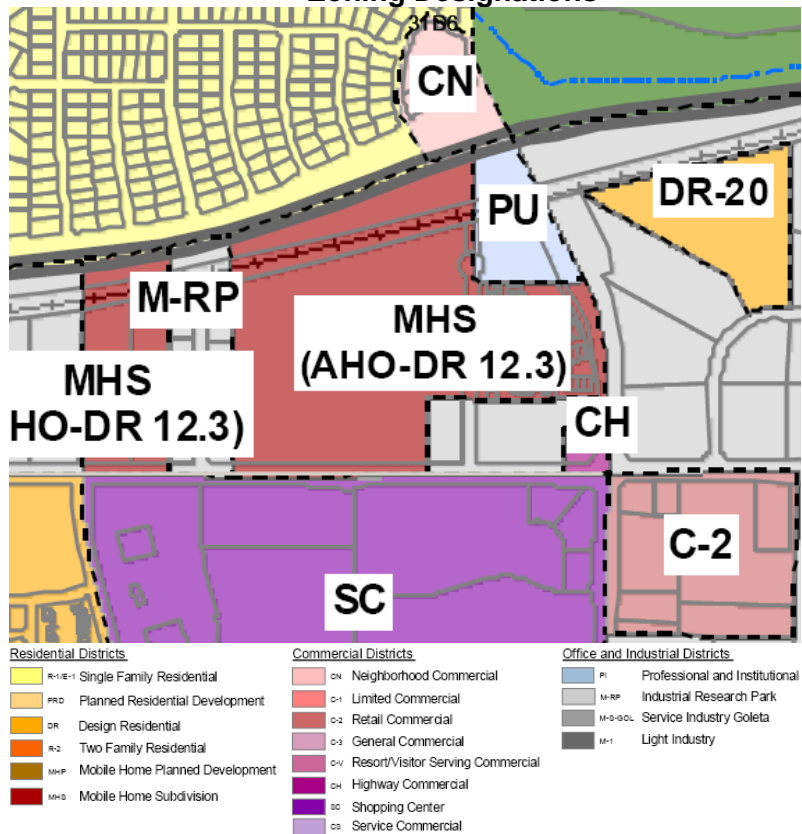


According to Land Use Policy LU 2.6 Medium-Density Residential (R-MD), the intent of this designation is to provide for development of residential units at densities of 20.0 units per acre. In order to achieve efficient use of a limited supply of land designated in this use category, the minimum density permitted shall be 15.0 units per acre, except where site-specific constraints are determined to limit development to fewer units.

According to Land Use Policy LU 4.3 Office and Institutional (I-OI), the intent of this designation is to provide areas for existing and future office-based uses. Uses allowed include moderate-density business and professional offices, medical and medical-related uses, hospitals, research and development, services oriented primarily to employees (such as day care centers, restaurants, personal and professional services), and public and quasi-public uses. Mixed-use developments with residential uses on the same site may be permitted at appropriate locations where the residential uses are compatible with adjacent uses and do not break up the continuity of office and institutional uses.

The project site is located within the Inland Area of the City and has two existing zoning designations. 22.32 acres of the site is zoned Mobile Home Subdivision with an Affordable Housing Overlay with densities of up to 12.3 units per acre (MHS/AHO DR-12.3), and 1.23 acres of the site is zoned Industrial Research Park (M-RP) as shown in Figure 11.

**Figure 11
 Zoning Designations**



The purpose of the MHS/AHO DR-12.3 zone district is to increase opportunities for affordable housing by establishing standards for the development of mobile home subdivisions.

The purpose of the M-RP zone district is to provide areas exclusively for light industry, technical research, and business headquarters office uses in well-designed buildings and attractively landscaped areas.

The Santa Barbara Municipal Airport (SBMA), a regional airport, is located approximately 0.7 miles southeast of the project site (measured nearest property line to nearest property line). The Santa Barbara County Association of Governments (SBCAG) prepared the Airport Land Use Plan (ALUP, 1993), and the ALUP addresses the Airport Influence Area (AIA), an area designated by the Airport Land Use Commission (ALUC) in which land uses could be influenced by airport related noise and safety considerations. The AIA is concerned with a significant risk of upset potential with "unlikely" frequency of occurrence, but a "major" consequence. The ALUP identifies three distinct safety areas (clear zone, approach zone, and one-mile zone) within the AIA and sets forth appropriate land uses and design standards, including building height restrictions and sound proofing standards for these safety areas. The ALUP has been incorporated into the City's General Plan Safety Element (Policy SE 9 and Figure 5-3). The proposed project site is located within the AIA and within the approach zone. Approximately 250 feet of the eastern side of the project site is located within a mile from the extended Runway 7, and approximately 6.1 acres of the southern portion of the project is located within the new Flight Approach Overlay [F(APR)] of Santa Barbara Airport Runway 7.

The purpose of the F(APR) overlay is to regulate land uses within Airport Clear and Approach Zones consistent with the adopted Airport Land Use Plan for Santa Barbara County, and to limit the height of structures and appurtenances (including vegetation) within these areas. The intent is to protect the safety of people both in the air and on the ground, to reduce and avoid noise and safety conflicts between airport operations and surrounding land uses, and to preserve navigable airspace around the County's airports.

Public on-street parallel parking is currently available along Glen Annie Road but not on Hollister Avenue. Based on a standard of 23-feet for each parallel parking space and factoring in curb-cuts there are approximately 20 spaces available along the east side of the road and 22 spaces available along the west side of the road for a total of 42 unmarked public parking spaces. It is a common occurrence for all available public parking spaces along Glen Annie Road to be in use each evening. Residents of Pacific Glen residential development across Glen Annie Road to the east have stated at Design Review Board meetings that they use Glen Annie Road as overflow parking. Per Pacific Glen approval documents (94-DP-005) 133 parking spaces were required and 142 were constructed. Of the 142 parking spaces:

- 107 were covered spaces (94 in 2-car garages, 13 in carports)
- 33 were uncovered/visitor parking spaces, and
- 2 were uncovered handicap parking spaces.

Per current parking regulation regulations, a total of 158 parking spaces would be required;

- 146 parking spaces for residents
 - 9 2-bedroom units: 18 parking spaces
 - 51 3- and 4-bedroom units: 128 parking spaces
- 12 for visitors

Thresholds of Significance

A significant land use and planning impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

Project Specific Impacts

- a) The proposed project includes a General Plan Amendment to change the Land Use Designation for the southern portion of the property from Residential Medium Density (R-MD) and Industrial-Office and Institutional (I-OI) to Community Commercial (C-C). The northern portion of the site would remain R-MD. The proposed project also includes a Rezone to rezone the southern portion of the property from Mobile Home Subdivision with an Affordable Housing Overlay with densities of up to 12.3 units per acre (MHS/AHO DR-12.3) and Industrial Research Park (M-RP) to Shopping Center (SC). The northern portion of the property would be rezoned from MHS/AHO DR-12.3 to Design Residential 20 (DR-20) units per acre. The Rezone would be consistent with the proposed General Plan Amendment Land Use Designation changes. The proposed land use designations and zone districts are identified below in Table 6:

**Table 6
 Land Use Designations and Zone Districts**

Parcel Number and Current Parcel Size	Current Uses	Current Land Use Designation & Zoning	Proposed Parcel Size	Proposed Uses	Proposed Land Use Designation & Zoning
073-030-020 22.3 acres	Vacant	R-MD MHS/ AHO DR-12.3	13.72 acres	274 Residential Apartment Units	R-MD DR-20
073-030-021 1.25 acres	Approximately 9,546 square feet of development for television and financial uses	I-OI M-RP	9.83 acres	90,054 square feet of commercial development and 5 live/work units	C-C SC

Surrounding uses include the U.S. Highway 101 and the Union Pacific Railroad tracks to the north (which has already physically divided the community from the northern portions of Goleta), Hollister Avenue and the 46-acre Camino Real Marketplace (SC zone district) to the south, research and development offices (M-RP zone district) to the west and heading north to south along Glen Annie Road a Southern California Edison substation (Public Works, Utilities and Private Service Facilities zone district), a 60-unit

residential community (MHS/AHO DR-12.3 zone district) and additional research and development offices (M-RP) to the east. The closest residential development is the Pacific Glen development with a density of approximately 10.4 units per acre (60 units on approximately 5.78 net acres) across Glen Annie Road to the east. The proposed project would physically alter the site through grading (and lessening the slopes) and through construction of residential and commercial mixed-use development. Pedestrian linkages are proposed throughout the development to connect the mixed-use nature of the project, and a decomposed granite trail is proposed to run along the northern and western property lines that would connect to the sidewalk along the southern and eastern property lines to complete a jogging loop around the entire property. In addition, the main access driveway would connect the signalized Hollister Avenue/Marketplace Drive intersection with the newly created Glen Annie Road/Sespe Lane intersection. This main access driveway would provide an additional means of access in the project area. Other multi-modal transportation systems would also be accommodated through the provision of a bus turnout along Hollister Avenue and bicycle racks throughout the development. As a result, the project would not directly or indirectly generate impacts related to dividing an established community; rather it would become a cohesive center to a mixture of surrounding uses and fuse disjointed uses and access points to the site and surrounding sites.

b) *Land Use*

General Plan

The project site contains two existing General Plan Land Use Designations:

- R-MD 22.3 acres
- I-OI 1.25 acres

The proposed project would add a third General Plan Land Use Designation to the site, and in so doing would reduce the R-MD and eliminate the I-OI Land Use Designation onsite:

- R-MD 13.72 acres
- I-OI 0 acres
- C-C 9.83 acres

The City of Goleta consists of 5,075 acres of land, of which the General Plan has divided up into numerous Land Use Designations. The existing total acreage (and percentage of land designated citywide) for these three Land Use Designations is as follows:

- R-MD 182 acres (3.6%)
- I-OI 98 acres (1.9%)
- C-C 101 acres (2.0%)

Approval of this General Plan Amendment would cause a change to the total acreage (and percentage of land designated citywide) for these three Land Use Designations is as follows:

- R-MD 172 acres (3.3%)

- I-OI 97 acres (1.9%)
- C-C 111 acres (2.2%)

Also of note, the Jordano's project is being processed to convert land from the I-OI Land Use Designation to General Commercial. The Planning Commission is recommending that the City Council grant the 3.28 acre Land Use Designation conversion. If both projects were to receive approval, the City of Goleta would only have 93.5 acres (1.8%) of I-OI available. Additionally, an application for Montecito Bank and Trust proposes to convert 0.55 acres of land from Intersection Commercial (C-I) to I-OI, but the project has yet to be reviewed by the Planning Commission.

The project site borders a residential development designated R-MD with a density of approximately 10.4 units per acre to the east and a 46-acre commercial development designated Regional Commercial (C-R) to the south. Thus, the change in land use designation would provide for geographical consistency with the R-MD and R-MD land use designations and with the C-C and C-R land uses designations bordering on another.

Zoning

The proposed changes to land use and zoning designations would change and expand the list of allowable uses onsite. The proposed commercial uses proposed are not allowed with the property's existing land use and zoning designations. As part of the project, the applicant requests to change the land use designation and zoning as described above in Table 4. These changes would eliminate lands reserved for finance, insurance, and real estate office uses as well as other medical, professional, and business service uses and reduce the amount of land available for residential uses while intensifying the residential density, and the changes would allow a commercial center that provides convenience goods and services to serve the everyday needs of the surrounding residential neighborhoods.

It is anticipated that businesses that would operate within the commercial shopping center would typically consist of, but not be limited to, the following uses (a hybrid of the existing zoning ordinance and additional uses proposed by the applicant) that could be found in a typical neighborhood shopping center:

- retail stores and shops primarily engaged in selling food for home preparation and consumption such as a food market, meat market, bakery and candy;
- liquor store;
- stores, shops and establishments offering regularly required services such as a barber/beauty shop, cleaning/pressing/laundry/shop repair shop;
- service station;
- branch banks without drive-through;
- restaurants (excluding drive-in restaurants, but including drive-thrus), delicatessens, cafes, bars, ice cream/yogurt, and coffee shop;

- drug store;
- variety store;
- hardware store;
- art gallery and jewelry store;
- photography store;
- day spa, nail salon, tanning parlor, beauty supply;
- fitness use;
- tutoring center;
- dentist, chiropractor;
- cellular phone store;
- professional and commercial offices (including uses similar to the existing television station located onsite) occupying not more than 20% of the gross square footage of the total shopping center; and
- non-residential child care centers that are to be used for onsite employees of the development.

Additionally, special outdoor seasonal sales such as Christmas tree sales would be anticipated to occur up to four times a year and special seasonal events such as concerts and mobile amusement events would be anticipated to occur up to two times a year.

Even if the proposed land use designation change and rezoning are granted, the proposal includes three other “lesser” permit processing requests to allow the proposed project to be consistent with the Zoning Ordinance:

1. An Ordinance Amendment to amend the SC Uses Permitted with a Minor CUP to allow “a residential use that is secondary to the permitted commercial use.”
2. A Minor Conditional Use Permit (10-040-CUP) to permit the proposed 5 live/work units consistent with the proposed Ordinance Amendment.
3. A Major Conditional Use Permit (10-041-CUP) to permit the pharmacy drive-through facility.

Should the decision-maker considering approval of the project choose to grant the requested change in land use and zoning designations, the project would then be consistent with the General Plan (Figure 2-1, Land Use Element) and the City’s zoning map. Therefore, the impacts of the requested designation changes would be less than significant.

Airport Land Use Plan

Approximately 250 feet of the eastern side of the project site is located within a mile from the extended Runway 7, and approximately 6.1 acres of the southern portion of the project is located within the new F(APR) of Santa Barbara Airport’s Runway 7. The 6.1 acres of the southern portion of the site within the F(APR) would contain five major commercial structures totaling approximately 61,300 square feet of structure and 292 parking spaces. The remaining approximately 17.45 acres of the project site contains all of the residential portion of the site, the live/work units and the remainder of the

commercial development is located outside of the F(APR). Future restaurant H is located within one mile of the runway.

According to the applicant, the total employee population density for the commercial center is estimated to be 1.7 employees per 1,000 square feet³ of commercial structure. These calculations demonstrate total employee populations and do not reflect how many employees would be onsite at one time, meaning that the number of employees onsite would be less than 1.7 employees per 1,000 square feet as peak employee numbers vary throughout the day and from use to use. At 1.7 employees per 1,000 square feet, the entire shopping center would be expected to have a total employee population of 154 employees, while the area within the F(APR) would have a total employee population of 105 employees (68%). While staffing levels may vary significantly throughout the day, it is estimated that a maximum of approximately 60 persons may be working within the entire commercial shopping center and within the F(APR) 41 employees (68%) at any one time. The employee population density would be 7 employees per acre.

To determine the overall (employees and customers) population density for the proposed project, staff offers the following analysis utilizing data from the Camino Real Marketplace Environmental Impact Report (CRM EIR) (*Camino Real Project Environmental Impact Report*, Santa Barbara County, January 1997). Population densities for land uses can be derived for “normal” and “peak” use periods by multiplying the number of required parking spaces for each land use by the average vehicle occupancy (AVO) derived from studies of similar land uses. Peak use population is determined when 100% of all parking spaces are occupied, and the normal use population is determined when 75% of all parking spaces are occupied. As it is unlikely that all land uses within a project site would be fully occupied simultaneously, the density should be regarded as worst case estimates. An AVO of 1.83 was used for retail land uses and 1.52 for restaurant land uses. Per the Zoning Ordinance, the retail use would require 140 parking spaces and the restaurant use would require 58 parking spaces for a total of 198 parking spaces. Utilizing the AVOs within the CRM EIR and the Zoning Ordinance’s required parking, the peak Westar commercial population density would be 36 persons per acre⁴ and the normal use population density would be 27 persons per acre. Moreover, the applicant’s parking demand analysis determined that peak parking demand for the entire shopping center would be 297 parking spaces. Overall population densities would be higher if the parking demand for the entire shopping center was to be used instead of the Zoning Ordinance’s required parking (297 parking spaces versus 198 parking spaces). It is possible that the Westar commercial population density could exceed these numbers as the CRM retail/entertainment population peak density was

³ The national numbers per the International Council of Shopping Centers for January 2010: National Shopping Center GLA: 7,230,372,685 square feet; US Bureau of Labor Statistics, Retail - Shopping Center - Related Employment – Seasonally Adjusted: 12,073,500 employees. These statistics include all types of retail shopping centers (regional, super regional, indoor, etc). **The national average is 1 employee for every 600 square feet or conversely, 1.7 employees per 1,000 square feet.**

⁴ Retail: (140 parking spaces)(1.83 people per parking space) + (58 parking spaces)(1.52 people per parking space) = 346 people. (346 people)/(9.83 acres) = 36 persons per acre

determined to be 90 persons per acre and the normal use density was determined to be 68 persons per acre.

Pursuant to the ALUP, the project is to be referred to the ALUC if either of these two criteria are met:

- Certain uses (general merchandise-retail, food-retail, eating and drinking, other retail trade) are not compatible in the approach zone within one mile of the runway end, but are subject to review if they are more than one mile from the runway end.
- If it is found that large concentrations of people underneath downwind and base leges or departure paths of frequently used airport traffic patterns. The Airport Planning Advisory Committee would provide assistance to the ALUC and its staff in this determination. Threshold for review of "large concentrations" is on the order of 25 people per acre for non-residential uses or more than four units per acre for residential use.

The proposed project meets at least one of the above criteria, if not both.

- The project is within the AIA and a portion of the project (future restaurant H is located within one mile of the runway) is located within one mile from the runway end.
- The 6.1 acres of the southern portion of the site within the F(APR) would likely exceed the 25 people per acre threshold.

Final consistency with the ALUP will be determined by the ALUC. The proposed project will be referred to the ALUC by the City during the public review period on the project's environmental document. The ALUC will evaluate the project in terms of appropriate land uses and design standards, including building height restrictions and sound proofing standards for these safety areas. A finding of consistency by the ALUC would mean that project impacts to land use and planning issues would be less than significant. Conversely, a finding of inconsistency by the ALUC would mean that project impacts to land use and planning issues would be potentially significant.

Parking

The proposed project would require the provision of 741 parking spaces under Article III (Inland Zoning Code), Division 6, Parking Regulations. The applicant proposes a total of 904 spaces, which would be 163 parking spaces in excess of the Zoning Ordinance requirement. The Preliminary Traffic and Parking Analyses for the Goleta Mixed-Use Project presents parking demand information from the ITE Parking Generation publication and based upon a parking demand survey conducted at the Willow Springs apartment complex, located in Goleta. The analysis concludes that:

- Per ITE, 297 commercial parking spaces would be needed while 352 spaces are proposed
- Per ITE, 409 residential parking spaces would be needed while 552 spaces are proposed.

- Per the parking demand survey at Willow Springs apartment complex, 447 parking spaces would be needed for the Westar apartment complex while 542 apartment spaces are proposed (10 additional garage parking spaces are provided for the live/work spaces).

It is the City's experience that most projects tend to be under-parked rather than over-parked, even when zoning ordinance standards are applied and/or when parking modifications have been granted. However, incidences of insufficient parking in housing developments have primarily occurred in developments with garages, rather than carports. Residents with garages often use the garage space for storage or other uses, rather than for parking vehicles, as intended. This has led to spill over of resident parking into designated guest spaces within developments as well as residents' vehicles consuming all available on-street parking. The proposed project incorporates garages, carports and uncovered parking to meet the project parking requirements. A total of 218 parking spaces would be located within garages. If the garage spaces were not utilized for parking, the residential component of the project would not provide enough parking; however, enough parking would be provided if there was certainty that all parking spaces were to be utilized to park resident and guest vehicles. Until there is certainty that all residential parking is usable, the project impact to parking supply could be potentially significant.

The applicant proposes 32 public parking spaces (in addition to the parking spaces proposed onsite for commercial and residential use) along the western side of Glen Annie Road, which would be a net increase of 19 public parking spaces on Glen Annie Road. City traffic engineers requests additional opportunities for southbound angled parking on Glen Annie Road south of the commercial driveway intersection be explored.

- c) The project site is not subject to any habitat conservation plan or natural community conservation plan. As such, the project could not be in conflict with any habitat conservation plan or natural community conservation plan, so the project would have no impact to this land use and planning consideration.

Cumulative Impacts

The presence of customers and employees on a location partially within the Airport Approach Zone would represent a potentially significant contribution to the cumulative exposure of people to land use and planning impacts.

Preliminary Mitigation Measures

The Draft Environmental Impact Report would be reviewed by the Airport Land Use Commission, and the Airport Land Use Commission may suggest required or recommended mitigation measures to be included in a Final Environmental Impact Report. It is noted that the City of Goleta General Plan Policy SE 9.7 requires that any new development within the AIA shall be subject to a condition of approval requiring recordation of notice informing potential residents that the subject property

is within the AIA and is subject to noise and other potential hazards from low-altitude aircraft overflights.

Please refer to the other issue area sections within this initial study for specific issue area mitigation measures (e.g., biological resources measures serve to ensure consistency with biological resources protection policies in the General Plan).

Residual Impact

Residual impacts to land use and planning are to be determined.

EIR Scope-of-Work

1. The EIR consultant shall describe the existing land use setting for the proposed project including a discussion of surrounding land uses as well as General Plan land use and zoning designations in the area.
2. The EIR consultant shall conduct a peer review of the Associated Transportation Engineers traffic and parking analysis (Associated Transportation Engineers, February 3, 2010).
3. The EIR consultant shall identify any applicable regulatory framework for land use and planning impacts, including any applicable Federal, State, or local regulations and standards.
4. The EIR consultant shall describe the criteria for determining the significance of any land use or planning impacts posed by the proposed project, including the Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, the City's *Environmental Thresholds and Guidelines Manual*, and applicable City, State and Federal policies relating to land use and planning.
5. The EIR consultant shall analyze population density information as it relates to review and consideration by the Santa Barbara County Association of Governments and the Airport Land Use Commission. The EIR consultant shall calculate population densities for the entire project site and as a subset for the commercial segment for purposes of determining consistency with the Airport Land Use Plan. The population densities should consider residents, employees and customers based on national averages, local comparable stores/companies, parking space models, and other appropriate models.
6. The EIR consultant shall identify and discuss potential land use compatibility concerns, including the compatibility of the proposed commercial development with aviation activities as categorized in the Airport Land Use Plan, and including overflow parking on adjoining City streets that could arise as a result of the introduction of a large shopping center and residential apartment complex.
7. The EIR consultant shall conduct a consistency review of all applicable General Plan policies and the proposed project.
8. The EIR consultant shall conduct a consistency review of all applicable zoning requirements and the proposed project.
9. The EIR consultant shall describe in detail the project's contribution to cumulative land use and planning impacts.

10. The EIR consultant shall identify additional mitigation measures, where appropriate, to minimize adverse, but less than significant land use and planning impacts, consistent with required findings for approval of a Development Plan (Inland Zoning Ordinance §35-317.7.1.b).
11. The EIR consultant shall prepare a residual land use and planning impact statement identifying all land use policy inconsistencies and land use compatibility conflicts that cannot be remedied.

MINERAL RESOURCES

Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				■	
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				■	

Existing Setting

No known mineral resources have been identified on the project site nor would the proposed facility result in the loss of a locally important mineral resource recovery site.

Thresholds of Significance

A significant impact on mineral resources would be expected to occur if the proposed project resulted in any of the impacts noted in the checklist above.

Project Specific Impacts

- a,b) The proposed project would not result in the loss of availability of any known mineral resource or identified resource recovery site. No such impacts would occur.

Cumulative Impacts

The proposed project would have no impact on any cumulative loss of mineral resources or resource recovery sites.

Preliminary Mitigation Measures

No mitigation measures are required or recommended.

Residual Impact

The project would not result in any residual impacts on mineral resources.

EIR Scope-of-Work

As the project would result in no impact to mineral resources, no discussion of mineral resources impacts is to be included in the EIR.

NOISE

Would the project result in:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	■				
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	■				
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	■				
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		■			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?		■			
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				■	

Existing Setting

The project site is located within the existing (2005) 60-65 dB(A) noise contours for roadways and within the 60-70 dB(A) noise contour for railroad, as designated in the City's General Plan (Figure 9-1 and Figure 9-2 Noise Element, respectively). The project site lies outside of the existing 60 dB(A) noise contour of the Santa Barbara Municipal Airport (SBMA).

The project site is also located within the future (2030) 60-70 dB(A) noise contours for roadways and within the 60-70 dB(A) noise contour for railroad, as designated in the City's General Plan (Figure 9-3 and Figure 9-4 Noise Element respectively). The project site lies outside of the future 60 dB(A) noise contour of the SBMA.

Although the project site is located outside both the existing and future 60 dB(A) noise contour for the airport, future residents may be subject to occasional general aviation overflights at about 500-foot altitude since the project site is within the local general aviation flight patterns. Residents may therefore experience occasional aircraft noise disturbance when aircraft are in their local training patterns and/or flying along the U.S. Highway 101 Corridor.

The closest sensitive noise receptors to the project site are residents of the existing, 60-unit Pacific Glen residential development located across Glen Annie Road to the east of the project site, the Jubilee Christian Church on Hollister Avenue (identified as noise monitoring location 33 in Figures 9-1 and 9-2) 700 feet west of the project site, Girsh Park located approximately 1,300 feet south of the Camino Real Marketplace, and Dos Pueblos High School located approximately 1,600 feet northwest of the project site.

Noise is defined as unwanted or objectionable sound. The measurement of sound takes into account three variables; 1) magnitude, 2) frequency, and 3) duration.

Magnitude is the measure of a sound's "loudness" and is expressed in decibels (dB) on a logarithmic scale. Decibel levels diminish (attenuate) as the distance from the noise source increases. For instance, the attenuation rate for a point noise source is 6dB every time the distance from the source is doubled. For linear sources such as U.S. Highway 101 or the railroad tracks, the attenuation is 3 dB for each doubling of distance from the source.

The frequency of a sound relates to the number of times per second the sound vibrates. One vibration/second equals one hertz (Hz). Normal human hearing can detect sounds ranging from 20 HZ to 20,000 Hz.

Duration is a measure of the time to which the noise receptor is exposed to the noise. Because noise levels in any given location fluctuate during the day, it is necessary to quantify the level of variation to accurately describe the noise environment. One of the best measures to describe the noise environment is the Community Noise Equivalent Level or CNEL. CNEL is a noise index that attempts to take into account differences in the intrusiveness of noise between daytime hours and nighttime hours. Specifically, CNEL weights average noise levels at different times of the day as follows:

Daytime—7 am to 7 pm	Weighting Factor = 1 dB
Evening—7 pm to 10 pm	Weighting Factor = 5 dB
Nighttime—10 pm to 7 am	Weighting Factor = 10 dB

Thresholds of Significance

A significant noise impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's *Environmental Thresholds and Guidelines Manual*. The City's adopted thresholds assume that outdoor CNEL noise levels in excess of 64 dB(A) are considered to pose significant noise impacts on sensitive receptors.

Project Specific Impacts

- a) The primary sources of noise in the area are vehicular traffic on U.S. Highway 101, the Union Pacific Railroad right-of-way, and aircraft operations at the Santa Barbara Municipal Airport. Future increases in roadway noise may be associated with vehicles using the new access driveway connecting the

Avenue/Marketplace Drive intersection with a new Glen Annie Road/Sespe Lane intersection. In addition to typical passenger vehicles, the project site would include large delivery trucks associated with the commercial area, moving trucks associated with the transient residential rental population and waste management vehicles associated with the totality of the mixed-use project. It is anticipated that there is potential for increased noise levels from delivery truck traffic in the commercial center from early daytime through late nighttime hours or the potential for audible nighttime activities germinating from commercial enterprises (i.e. restaurants, taverns, etcetera).

The project site is located within the existing (2005) 60-65 dB(A) noise contours for roadways and within the 60-70 dB(A) noise contour for railroad, as designated in the City's General Plan (Figure 9-1 and Figure 9-2, Noise Element). The project site is also located within the future (2030) 60-70 dB(A) noise contours for roadways and within the 60-70 dB(A) noise contour for railroad, as designated in the City's General Plan (Figure 9-3 and Figure 9-4, Noise Element).

The General Plan indicates that the range of normally acceptable noise levels for multiple family residential use is 50-60 dB(A) and for business commercial is 50-67.5 db(A). "Normally acceptable" for a specified land use is defined as:

satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Both such uses are considered sensitive receptors and the limit of acceptable noise exposure of sensitive receptors is typically 60 dB(A) CNEL

The General Plan indicates that the range of conditionally acceptable noise levels for multiple family residential use is 60-65 dB(A) and for business commercial is 67.5-75 db(A). "Conditionally acceptable" for a specified land use is defined as:

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

The General Plan indicates that the range of normally unacceptable noise levels for multiple family residential use is 65-70 dB(A). "Normally unacceptable" for a specified land use is defined as:

New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements shall be made

and needed noise insulation features shall be included in the design.

According to the City's General Plan, future noise contours at build out of the General Plan indicate that the anticipated exterior noise levels to be experienced by the northernmost portion of the residential development may fall within 65-70 dB(A) roadway and railroad noise contour, and the southernmost portion of the commercial development may fall within the 65 dB(A) roadway noise contour. The remaining portions of the project are likely to be subject to a 60 dB(A) roadway and railroad noise level. As such, a portion of the residential development falls within the "normally unacceptable" noise contour and is considered potentially significant.

With typical construction techniques, the interior noise levels typically decrease by 20 dB. However, until a detailed analysis of the interior noise reduction requirements is made, the impact of noise to the residential development associated with a new access driveway connecting the Avenue/Marketplace Drive intersection with a new Glen Annie Road/Sespe Lane intersection combined with noise associated with U.S. Highway 101, the Railroad, commercial deliveries, moving trucks and waste management vehicles is considered potentially significant.

- b) The proposed project would not expose neighboring sensitive receptors to excessive groundborne vibration or groundborne noise levels since construction of the project would not require such vibration/noise generating construction techniques, such as the driving of foundation piles. Residents within the northernmost portion of the residential development may fall within areas subject to groundborne noise and vibration due to railroad activities. Until a study is prepared, the exposure of persons to excessive groundborne vibration or groundborne noise levels is considered potentially significant.
- c. The residential portion of the development would increase the ambient noise levels experienced from the now vacant areas due to the new residential population, moving trucks associated with the transient residential rental population and waste management vehicles; however, it is not anticipated that the project would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

The commercial portion of the development may result in a substantial permanent increase in ambient noise levels from large delivery trucks associated with the commercial center from early daytime through late nighttime hours, the potential for audible nighttime activities germinating from commercial enterprises (i.e. restaurants, taverns, etcetera) or the daily visits from waste management vehicles. It is anticipated that all businesses would receive most deliveries of merchandise and food products between 7:00 am to 10:00 am daily. Deliveries would not be allowed on Sundays. It is anticipated that all refuse and recycling bins would be serviced once a day.

The associated new access driveway connecting the Avenue/Marketplace Drive intersection with a new Glen Annie Road/Sespe Lane intersection and

placement of structures would likely have the greatest effect on ambient noise levels. Site topography and placement of buildings and soundwalls should be studied to determine if sound would be directed/redirected, intensified/blocked per the proposed project's design and to determine if ambient sound could be attenuated. Until a study is prepared to model ambient sound increases, the permanent increase in ambient noise levels both onsite populations and affecting the adjacent residential populations in the project vicinity above levels existing without the project is considered potentially significant.

- d) The City's *Environmental Thresholds and Guidelines Manual* notes construction noise poses a potentially significant impact on sensitive receptors if such receptors are within 1,600 feet of the construction site. Noise associated with heavy equipment operation and construction activities can average as high as 95 dB or more measured 50 feet from the source. At a point-source attenuation rate of 6 dB for each doubling of distance from the source, construction equipment noise levels at 95 dB would not decrease to below the 65 dB threshold for sensitive receptors until the distance between the source and receptor reach 1,600 feet. The closest sensitive noise receptors to the project site are residents of the existing, 60-unit Pacific Glen residential development located across Glen Annie Road to the east of the project site, the Jubilee Christian Church on Hollister Avenue (identified as noise monitoring location 33 in Figures 9-1 and 9-2) 700 feet west of the project site, Girsh Park located approximately 1,300 feet south of the Camino Real Marketplace, and Dos Pueblos High School located approximately 1,600 feet northwest of the project site. Because these residents would be located within 1,600 feet of the project site, exposure to construction noise would be considered a potentially significant impact on sensitive receptors in the area.
- e) Although the project site is located outside both the existing and future 60 dB(A) noise contour for the airport, future residents may be subject to occasional general aviation overflights at about 500-foot altitude since the project site is within the local general aviation flight patterns. Residents may therefore experience occasional aircraft noise disturbance when aircraft are in their local training patterns and/or flying along the U.S. Highway 101 Corridor. Such intermittent noise intrusions for the project site are considered a potentially significant nuisance impact, particularly because long-term airport operations (number and frequency of flights) may change over the life of the project.
- f) There are no private airstrips within the vicinity of the project site, and as such the project would not expose people residing or working in the project area to excessive noise levels generated by a private airstrip.

Cumulative Impacts

Incremental increases in ambient CNEL as a result of project implementation would be considered a less than significant contribution to cumulative noise impacts in the vicinity of the project site.

Preliminary Mitigation Measures

1. All noise-generating project construction activities shall be limited to Monday thru Friday, 8:00 a.m. to 5:00 p.m. Construction shall generally not be allowed on weekends and state holidays. Exceptions to these restrictions may be made in extenuating circumstances (in the event of an emergency, for example) on a case by case basis at the discretion of the Director of Planning and Environmental Services. The applicant shall post the allowed hours of operation near the entrance to the site, so that workers on site are aware of this limitation. **Plan Requirements and Timing:** Three (3) signs stating these restrictions shall be provided by the applicant and posted on site. Such signs shall be a minimum size of 24" x 48." All such signs shall be in place prior to beginning commencement of any grading/demolition and maintained through to occupancy clearance. Violations may result in suspension of permits.

Monitoring: City staff shall monitor compliance with restrictions on construction hours and shall promptly investigate and respond to all complaints.

2. Stationary construction equipment that generates noise which exceeds 65 dB(A) measured 50-feet from the source in an unattenuated condition shall be shielded to reduce such noise levels to no more than 65 dB(A) at project boundaries. **Plan Requirements and Timing:** The applicant shall submit a list of all stationary equipment to be used in project construction which includes manufactures specifications on equipment noise levels as well as recommendations from the project acoustical engineer to shielding such stationary equipment so that it complies with this requirement for review and approval by City staff. This information shall be reviewed and approved by City staff prior to LUP issuance. All City approved noise attenuation measures for stationary equipment used in any construction and/or demolition activities shall be implemented and maintained for the duration of the period when such equipment is onsite.

Monitoring: City staff shall periodically inspect the site to ensure compliance with all noise attenuation requirements.

3. The following measures shall be incorporated into grading and building plan specifications to reduce the impact of construction noise:
 - a. All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system.
 - b. Contractors shall implement appropriate additional noise mitigation measures including but not limited to changing the location of stationary construction equipment, shutting off idling equipment, and installing acoustic barriers around significant sources of stationary construction noise.

Plan Requirements and Timing: These requirements shall be printed all plans prior to LUP issuance. Requirements shall also be printed on grading and building permits.

Monitoring: City staff shall periodically inspect the site to ensure compliance with all noise attenuation requirements.

4. A detailed noise analysis shall be performed by an acoustical engineer to determine whether specific construction techniques and design recommendations need to be incorporated into the project design/structures to ensure that future interior noise levels do not exceed 45 dB(A), taking into account noise exposure from the new roads/extensions (including increased numbers of large semi-trucks using this segment), adjacent industrial uses to the east, the railroad and Highway to the north, and the Santa Barbara Airport to the south. **Plan Requirements and Timing:** All construction techniques and recommendations of the noise study, if determined necessary, shall be incorporated into design of the project and detailed on all building plans. The applicant shall provide sign-off from the acoustical engineer that measures have been incorporated appropriately into the project building plans or that no special measures are necessary to ensure interior noise levels do not exceed 45 dB(A). The noise analysis, including the need for any specific construction techniques and design changes, shall be submitted for City staff review and approval prior to LUP issuance.

Monitoring: Prior to final inspection, City staff shall be provided with a written certification by the project acoustical engineer that the project has been constructed per the approved report's recommendations and that a maximum interior noise level of 45 dB(A) has been attained.

Recommended Mitigation:

5. A Notice of "Airport in Vicinity" shall be provided to all future tenants with information related to possible overflights and occasional noise intrusions. **Plan Requirements and Timing:** A draft copy of the notice including this information shall be reviewed and approved by City of Goleta and City of Santa Barbara/Airport staff prior to LUP issuance.

Monitoring: City staff shall ensure inclusion of the notice in the rental agreements.

Residual Impact

Residual impacts to noise are to be determined.

With implementation of these mitigation measures, residual project specific noise impacts, as well as the project's contribution to cumulative noise impacts in the area, are anticipated to be less than significant, pending a peer review of the URS noise study.

EIR Scope-of-Work

1. The EIR consultant shall verify noise levels on and in the vicinity of the project site and establish the noise environmental baseline for the project.
2. The EIR consultant shall identify any applicable regulatory framework for land noise impacts, including any applicable Federal, State, or local regulations and standards.
3. The EIR consultant shall describe the criteria for determining the significance of any noise impacts posed by the proposed project, including the Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, the City's *Environmental Thresholds and Guidelines Manual*, and applicable City, State and Federal policies relating to noise and impacts.
4. The EIR consultant shall describe project noise impacts based on the environmental baseline and the proposed proximity of the project to such significant noise sources as the airport, railroad and U.S. Highway 101. The noise impact analysis shall also evaluate the impact of project construction on sensitive receptors within 1,600 feet of the project site.
5. EIR consultant shall determine if an acoustic study is needed. If needed, the study should describe noise sources and levels near the site and how noise levels were evaluated. The report shall assess noise levels associated with vehicle traffic, the railroad, the anticipated delivery truck and waste management truck traffic, aircraft overflights, and future temporary construction noise.
6. The EIR consultant shall review the adequacy of the mitigation measures noted above and identify additional appropriate, feasible mitigation measures, if any, that would reduce noise and groundborne vibration impacts to less than significant levels.
7. The EIR consultant shall prepare a statement of residual impacts based on implementation of all mitigation identified in the EIR.

POPULATION AND HOUSING

Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			■		
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				■	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				■	

Existing Setting

According to the City of Goleta Housing Element Technical Appendix, June, 2009, as of January 2009, the City's population was 30,476 people. The estimated average household size was 2.7 persons and there were 11,559 housing units. Upon build-out of the General Plan (anticipated to occur by the year 2030), the City's population is expected to reach 38,100. The City has rezoned various properties in response to its adopted General Plan that at buildout would accommodate and estimated 3,880 additional residential units. Per State requirements for the City to contribute to regional housing needs under its Regional Housing Needs Assessment (RHNA), the City must zone for an additional 1,641 dwelling units for the 2007 to 2014 planning period. Excluding approved residential projects that were completed by June 2009, the remaining housing need is 938 units at various income affordability levels. The General Plan Technical Appendix Table 10A-20 identifies vacant sites available for development of approximately 2,197 dwelling units.

The General Plan has indicated a Land Use Designation of Residential Medium Density (R-MD) for 22.32 acres, and Industrial-Office and Institutional (I-OI) for the remaining 1.23 acres of the site. The existing zoning indicates a corresponding Mobile Home Subdivision with an Affordable Housing Overlay with densities of up to 12.3 units per acre (MHS/AHO DR-12.3) for 22.32 acres, and Industrial Research Park (M-RP) for 1.23 acres. The R-MD designation is intended to provide for development of residential units at densities of up to 20.0 units per acre. In order to achieve efficient use of a limited supply of land designated in this use category, the minimum density permitted shall be 15.0 units per acre, except where site-specific constraints are determined to limit development to fewer units. Without taking constraints into consideration, the existing project site could provide between 335 and 446 residential units per the R-MD land use designation and up to 274 residential units per the MHS/AHO DR-12.3 zone district.

The workforce associated with the existing 9,546-square feet of development consisting of a television studio and two drive-thru ATM facilities typically is 8-10 persons per day, while on occasion larger groups convene for filming activities, meetings, and etcetera.

Thresholds of Significance

A significant impact on population and housing would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

Project Specific Impacts

- a) The project includes a change to the Land Use Designation for the southern portion of the property from R-MD and I-OI to Community Commercial (C-C), and consistent with the proposed Land Use Designation changes the project includes a rezone to the southern portion of the property from MHS/AHO DR-12.3 and M-RP to Shopping Center (SC). In addition, the northern portion of the property would be rezoned from MHS/AHO DR-12.3 to Design Residential 20 units per acre (DR-20). The residential component would consist of 13.72 acres and would contain 274 residential apartment units. The proposed residential density would be 20 units/acre. The commercial component would consist of 90,054 square feet of commercial development and would contain the commercial retail areas and 5 live/work units. The proposed project would contribute to the City's General Plan projected buildout, resulting in provision of 279 new housing units (274 apartments and 5 live/work residential units). The proposed project also includes demolition of the existing 9,546-square feet of development consisting of a television studio and drive-thru ATM facilities.

Applying the City's overall average household size of 2.7 people per household, the proposed project would represent a population increase of 754 persons⁵. This represents a 2.5% increase in the City's population that was already anticipated given the fact that under the General Plan, 22.32 acres of the project site's 23.55 acres land use was medium density residential with a permitted density of 15-20 units per acre or a maximum of 1,206 persons⁶.

Construction of the 90,054-square foot commercial development would bring an estimated minimum total peak population (employees and customers) of 346 persons⁷ (see Land Use and Planning section for additional details). Additionally, the applicant anticipates that 10 employees would work within the residential portion of the project site. Demolition the existing 9,546 square feet of development consisting of a television studio and drive-thru ATM facilities would result in a reduction of 8-10 persons per day onsite. Thus the commercial development would result in an estimated net increase of 346-348 persons.

Taken collectively, the net commercial development population and residential population would be 1,102 people, which is less than the 1,206 people the City's General Plan had estimated for 22.32 acres of the 23.55

⁵ (279 units)(2.7 people per unit) = 754 people

⁶ (22.32 acres)(20 units per acre)(2.7 people per unit) = 1,206 people

⁷ Retail: (140 parking spaces)(1.83 people per parking space) + Restaurant: (58 parking spaces)(1.52 people per parking space) = 346 people.

acre site. As such, new infrastructure to support the project was also assumed for the site in the City's General Plan and these infrastructure improvements would not induce unplanned growth in the area.

The addition of 279 new housing units would provide 5 more units than anticipated with the existing MHS/AHO DR-12.3 zone district maximum density, but the project would provide between 56 to 167 less new housing units anticipated by the existing R-MD land use designation (without constraints).

According to City of Goleta, 2009, although there is no established system of reporting employment information by place of work for the City of Goleta alone, the 2000 US Census estimates a total of 27,265 jobs in the Goleta Census Defined Place (CDP) and 27,515 workers living in the Goleta CDP. The CDP includes the City of Goleta and most of the area between the City of Goleta and the City of Santa Barbara, including Hope Ranch (but not Isla Vista, the UCSB campus, or the City of Santa Barbara Airport). Per the City of Goleta General Plan *Background Report No. 25* dated June 20, 2004, in the year 2000 there were 24,788 occupied residential units within the Goleta CDP or an average of 1.1 workers/residential unit. Applying this average to the proposed project, it is anticipated that the project would generate 307 new workers or an increase in the City's workforce of 1.0 to 1.1%. The applicant anticipates the project would generate 10 new jobs within the residential portion of the project site and approximately 154 new jobs within the commercial portion of the project site.

The proposed project would result in an estimated total of 27,572 jobs in the Goleta CDP and 28,269 workers living in the Goleta CDP. The anticipated increase of approximately 307 employment opportunities in the Goleta CDP would result in an increase in the demand on existing housing stock; however, the project's provision of 279 new housing units would provide housing for an estimated 754 workers living in the Goleta CDP. As such, impacts to housing for employees is considered insignificant as housing opportunities would surpass housing demand. Collectively, the proposed project would minimally increase the population by 2.5% and increase the workforce by 1.1%.

The project site is located within the urban area, in the central portion of the City of Goleta. A mix of land uses surround the site, include the U.S. Highway 101 and the Union Pacific Railroad tracks to the north, Hollister Avenue and the Camino Real Marketplace to the south, research and development offices to the west and heading north to south along Glen Annie Road a Southern California Edison substation, a 60-unit residential community and additional research and development offices to the east. New roads and infrastructure to support the project are identified in the City's General Plan and these infrastructure improvements would not induce unplanned growth in the area. As such, population and housing impacts posed by the proposed mixed-use project are considered less than significant.

- b,c) The project site is currently undeveloped. The proposed project would not displace any existing housing units or require the displacement of any people thereby necessitating the construction of replacement housing. Therefore, no such impacts would occur.

Cumulative Impacts

The proposed project would not result in any significant contribution to cumulative housing and population impacts either within the City or the surrounding Goleta Valley. The project's contribution to cumulative population growth as well as impacts on the area's housing supply would be less than significant.

Preliminary Mitigation Measures

No mitigation is required or recommended.

Residual Impact

Residual impacts to population and housing are to be determined.

EIR Scope-of-Work

1. The EIR consultant shall verify the population and housing environmental baseline for the project.
2. The EIR consultant shall identify any applicable regulatory framework for population and housing impacts, including any applicable Federal, State, or local regulations and standards.
3. The EIR consultant shall describe the criteria for determining the significance of any population and housing impacts posed by the proposed project, including the Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, the City's *Environmental Thresholds and Guidelines Manual*, and applicable City, State and Federal policies relating to noise and impacts.
4. The EIR consultant shall identify appropriate, feasible mitigation measures, if any, that would reduce population and housing impacts to less than significant levels.
5. The EIR consultant shall prepare a statement of residual impacts based on implementation of all mitigation identified in the EIR.

PUBLIC SERVICES

Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of these public services:					
fire protection?	■				
police protection?			■		
schools?			■		
parks?		■			
other public facilities?			■		

Existing Setting

The project site is located within the urban area, in the central portion of the City of Goleta. Fire services would be provided by Santa Barbara County Fire Department (SBCFD) Station under contract to the City, police services would be provided by the County Sheriff's Department under contract to the City, and public schools serving the project vicinity include either Isla Vista Elementary or Ellwood Elementary (depending on capacity), Goleta Valley Junior High, and Dos Pueblos High School.

Fire protection/emergency services for the proposed project would be provided by the SBCFD. The closest fire station to the project site is Station #11 located at 6901 Frey Way. The General Plan Public Facilities Element Policy PF 3.1 identifies three standards with respect to the provision of fire protection services, which include:

- A firefighter-to-population ratio of one firefighter on duty 24 hours a day for every 2,000 persons is the ideal goal, however, one firefighter for every 4,000 persons is the absolute maximum population that can be adequately served;
- A ratio of one engine company per 16,000 persons, assuming four firefighters per station, represents the maximum population that the SBCFD determined can be adequately served by a four-person crew; and
- A five-minute response time in urban areas.

Police services would be provided by the County Sheriffs Department under contract to the City. The closest police station to the project site is police substation located within the Camino Real Marketplace.

Public schools serving the project vicinity include Isla Vista Elementary or Ellwood Elementary, Goleta Valley Junior High, and Dos Pueblos High School.

Park facilities in proximity to the project site include Lake Los Carneros north of U.S. Highway 101, Girsh Park near the Camino Real Shopping Center and passive open space at Santa Barbara Shores Park and the Sperling Preserve to the west. The General Plan identifies a future Neighborhood Park, "Willow Springs Park", along Camino Vista Road. Passive and active recreational opportunities are discussed further in the Recreation section of this initial study.

Thresholds of Significance

A significant impact on public services would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds and Guidelines Manual* includes thresholds of significance for potential impacts on area schools. Specifically, under these thresholds any project that would generate enough students to generate the need for an additional classroom using current State standards, would be considered to result in a significant impact on area schools.⁸

Project Specific Impacts

a) *Fire Protection*

SBCFD has reviewed the proposed project and confirmed that the water supply system for the proposed project would be looped to water mains on Hollister Avenue and Glen Annie Road. Fire hydrants would be added throughout the property. The residential and commercial buildings would be sprinklered. SBCFD has also determined that both the proposed public roadway extension and the internal access system are adequate for emergency services purposes. Access to the proposed project has been designed to not only provide adequate circulation for not only the residential and commercial aspects of the project, but the circulation has been designed to accommodate larger trucks and emergency vehicles. While the Glen Annie Road/Hollister Avenue intersection would be reconfigured to restrict southbound left-turns from Glen Annie Road to Hollister Avenue, the redesign would allow northbound left-turns from Hollister Avenue to Glen Annie Road. In addition, the main access driveway would connect the signalized Hollister Avenue/Marketplace Drive intersection with the newly created Glen Annie Road/Sespe Lane intersection. This main access driveway would provide an additional means of access in the project area in the event of an emergency.

Currently, Fire Station #11 located at 6901 Frey Way would be the primary responding fire station and lies approximately 1/3 of a mile by road to the south of the project site and well within the a five-minute response time. Fire Station 11 houses one pumper and one ladder truck, with a total of six on-duty firefighters per shift serving an estimated population of 21,594 people (*City of Goleta General Plan EIR*, September, 2006) for a firefighter to population ratio of 1:3,599, which is still below the absolute highest ratio that

⁸ Current State standards for classroom size are as follows:
Grade K-2—20 students/classroom
Grade 3-8—29 students/classroom
Grades 9-12—28 students/classroom

the Fire Department can adequately serve (*City of Goleta General Plan EIR*, September, 2006). However, Truck 11 is a countywide emergency response rescue vehicle and is not a dedicated unit that serves solely Station 11's first-in district. Therefore, allocating Truck 11's crew solely to its first-in service area for the purpose of establishing the adequacy of the existing firefighter to population ratio understates the existing deficiencies in the provision of fire protection to residents of western Goleta. Using the City's most current average household size and applying it to the proposed project, the 279 residential units would be anticipated to add 754 individuals to the Fire Station #11's first-in service area, which according to County Fire, is the most underserved area in Goleta due to in part to the existing firefighter to population ratio (letter from Capitan Glenn Fidler, Fire Prevention Division, Santa Barbara County Fire Department dated May 26, 2010). Furthermore, due to the size and scope of the proposed project, and the anticipated increase in population it would represent, the project's impact upon emergency services/fire protection in this area of the City is considered potentially significant without the construction of a new fire station to serve the immediate area and a fair share contribution is required for the cost of the new fire station.

The parcel adjacent to the approved Haskell's Landing project has been identified for the future County Fire Station No. 10. Until payment of in-lieu fees that would be directed toward construction of the station and provide for infrastructure that would provide for this regional fire protection facility, project specific impacts on fire protection would be potentially significant.

Police Services

The Santa Barbara County Sheriffs Department provides 24-hour police protection services to the area under contract to the City of Goleta. The City of Goleta is divided into 3 patrol units with 1 police car assigned to each unit. Additional police services are available from Santa Barbara County to supplement City of Goleta police in an emergency. City of Goleta police operate from three locations: the City of Goleta offices (across Los Carneros Way), an office located in Old Town on Hollister Avenue and the other located at the Camino Real Marketplace. Demand for police services resulting from the anticipated population increase generated by 279 new residential units and 90,054 square feet of commercial development would not change measurably from baseline levels in the foreseeable future, and would not require the construction of new police facilities or require the alteration of existing police facilities. As such, project related impacts on police services in the City would be considered less than significant.

Schools

The elementary school that serves the project site would be Isla Vista Elementary School or Ellwood Elementary. The SBHSD secondary schools that serve the site are Goleta Valley Junior High School and Dos Pueblos High School. Table 7 provides current enrollment and capacity levels for each of the schools. As shown, all of the schools that serve the project site are currently operating below capacity.

**Table 7
 Existing Enrollment and Capacity**

School	Enrollment	Capacity ⁹	Capacity Utilization
Goleta Union School District (K-6)			
Ellwood Elementary School	440	484	91%
Isla Vista Elementary School	461	500	92%
Goleta Valley Junior High School	860	1,000	86%
Dos Pueblos High School	2,365	2,565	92%
Sources: Goleta Union School District office Goleta Valley Junior High School Dos Pueblos Senior High School			

To estimate the number of students added to the District for new residential units, the District utilizes the student generation factors shown in Table 8.

**Table 8
 GUSD and (SBHSD) Student Generation**

School	Generation Factor (Students/Unit ¹)	Number of Units	Number of Students Generated by Project	Enrollment Plus Project	Percent Capacity Utilization with Project
Ellwood Elementary School	0.2	279	56	496	103%
Isla Vista Elementary School	0.2	279	56	517	104%
Goleta Valley Junior High School	0.04	279	12	872	87%
Dos Pueblos High School	0.05	279	14	2,379	93%

The proposed project would provide 279 new residential units, generating approximately 56 new elementary school students, 12 new junior high school students and 14 new high school students. Therefore, the project would increase the utilization capacity at Ellwood Elementary or Isla Vista Elementary School by 12%

⁹ Capacity estimate is subject to change due to contractual student/staffing ratios and shifting grade demographics

and would alter the capacity at the junior and senior high schools by 1%. Although the project would generate 56 new elementary students (enough to create two and half new K-2 classrooms), the 56 new elementary students would not be limited to grades K-2, but are expected to be distributed between all of the K-6 grades at the school. In addition, Ellwood Elementary or Isla Vista Elementary School collectively, as well as Goleta Valley Junior High and Dos Pueblos High School would not exceed their capacity, even with the addition of project generated increases in students. As such, the proposed project would not require the construction of new school facilities or require the alteration of existing school facilities. Therefore, impacts to area schools would be less than significant.

Parks

Refer to the Recreation section of this initial study for a discussion of impacts to parks and recreational opportunities.

Other Public Facilities

Project residents would have access to other public services such as the Goleta Branch of the County Library. The increase in demand for public facilities resulting from residents of the 279 new units would be considered an adverse but less than significant impact on use of such amenities and facilities, and would not require the construction of new public facilities or require the alteration of existing public facilities. Therefore, project related impacts to other public facilities would be considered less than significant.

Cumulative Impacts

The project's contribution to cumulative demand for fire protection, police protection, schools, and public facilities such as libraries and associated physical construction/alteration would be offset by the required payment of development impact fees (DIFs) prior to issuance of any LUP for construction.

Preliminary Mitigation Measures

Payment of development impact fees.

Residual Impact

Residual impacts to public services are to be determined.

EIR Scope-of-Work

1. The EIR consultant shall verify the baseline levels of public services and facilities necessary to serve the proposed project including, but not limited to; fire protection, police protection, schools, administrative services, libraries, and parks in the vicinity of the project.
2. The EIR consultant shall identify any applicable regulatory framework for public service/facility impacts, including any applicable Federal, State, or local regulations and standards.

3. The EIR consultant shall describe the criteria for determining the significance of any public service/facility impacts resulting from the proposed project, including the Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, the City's *Environmental Thresholds and Guidelines Manual*, and applicable City, State and Federal policies relating to public services and facilities and impacts.
4. The EIR consultant shall identify and discuss all impacts posed by the project on the provision of adequate public services and facilities needed to serve the development.
5. The EIR consultant shall identify feasible and appropriate mitigation measures that would reduce potential project specific impacts on the provision of adequate public services and facilities to less than significant levels.
6. The EIR consultant shall prepare a statement of residual impacts based on implementation of all mitigation identified in the EIR.

RECREATION

	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	■				
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	■				

Existing Setting

The City has 10 public parks, four private parks, and 20 public open space areas comprising a total of 523 acres. This equates to approximately 18 acres per thousand residents. The two larger City-owned regional open space preserves, the Sperling Preserve/Ellwood Mesa and Lake Los Carneros Natural & Historical Preserve collectively account for 363 acres of that total. Approximately 40 percent of the City's two miles of Pacific shoreline is held in City ownership. Together with the neighborhood open space areas, these preserves provide many opportunities for passive recreation activities and enjoyment of natural areas. Areas specifically developed for active recreational uses however are less abundant with about three acres of land per thousand residents. The City's single recreation center, the Goleta Valley Community Center, is insufficient to fulfill all the needs of community groups and residents. Although privately owned and managed, Girsh Park provides much-needed facilities for active recreation but there remains a shortage of public facilities for active recreation such as sports fields, tennis courts, swimming pools, and dedicated trails.

The parks in closest proximity to the project site are (as the crow flies):

- Girsh Park (approximately 1,300 feet to the south)
- Evergreen Acres (3,150 feet to the west/northwest)
- Sperling Preserve (approximately 4,000 feet to the west/southwest)
- Lake Los Carneros Natural and Historic Preserve (approximately 6,500 feet to the east/northeast)

Thresholds of Significance

A significant impact on recreation would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

Westar Project Specific Impacts

- a) There are existing regional and neighborhood open space areas (Girsh Park, Evergreen Acres, Sperling Preserve, Lake Los Carneros Natural and Historic Preserve), within the vicinity of the project that could accommodate local recreational demands of the project residents, although there is an acknowledged, overall shortage of active recreational amenities in the community. This shortage combined with increased demand for recreational opportunities, particularly active recreational amenities/facilities, is likely to further deteriorate or accelerate deterioration of the recreational facilities and as such, impacts from project generated demand for limited active recreational amenities in the City of Goleta would be potentially significant.
- b) The proposed project would include the construction of new passive and active onsite recreational amenities, such as a communal recreation building, pool/spa, pocket parks, pedestrian walkways/jogging trails, bicycle racks, and carwash. The proposed facilities are sprinkled throughout the 23.55-acre site, and as such, their physical effects on the environment are not able to be separated from the project's physical effects as a whole. Therefore, impacts from the proposed project's recreational facilities would be potentially significant, pending the submittal of additional studies prepared by a qualified biologist(s).

Cumulative Impacts

The project would result in an adverse contribution to cumulative impacts on the City's parks, open space areas, and recreational facilities due to the resulting incremental increase in demand created by the addition of over 754 new residents to the City. However, such contributions would be offset by the required payment of park development impact mitigation fees at the time of occupancy clearance.

Preliminary Mitigation Measures

Mitigation Measures for recreation are to be determined.

Residual Impact

Residual impacts to recreation are to be determined.

EIR Scope-of-Work

1. The EIR consultant shall describe the baseline inventory and condition of all City recreational facilities, including all active recreation parks and open space areas within the City.
2. The EIR consultant shall identify any applicable regulatory framework for recreation impacts, including any applicable Federal, State, or local regulations and standards.
3. The EIR consultant shall describe the criteria for determining the significance of any recreational impacts resulting from the proposed project, including the Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, the City's *Environmental Thresholds and Guidelines Manual*, and applicable City, State and Federal policies relating to recreation and impacts.
4. The EIR consultant shall identify and discuss all impacts posed by the project on the provision of adequate recreational facilities needed to serve the development, including the significance of the project's contribution to cumulative recreational impacts.
5. The EIR consultant shall identify feasible and appropriate mitigation measures that would reduce potential project specific impacts on the provision of adequate recreational facilities to less than significant levels.
6. The EIR consultant shall prepare a statement of residual impacts based on implementation of all mitigation identified in the EIR.

TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	■				
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	■				
c. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	■				

Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
d. Conflict with and applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	■				
e. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	■				
f. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	■				
g. Result in inadequate emergency access?	■				
h. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	■				

Existing Setting

The proposed project site is located north of Hollister Avenue and west of Glen Annie Road. Primary ingress and egress is proposed via a new connection to the Hollister Avenue/Marketplace Drive intersection. Secondary access for the project would be provided via a 30-foot wide driveway connection from the southern portion of Glen Annie Road and via a 30-foot driveway from Hollister Avenue at the west end of the project site

An existing network of highways, arterial streets, and collector streets serve the area. These include U.S. Highway 101 located to the north of the project site, Hollister Avenue and Marketplace Drive to the south, Glen Annie Road to the east and Storke Road further to the east, and Santa Felecia Drive to the west.

These roadways are described in detail in the project’s “Preliminary Traffic and Parking Analyses for the Goleta Mixed-Use Project” (Associated Transportation Engineers; February 3, 2010). This study is hereby incorporated by reference into this Initial Study and is on file and available for review upon request.

Thresholds of Significance

A significant project generated traffic impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds of significance are set forth in the City’s *Environmental Thresholds and Guidelines Manual* and include the following:

- 1) The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by the value provided below or sends at least 5, 10, or 15 trips to intersections operating at LOS F, E or D.

LEVEL OF SERVICE (including the project)	INCREASE IN V/C (greater than)
A	.20
B	.15
C	.10
<u>OR THE ADDITION OF</u>	
D	15 trips
E	10 trips
F	5 trips

- 2) Project access to a major road or arterial road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.
- 3) Project adds traffic to a roadway that has design features (e.g. narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with a substantial increase in traffic (e.g. rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that would become potential safety problems with the addition of project or cumulative traffic.
- 4) Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

Project-Specific Impacts

Primary ingress and egress is proposed via a new connection to the Hollister Avenue/Marketplace Drive intersection, which is presently a “T” intersection controlled by traffic signals. This primary access driveway would form the north leg of the Hollister Avenue/Marketplace Drive intersection resulting in a conventional four-leg intersection. The new approach would contain a left-turn lane and a left + thru + right-turn lane for traffic outbound from the site plus two inbound lanes.

The main access driveway would continue through the development and create a new Glen Annie Road/Sespe Lane intersection. The Hollister Avenue/Marketplace Drive intersection entrance into the project site would consist of a 25-foot wide two-lane inbound section and a 25-foot wide two-

lane outbound section separated by an 8-foot wide median. The entry would taper from 58 feet wide at Hollister Avenue to 40 feet wide where the shopping center abuts the residential complex and, the entry would further taper to 32 feet at Glen Annie Road.

Secondary access for the project would be provided via a 30-foot wide driveway connection from the southern portion of Glen Annie Road and via a 30-foot driveway from Hollister Avenue at the west end of the project site.

The Glen Annie Road/Hollister Avenue intersection would be reconfigured to restrict southbound left-turns from Glen Annie Road to Hollister Avenue but would allow northbound left-turns from Hollister Avenue to Glen Annie Road.

Hollister Avenue would be widened on the north side to provide an eastbound left-turn lane and a westbound right-turn lane for traffic inbound to the site. Additionally, a bus turnout is proposed just west of the Hollister Avenue/Marketplace Drive intersection.

Frontage improvements, including sidewalk, curb, gutter, and street lights would be provided along Hollister Avenue and Glen Annie Road. In addition, a bus turnout would be provided on Hollister Avenue, and 32 public parking spaces are proposed for the public's use along Glen Annie Road.

Pedestrian linkages are proposed throughout the development to connect the mixed-use nature of the project. In addition, a decomposed granite trail is proposed to run along the northern and western property lines that would connect to the sidewalk along the southern and eastern property lines to complete a jogging loop around the entire property.

- a) The proposed project would result in the addition of 8,195 average daily trips (ADT; however, the increase in ADTs would be less than 8,195 as the ADTs from existing development has not been counted/subtracted). Of the 8,195 ADTs, 287 AM peak hour trips (PHT) and 766 PM peak hour trips distributed onto the area roadway system. The Preliminary Traffic and Parking Analyses for the Goleta Mixed-Use Project analyzed impacts on no roadways and only the following two intersections:

Hollister Avenue/Marketplace Drive intersection
Hollister Avenue/Storke Road intersection

The Preliminary Traffic and Parking Analyses for the Goleta Mixed-Use Project did not analyze AM peak hour trips, but it did analyze PM peak hour trips to the above mentioned intersections and concluded a project-specific potentially significant impact would occur at the Hollister Avenue/Storke Road intersection.

Due to the volume of ADT and PHT, additional impacts could also occur at other area roadways and intersections. These are considered potentially significant, pending a full traffic study.

- b,d) The Preliminary Traffic and Parking Analyses for the Goleta Mixed-Use Project did not analyze the project per Santa Barbara County Association of Government's (SBCAG) Congestion Management Analysis to identify potential impacts to the Congestion Management Program (CMP) system.

The project should be analyzed per the CMP as total trip generation exceeds 50 peak hour trips or 500 daily trips.

Until the project is analyzed per the CMP, the project impact to the CMP network based on the CMP impact criteria could be potentially significant.

- c) The Preliminary Traffic and Parking Analyses for the Goleta Mixed-Use Project did not analyze the project's performance of the circulation system in association with all modes of transportation including mass transit and non-motorized travel.

The Preliminary Traffic and Parking Analyses for the Goleta Mixed-Use Project did analyze the project's mixed-use (commercial/residential land use designations) characteristics in terms of "Internal Capture," "Primary", "Diverted-Linked", and "Pass-By" trips. This analysis recognized, for instance, that some of the residents of the apartments would patronize the on-site retail use, and those trips would occur on the site; that some trips that would be diverted from Storke Road to patronize the commercial center and then return to Storke Road and continue to their destinations; and that some of those trips would come directly from the existing traffic stream on Hollister Avenue.

Until the project is fully analyzed to be in compliance with the Environmental Thresholds listed above and the CMP as they relate to the project's performance of the circulation system in association with all modes of transportation including mass transit and non-motorized travel, the project impact to policy could be potentially significant.

- e) A trapezoidal 6.11 acres of the southern portion of the site is overlaid with a Flight Approach Overlay (F(APR)). The proposed project has not been analyzed to determine if it would result in a change to air traffic patterns. It is known that the project would cause an increase in traffic levels, but these increased traffic levels would occur on an existing roadway network and would be unlikely to change air traffic patterns or location of the existing roadway network.

However, until the project transportation/traffic is fully analyzed in light of being within or adjacent to the F(APR), the project impact to changes in air traffic patterns could be potentially significant.

- f) Primary ingress and egress is proposed via a new connection to the Hollister Avenue/Marketplace Drive intersection, which is presently a "T" intersection controlled by traffic signals. The existing south leg of the Hollister Avenue/Marketplace Drive intersection provides primary access to the Camino Real Marketplace regional shopping center. The north leg of the Hollister Avenue/Marketplace Drive intersection would be the primary access driveway would and its construction would result in a conventional four-leg intersection.

The new approach would contain a left-turn lane and a left + thru + right-turn lane for traffic outbound from the site plus two inbound lanes.

The main access driveway would continue through the development and create a new Glen Annie Road/Sespe Lane intersection. The Hollister Avenue/Marketplace Drive intersection entrance into the project site would consist of a 25-foot wide two-lane inbound section and a 25-foot wide two-lane outbound section separated by an 8-foot wide median. The entry would taper from 58 feet wide at Hollister Avenue to 40 feet wide where the shopping center abuts the residential complex and, the entry would further taper to 32 feet at Glen Annie Road.

Secondary access for the project would be provided via a 30-foot wide driveway connection from the southern portion of Glen Annie Road and via a 30-foot driveway from Hollister Avenue at the west end of the project site.

The Glen Annie Road/Hollister Avenue intersection would be reconfigured to restrict southbound left-turns from Glen Annie Road to Hollister Avenue but would allow northbound left-turns from Hollister Avenue to Glen Annie Road.

Hollister Avenue would be widened on the north side to provide an eastbound left-turn lane and a westbound right-turn lane for traffic inbound to the site. Additionally, a bus turnout is proposed just west of the Hollister Avenue/Marketplace Drive intersection.

Frontage improvements, including sidewalk, curb, gutter, and street lights would be provided along Hollister Avenue and Glen Annie Road. In addition, a bus turnout would be provided on Hollister Avenue, and 32 public parking spaces are proposed for the public's use along Glen Annie Road.

Pedestrian linkages are proposed throughout the development to connect the mixed-use nature of the project. In addition, a decomposed granite trail is proposed to run along the northern and western property lines that would connect to the sidewalk along the southern and eastern property lines to complete a jogging loop around the entire property.

Collectively, the above features can be designed to provide for safe travel, but there is potential for increased hazards simply due to the increase in the road network and human error. In addition to an increase in traffic volume and human error, the following design features could cause potentially significant impacts if appropriate widths, turning radii, turn-around spaces, signage, and etcetera not provided:

- The new westbound turn lane on Hollister Avenue, a new Hollister Avenue/Marketplace Drive intersection, a new bus pull-out and reconfigured bicycle lane, if improperly designed, could cause conflicting movements among vehicles, bicyclists and pedestrians;
- The new Glen Annie Road/Sespe Drive intersection does not have any traffic control methods identified. Without any traffic control, there could be conflicting movements among vehicles, bicyclists and pedestrians;

- The reconfiguration of the Hollister Avenue/Glen Annie Road intersection would restrict known/habitual eastbound turns onto Hollister Avenue. If improperly designed/signed, motorists may travel onto Hollister in the wrong direction;
 - Conversion of Glen Annie Road informal parallel parking spaces on the west side of the road to parallel parking spaces which would result in additional public parking spaces. If backing distances and visual clearances are not properly designed, the additional parking spaces and the associated backing maneuvers could cause conflicting movements among vehicles, bicyclists and pedestrians;
 - Internal vehicular circulation includes two intersections immediately north of the primary project entrance roadway. City traffic engineers recommend that these intersections improve separation, redesign the proposed geometrics, striping and traffic control at these intersections to minimize delays and to use tighter/smaller curb radii at these intersections as a method to facilitate pedestrian crossings of the internal project roadways;
 - Internal vehicular circulation includes a large circular roadway intersection at the southwest corner of the residential portion of the development that would encourage undefined vehicle turning movements. City traffic engineers recommend for defined traffic turning movements to be added;
 - Internal vehicular circulation would be restricted with some no-street parking areas. If the no-parking area is not enforced, this could lead to interference among vehicles and bicyclists. Additionally, City traffic engineers recommend that a turnaround area shall be provided at the end of each dead end roadway within the residential portion of the development;
 - Internal vehicular circulation is expected to accommodate large trucks making deliveries mostly to these businesses and occasionally to the residences while sharing the road with other vehicles, bicyclists and pedestrians, including children. The presence of large trucks within the internal roadways may result in significant safety and roadway compatibility impacts.
 - The pedestrian linkages throughout the project site and connecting to adjacent parcels could occur if these connections are not properly planned.
- g) Emergency access would be facilitated via the proposed main access driveway, internal circulation, and connections to Hollister Avenue and Glen Annie Road. Access to the proposed project has been designed to not only provide adequate circulation for not only the residential and commercial aspects of the project, but the circulation has been designed to accommodate larger trucks and emergency vehicles. While the Glen Annie Road/Hollister Avenue intersection would be reconfigured to restrict southbound left-turns from Glen Annie Road to Hollister Avenue, the redesign would allow northbound left-turns from Hollister Avenue to Glen Annie Road. In addition, the main access driveway would connect the signalized Hollister Avenue/Marketplace Drive intersection with the newly created Glen Annie Road/Sespe Lane intersection. This main access driveway would provide an additional means of access in the project area in the event of an emergency. The County Fire Department has reviewed the proposed project and has determined that both the proposed public roadway extension and the internal access system are adequate for emergency services purposes. However, they also note that there is a conflict with the location of some parking and the required clear-

width of internal drive aisles. Until the parking space/internal drive aisle conflict is resolved, the associated impacts on emergency services access would be considered potentially significant.

- h) The proposed project would be subject to various alternative transportation policies in the General Plan. These include, but are not limited to, policies related to bicycle storage, public transit, programs to reduce vehicular use, and adequacy of pedestrian access and circulation, (e.g., provision and design of sidewalks and bikelanes). Conflict with applicable policies could result in a potentially significant impact.

Cumulative Impacts

The same intersections noted above under "a", were evaluated under the Preliminary Traffic and Parking Analyses for the Goleta Mixed-Use Project cumulative analysis. It was concluded that with mitigation (including split-phasing of approach legs, right-turn overlap arrows) there would be no impact impacts under the cumulative scenario in the PM peak hour. In addition to the cumulative mitigations proposed, the applicant would be required to pay their fair share in traffic fees toward roadway improvements that address cumulative traffic levels from community buildout.

Preliminary Mitigation Measures

To be determined

Residual Impact

Residual impacts to transportation/traffic are to be determined.

EIR Scope-of-Work

1. The EIR consultant shall conduct a peer review of the Associated Transportation Engineers traffic and parking analysis (Associated Transportation Engineers, February 3, 2010) and a forthcoming traffic and parking study from ATE, and establish the project's traffic related environmental baseline for the project's travelshed as defined and directed by City Planning and Community Services staff. The traffic and parking study should accomplish/include the following items:
 - Establish an accurate baseline;
 - Include roadway capacity;
 - Expand the intersection Level of Service review to include additional intersections per Community Services direction;
 - Include roadway operations, AM and PM peak trips, and trip distribution, in analysis;
 - Verify/provide inbound and outbound project trip generation rates and trip distribution;
 - Further analyze internal capture trips and right-turn overlap calculations;
 - Include analysis of the project's impacts to Congestion Management Program roadways and intersections;

- Analyze the project's performance of the circulation system in association with all modes of transportation including mass transit and non-motorized travel;
- Analyze the access and circulation design features per Community Services direction;
- Evaluate and estimate truck traffic associated with the commercial and residential components onsite. Make recommendations to address potential incompatibility of such truck traffic in context of the mixed-use nature of the project;
- Verify/provide project-specific and cumulative impact conclusions, for AM and PM peak hour;
- Verify/provide parking discussion/conclusion;
- Identify mitigation measures for any project-specific and/or cumulative traffic and parking impacts, including programmatic improvements and measures to ensure bikelanes and sidewalks comply with City design requirements for these alternative transportation amenities;

Based upon this peer review, the EIR consultant shall determine if additional data/studies are needed to analyze the project's transportation/traffic impacts.

2. The EIR consultant shall identify any applicable regulatory framework for transportation/traffic impacts, including any applicable Federal, State, or local regulations and standards.
3. The EIR consultant shall describe the criteria for determining the significance of any transportation/traffic impacts resulting from the proposed project, including the Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, the City's *Environmental Thresholds and Guidelines Manual*, and applicable City, State and Federal policies relating to transportation/traffic and impacts.
4. The EIR consultant shall identify additional mitigation measures, where appropriate, to minimize adverse, but less than significant transportation/traffic impacts, consistent with required findings for approval of a Development Plan, Conditional Use Permit (Inland Zoning Ordinance §35-317.7.1.b, §35-315.8.2, respectively).
5. The EIR consultant shall prepare a statement of residual impacts based on implementation of all mitigation identified in the EIR.

UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		■			
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		■			
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	■				
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?		■			
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		■			
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	■				
g. Comply with federal, state, and local statutes and regulations related to solid waste?	■				

Existing Setting

Wastewater Treatment

The Goleta West Sanitary District (GWSD) provides sewer service in the project area. Sewage travels along gravity fed collection sewers to a main trunk line. The trunk line terminates at the GWSD pump house located on the UCSB campus Lot 32, at which point the waste is transferred via a pressurized line running parallel to the Santa Barbara Airport, to the Goleta Sanitary District's (GSD) treatment plant located on William Moffet Place next to the Santa Barbara Municipal Airport. Treatment of wastewater collected by GWSD is provided through a contract with the Goleta Sanitary District (GSD). As provided in the City's General Plan Final EIR (Section 3.12, Public Services and Utilities), the GSD treatment plant has a capacity of 9.7 million gallons per day (based on average daily flow) but is currently limited to a permitted discharge of 7.64 million gallons per day. GWSD is allocated 40.78 percent of the capacity at the sewage treatment plant, which equates to about 3.12 million gallons per day. GWSD currently generates approximately 1.71 mgd of sewage that is treated at the GSD plant, resulting in about 1.41 mgd of remaining capacity in the GWSD's existing system.

Water Supply

The Goleta Water District (GWD) is the water purveyor for the City of Goleta. The GWD operates under the *Wright Judgment* which prohibits overdrafting of the Goleta Groundwater Basin (GGWB) and mandated a return of the basin to a hydrologically balanced condition in 1998. The District draws its water supply from Lake Cachuma (9,322 acre feet/year or AFY), the State Water Project (4,500 AFY), the GGWB (2,350 AFY), and wastewater reclamation (3,000 AFY) for a total yearly supply of 19,172 AFY for a normal rainfall year (*Goleta Water District Water Supply Assessment*, May 22, 2008). Average current demand for GWD water (2007) is 15,554 AFY (*GWD Water Supply Assessment*, May 22, 2008).

The GWD has installed a reclaimed water distribution system along Hollister Avenue in front of this project and along a portion of Glen Annie Road. The reclaimed water is not to be used as potable water, but it is available primarily for irrigation of landscaping, but may also be used as toilet water. The GWD has supplied between 876 to 1,061 AFY of reclaimed water from 2005 to 2009.

Reclaimed water contains a higher salinity level than potable water, so a carefully chosen plant palate that could withstand a high water salinity level needs to be considered to take advantage of the reclaimed water system for irrigation purposes.

Landfill Capacity and Solid Waste

As provided in the City's General Plan Final EIR (Section 3.12, Public Services and Utilities), the Santa Barbara County Public Works Department owns and operates the Tajiguas Landfill as well as the South Coast Recycling and Transfer Station. The management of solid waste by the Department includes collection, recycling, disposal, and mitigation for illegal dumping. Within the City, collection services are provided by Marborg Industries. Waste generated in the City is handled at the South Coast Recycling and Transfer Station where recyclable and organic materials are sorted out. The remaining solid waste is disposed of at the Tajiguas Landfill. The 80-acre Tajiguas Landfill, located 26 miles west of Santa Barbara, has a permitted capacity of 23.3 million cubic yards and is permitted to operate through 2020. The South Coast recycling and transfer Station processes 550 tons of waste per day.

Drainage Facilities

The site is undeveloped and is characterized by grassland vegetation with some shrubs and trees near the perimeter of the site, except for 9,546-square feet of development consisting of a television studio and two drive-thru ATM facilities. The topography of the project site generally slopes north to south with gradients typically ranging from 1 % to 10%. While no significant slopes are present within or immediately adjacent to the site, and no significant slopes are proposed, an artificial cut that forms an east-trending drainage has been made near the northern portion of the site and is bordered by 10-foot-high slopes at about 2:1 (horizontal:vertical) gradients. The topography generally results in sheet flow runoff in a southward direction. The existing television studio and drive-thru ATM facilities have minimal drainage facilities. A public stormdrain system is located on both Hollister Avenue. A public stormdrain system is located at the cul-de-sac of Glen Annie Road. This

system consists of catch basins on both sides of Glen Annie Road, which drains to the east and outlets to a concrete swale that is located on the south side of the Southern California Edison substation. All drainage south of the cul-de-sac surface flows to Hollister Avenue and then east to a catch basin.

Thresholds of Significance

A significant impact on utilities and service systems would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, under the City's *Environmental Thresholds and Guidelines Manual*, a project that would generate 196 tons of solid waste/year, after receiving a 50% credit for source reduction, recycling, and composting, would result in a project specific, significant impact on the City's solid waste stream. Any project generating 40 tons/year, after receiving a 50% credit for source reduction, recycling, and composting would be considered to make an adverse contribution to cumulative impacts to the City's solid waste stream.

Project Specific Impacts

- a,b,e) Sewage disposal service for the proposed project would continue to be provided by the Goleta West Sanitary District (GWSD). As provided in the City's General Plan Final EIR (Section 3.12, Public Services and Utilities), The Goleta West Sanitary District (GWSD) would collect wastewater generated by the project and convey it to the GSD's main treatment plant. Applying the GWSD's wastewater generation rate of 184 gallons/day (gpd) per equivalent residential unit (ERU) and 100 gpd per 1,000 square feet of habitable building commercial space, project generated wastewater effluent would be 60,341 gallons per day (gpd)¹⁰. This represents approximately 4.3% of the 1.41 mgd remaining allocated capacity of the GWSD; however, these statistics do not include wastewater associated with the carwash facility available for the residents use. While no data or schematics have been submitted describing how the carwash facility would collect and recycle spent water, a carwash reclamation system is anticipated to be incorporated into the project. Per a Sewer Availability Letter dated February 1, 2010, from the GWSD, the quantity of wastewater estimated to be generated by the proposed project would not exceed GWSD's sewage collection and treatment capacity and therefore the project would not require the construction of a new wastewater treatment facility or expansion. However, the applicant has yet to provide a Sewer Service Connection Permit from the GWSD to ensure that the District's excess capacity can be utilized to serve this project. Until such a commitment is given by the GWSD, a final determination as to the availability of sewer service by the GWSD to serve the proposed project cannot be made. Therefore, the proposed project would result in a potentially significant impact on the availability and adequacy of sewage disposal service.
- c) Per the Hydrology and Water Quality section above, the project would require the need for construction of new storm water drainage facilities onsite, but it

¹⁰(279 ERU x 184 gpd)+(100gpd/1,000sf*90,054) = 60,341 gpd

would not require the need for construction of a new storm water drainage facility off-site. Specifically, stormwater onsite would be collected through a series of swales, bio-swales, bio-retention areas and directed through pipes to a 120,500-cubic foot underground stormwater storage area. Stormwater would be allowed to percolate into the underlying groundwater basin while it is retained within the underground stormwater storage area. The underground stormwater storage area would allow any excess or overflow water to leave the site through a connection to the existing storm drain system. The post-development discharge rate for the 5-year up to the 100-year events would remain below the pre-development condition.

Per the Biological Resources section above, the location of any sensitive resources are unknown, but potentially found throughout the project site. Therefore, impacts from the proposed project's utilities and service systems facilities would be potentially significant.

While the proposed stormwater system would not discharge directly into a water body, an inadequately engineered or installed onsite drainage systems could result in increased flooding impacts and water quality impacts to biological resources downstream (such as the Devereaux Slough to the south). These impacts are also considered potentially significant.

- d) Water service would be provided by the Goleta Water District (GWD). Applying conservative water consumption rates for the Design Residential-20 and Shopping Center zone districts provided in the City's Environmental Thresholds and Guidelines Manual, projected water demand for the project would be 99.49 AFY¹¹. This represents approximately 0.65% of the water received by GWD in 2005¹², approximately 0.57% of the water available to the GWD in the near future¹³, and between 3.98% and 3.01% of the expected increase in water demand over the next twenty years in the area served by the GWD¹⁴. Since the GWD currently has a yearly water supply of 3,618 AFY above current demand levels, the addition of approximately 99.49 AFY of additional demand as a result of the proposed project represents only 2.75% of that existing excess supply. Given these projections, the GWD has sufficient supply to service this project. The project also would not contribute to groundwater overdraft as no wells are proposed onsite. These statistics do not include water associated with the carwash facility available for the residents use. While no data or schematics have been submitted describing how the carwash facility would collect and recycle spent water, a carwash reclamation system is anticipated to be incorporated into the project.

While the City has received a Water Service Classification Notice Letter dated November 5, 2009, from the GWD, the applicant has yet to provide a Can and Will Serve letter from the GWD. Until such a commitment is given

¹¹ $(5.75 \text{ AFY/acre} * 13.70 \text{ acres}) + (0.23 \text{ AFY}/1,000 \text{ SF} * 90,054 \text{ SF}) = 99.49 \text{ AFY}$

¹² $(99.49 \text{ AFY}) / (15,300 \text{ AFY}) = 0.65\%$

¹³ $(99.49 \text{ AFY}) / (17,600 \text{ AFY}) = 0.57\%$

¹⁴The GWD estimates an increase in water demand between 2,500 and 3,300 AFY over the next 20 years (See City of Goleta, General Plan Report: Water, 3/26/04, p. 30); $(99.49 \text{ AFY}) / (2,500 \text{ AFY}) = 3.98\%$, $(99.49 \text{ AFY}) / (3,300 \text{ AFY}) = 3.01\%$

by the GWD, a final determination as to the availability of central water service by the GWD to serve the proposed project cannot be made. Therefore, the proposed project would result in a potentially significant impact on the availability and adequacy of water service.

- f,g) The City's *Environmental Thresholds and Guidelines Manual* provides solid waste generation factors. Using the rate for residential uses, the proposed project would generate approximately 897.88 tons per year¹⁵. The quantity of solid waste to be disposed of at landfills (non-recycled waste) is typically estimated at 50 percent of the total solid waste generation. The non-recycled waste from the proposed project is therefore estimated at 448.94 tons per year. This amount does exceed the City's project specific threshold of 196 tons per year.¹⁶ Therefore, the proposed project's specific impact on solid waste disposal capacity at the Tajiguas Landfill would be considered significant.

Cumulative Impacts

Project contributions to cumulative impacts on the GWD's water supply, GWSD's sewage treatment capacity, and the City storm drain system would be considered less than significant with implementation of the mitigation measures identified below. Per the City's *Environmental Thresholds and Guidelines Manual*, the anticipated solid waste flow generated by the proposed project would be considered cumulatively significant, as projects with a project specific solid waste impact above 196 tons/year or more have already exceeded a threshold of significance based on a cumulative growth scenario.

Preliminary Mitigation Measures

1. A Connection Permit from the Goleta West Sanitary District shall be obtained. **Plan Requirements and Timing:** The Connection Permit shall be provided to the City prior to recordation.
Monitoring: The Connection Permit shall be on file with the City prior to recordation.
2. A Can and Will Service (CAWS) letter from the Goleta Water District shall be obtained. **Plan Requirements and Timing:** The CAWS letter shall be provided to the City prior to LUP issuance.
Monitoring: The CAWS letter shall be on file with the City prior to LUP issuance.
3. Outdoor water use shall be minimized. **Plan Requirements:** The following measures shall be implemented in the final landscape plan:
 - a. the final landscaping shall use native and/or drought tolerant species;

¹⁵Residential (2.65 people/unit * 279 units * 0.95 tons/year) + Eating and Drinking Establishment (17,000 * 0.0115) + Neighborhood Center (73,054 * 0.0009) = 897.88 tons/year.

¹⁶City of Goleta Environmental Thresholds Guidelines Manual, October 2002

- b. drip irrigation or other water-conserving irrigation shall be installed;
- c. plant material shall be grouped by water needs;
- d. turf shall constitute less than 20% of the total landscaped area if proposed under the final landscape plan;
- e. no turf shall be allowed on slopes of over 4%;
- f. extensive mulching (2" minimum) shall be used in all landscaped areas to improve the water holding capacity of the soil by reducing evaporation and soil compaction; and
- g. soil moisture sensing devices shall be installed to prevent unnecessary irrigation.
- h. use of reclaimed water for project landscaping is highly encouraged.

Timing: The final landscape plan shall include these requirements and shall be reviewed and approved by City staff and DRB. The applicant shall implement all elements of the final landscape plan prior to final inspection.

Monitoring: Prior to final inspection, City staff shall verify installation according to plan.

4. Indoor water use shall be minimized. **Plan Requirements:** The following measures shall be implemented in project building plans:

- a. all hot water lines shall be insulated;
- b. re-circulating, point-of-use, or on-demand water heaters shall be installed;
- c. self regenerating water softening shall be prohibited in all structures; and
- d. lavatories and drinking fountains in public areas shall be equipped with self-closing valves, as determined necessary by Planning & Environmental Services.
- e. all toilets shall be plumbed to use reclaimed water.

Timing: Project building plans shall include these requirements. Indoor water conserving measures shall be implemented prior to occupancy clearance.

Monitoring: Prior to final inspection, City staff shall inspect to verify installation according to plan.

5. A carwash water reclamation system shall be provided and regularly maintained. **Plan Requirements:** the carwash water reclamation system details shall be specified on project building plans.

Timing: Project building plans shall include these requirements. The carwash water reclamation system must be operational prior to residential occupancy clearance.

Monitoring: Prior to final inspection, City staff shall inspect to verify installation according to plan.

6. Reclaimed/non-potable water shall be used for all dust suppression activities during grading and construction. **Plan Requirements and Timing:** This measure shall be included as a note on all plans submitted for any LUP, grading, and/or building permit. Evidence of availability, or lack thereof, shall be provided to the City.

Monitoring: City staff shall site inspect to ensure that reclaimed/non-potable water is being used for dust suppression.

7. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal (e.g., concrete and asphalt). During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite. **Plan Requirements and Timing:** This requirement shall be printed on all plans submitted for any LUP, grading permit, and/or building permit. Materials shall be recycled as necessary throughout construction. All materials shall be recycled prior to occupancy clearance.

Monitoring: City staff shall verify compliance through all phases of permitting and construction.

8. A Waste Reduction and Recycling Plan (WRRP) shall be submitted to the Community Services Department for review and approval. The plan shall include the following measures, but is not limited to those measures. Said plan shall indicate how a 50% diversion goal shall be met during construction. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal (e.g., concrete asphalt). During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite. The applicant/property owner shall contract with a City approved hauler to facilitate the recycling of all construction recoverable/recyclable material. (Copy of contract to be provided to the City.) Recoverable construction material shall include but not be limited to asphalt, lumber, concrete, glass, metals, and drywall. At the end of the project, applicant shall submit a Post-Construction Waste Reduction & Recycling Summary Report documenting the types and amounts of materials that were generated during the project and how much was reused, recycled, composted, salvaged, or landfilled.

Plan Requirements and Timing: This requirement shall be printed on the grading and construction plans. Materials shall be recycled as necessary throughout construction. All materials shall be recycled prior to permit compliance sign-off.

Monitoring: City staff shall site inspect during construction and prior to permit compliance sign-off to ensure waste reduction and recycling components are established and implemented.

9. The applicant shall develop and implement a Solid Waste Management Program. The program shall identify the amount of waste generation estimated during processing of the project.

Plan Requirements: The program shall include, but is not limited to, the following measures:

- a) Provision of a recyclable materials storage area of at least 50 SF within the project site that is approved by Marborg.
- b) Implementation of a green waste source reduction program focusing on recycling of all green waste generated onsite.
- c) Development of a Source Reduction Plan (SRP), describing the recommended program(s) and the estimated reduction of the solid waste disposed by the project. For example, the SRP may include a description of how fill will be used on the construction site, instead of landfilling, or a detailed set of office procedures such as use of duplex copy machines and purchase of office supplies with recycled content.
- d) Implementation of a program to purchase materials that have recycled content for project construction and/or operation (i.e., plastic lumber, office supplies, etc.). The program could include requesting suppliers to show recycled materials content. To ensure compliance, the applicant shall develop an integrated solid waste management program, including recommended source reduction, recycling, composting programs, and/or a combination of such programs.

Timing: The applicant shall submit a Solid Waste Management Program to the City for review and approval prior to LUP issuance. All program components shall be implemented prior to occupancy clearance and shall be maintained in perpetuity.

Monitoring: Prior to final inspection, City staff shall ensure compliance with the Solid Waste Management Plan.

10. Utility easements shall be provided to accommodate utility services. **Plan Requirements and Timing:** Utility easements shall be provided on the Tract Map prior to map recordation.

Monitoring: The Tract Map shall be reviewed by City staff prior to map recordation.

Mitigation measures identified in the Hydrology section of this initial study would also be required to address impacts associated with drainage and flooding.

Residual Impact

Residual impacts to utilities and service systems are to be determined.

EIR Scope-of-Work

1. The EIR consultant shall peer review the applicant's drainage report (Penfield & Smith, June 2010) and geotechnical report (GMU Geotechnical, September, 2009) and establish the hydrological environmental baseline for the proposed project. The EIR consultant shall also establish the project's environmental baseline for water supply, sewer service, and solid waste disposal.
2. The EIR consultant shall identify any applicable regulatory framework for utilities and service systems impacts, including any applicable Federal, State, or local regulations and standards.
3. The EIR consultant shall describe the criteria for determining the significance of any utilities and service systems impacts resulting from the proposed project, including the Initial Study checklist questions, direction provided in CEQA and applicable CEQA case law, the City's *Environmental Thresholds and Guidelines Manual*, and applicable City, State and Federal policies relating to utilities and service systems and impacts
4. The EIR consultant shall identify and evaluate project specific impacts, as well as project contribution to cumulative impacts, on utility systems including water, sewer, and solid waste disposal, as well as drainage control facilities.
5. The EIR consultant shall review and evaluate the feasibility and effectiveness of the mitigation measures identified in the initial study for impacts to water, sewer service, solid waste disposal, and drainage control facilities, as well as identify and discuss other feasible mitigations measures to reduce potentially significant impacts to less than significant levels as appropriate.
6. The EIR consultant shall prepare a statement of residual impacts based on implementation of all mitigation identified in the EIR.

MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	■				
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	■				
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■				

15. PREPARERS OF THE INITIAL STUDY, CONTACTS, AND REFERENCES

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16. ATTACHMENTS

- A. Project Plans (11" x 17" reductions) dated February, 2010