SECTION 4.7
HAZARDS AND HAZARDOUS MATERIALS

4.7 HAZARDS AND HAZARDOUS MATERIALS

4.7.1 Existing Conditions

The project site is located in an area of historic and current industrial, manufacturing, and automotive uses. Hazardous materials have been and may continue to be stored and/or used in conjunction with such uses. As defined by the State of California, a hazardous material or waste is a substance that is toxic, ignitable or flammable, reactive, and/or corrosive (California Code of Regulations, Title 22, Section 66261). The distinction between hazardous materials and wastes is that wastes are typically used (spent) hazardous materials.

The subject property, formerly occupied by Applied Magnetics, was previously used for research and manufacturing purposes that entailed the handling, processing, and storage of various hazardous materials and wastes. Prior to an ownership transfer in 2002, the property was remediated and subsequently cleared by the Santa Barbara Fire Department (SBCFD), Fire Prevention Division (FPD) for occupancy. During that same timeframe, site investigations showed that groundwater under the site contained elevated levels of various compounds, including perchloroethylene (PCE), trichloroethylene (TCE), vinyl chloride, and dichloroethylene (DCE). (Metcalf & Eddy 2000, AES 2001, URS 2001). The Central Coast Regional Water Quality Control Board (CCRWQCB) determined that these pollutants originated from offsite sources (Neal Fay property to the north; Raytheon to the west). In December 2002, the CCRWCQB acknowledged a sale of the property from the owner at the time (Applied Magnetics/Innovative Micro Technology) to the current property owner. This transaction identified groundwater contamination as having originated off site and that efforts were underway to effect cleanup from those parties responsible. The project site has continued to be under review by the CCRWQCB; several 2011 reports, including laboratory data, indicate no further soil contamination but minor groundwater contamination on site (Appendix J, CCRWQCB 2012, URS 2012). Numerous reports and letters are available for review for the project site (6300 Hollister Avenue) at the Geotracker website (http://geotracker.waterboards.ca.gov).

The project site is located approximately 1,000 feet north of Santa Barbara Municipal Airport, parallel Runway 15-33 and approximately 500 feet northeast of the airport's traffic control tower. The existing Hollister Center building on proposed Parcel 1 is located within the Airport Land Use Plan (ALUP) designated Airport Safety Areas 1 and 2 for Runway 15-33. Runway 15-33 is actually two parallel runways running north/south, used in visual approaches only. Safety Area 2, the Approach Zone, begins at the far northern end of the property and extends to the north. The existing building is located within Safety Area 1, the Clear Zone. Proposed Parcel 2, the location for the Marriott Residence Inn, is located outside of the Clear and Approach Zones, in Safety Area 3. Figure 4.7-1 shows the airport hazard zones within the City.

4.7.2 Regulatory Framework

4.7.2.1 Federal

Federal Aviation Administration (FAA)

The Federal Aviation Administration (FAA) regulates aviation at regional, public, private, and military airports. The FAA regulates objects affecting navigable airspace and structures taller than 200 feet, according to Federal Aviation Regulation 49 CFR 77.13. The U.S. Department of

Transportation and Caltrans require the project operator to submit FAA Form 7460-1, Notice of Proposed Construction or Alteration. According to 49 CFR 77.17, notification allows the FAA to identify potential aeronautical hazards in advance, thereby preventing or minimizing any adverse impacts on the safe and efficient use of navigable airspace. Any structure that would constitute a hazard to air navigation, as defined in this FAA regulation, would require issuance of a permit from Caltrans' Aeronautics Program. The permit is not required if the FAA aeronautical study determines that the structure would have no impact on air navigation.

Clean Water Act

The primary goals of the Clean Water Act (CWA) are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. As such, the CWA forms the basic national framework for the management of water quality and the control of pollution discharges. The CWA provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, anti-degradation policy, non-point source discharge programs, and wetlands protection. The United States Environmental Protection Agency (USEPA) has delegated the responsibility for administration of portions of the CWA to state and regional agencies.

Resource Conservation and Recovery Act (RCRA) 42 U.S.C. Section 6901 et seq

The Resource Conservation and Recovery Act (RCRA) gave the USEPA the authority to control hazardous waste from "cradle to grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. The RCRA also set forth a framework for the management of non-hazardous wastes.

The 1986 amendments to RCRA enabled the USEPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. RCRA focuses on active and future facilities. However, once hazardous materials have been released to the environment, they are deemed a waste as soon as the medium they have impacted is disturbed or moved. Therefore, contaminated soil can be regulated under RCRA. The California Department of Toxic Substance Control implements the RCRA in California via Unified Program Agencies. In Santa Barbara County, the Unified Agency is the Santa Barbara County Fire Department. Hazardous waste regulations are in the California Code of Regulations Title 22, Division 4.5.

4.7.2.2 State

Department of Toxic Substances Control (DTSC)

The Department of Toxic Substances Control (DTSC) mission is to restore, protect, and enhance the environment and to ensure public health, environmental quality, and economic vitality by regulating hazardous waste, conducting and overseeing cleanups, and developing and promoting pollution prevention. DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA of 1976, the California Health and Safety Code, and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

Central Coast Regional Water Quality Control Board (CCRWQCB)

The California Porter-Cologne Act is the basic water quality control law for California and works in concert with the federal CWA. The act is implemented by the SWRCB and the nine regional boards, including the CCRWQCB. The CCRWQCB regulates discharges and associated reporting requirements. The CCRWQCB also requires investigations from responsible parties where groundwater has been, or may have been, impacted by hazardous materials and/or waste releases to soil and groundwater.

4.7.2.3 Local

Santa Barbara County Airport Land Use Plan (ALUP)

The Santa Barbara County Association of Governments (SBCAG) acts as the Airport Land Use Commission (ALUC) for Santa Barbara County. The ALUC uses its adopted ALUP to review land use plans and development proposals within Airport Influence Areas to ensure new development will be compatible with airport operations.

SBCAG is in the process of updating the ALUP, which has not been updated since 1993. A Draft Plan is expected to be approved for initiation of environmental review in the fall of 2012. The Marriott Residence Inn project includes an application for a Vesting Tentative Map, which has been deemed complete for processing. As a result, the project is subject to plans and policies in effect at the time the project was deemed complete. In addition, based on existing schedules, the update to the ALUP is not expected to be approved or effective prior to decision-maker consideration of the Marriott Residence Inn project. Given the current status of the ALUP update, the plan details, including safety zone criteria, are subject to change and are therefore considered speculative. However, the changes to safety zones and development criteria in the *preliminary* Draft ALUP Update have been included for information purposes in the discussion of project impacts, later in this section. More information regarding the update to the ALUP is available from SBCAG (Staff contact Andrew Orfila, 805-961-8900, sbcag.org, aorfila@sbcag.org).

Santa Barbara County Fire Department Fire Prevention Division (FPD)

The SBCFD FPD has instituted a Site Mitigation Unit (SMU) that enforces Federal and State site remediation regulations and supervises cleanup at sites located throughout the county. The County grants closure of an impacted site when confirmatory samples of soil and groundwater reveal that levels of contaminants are below the standards set by the RWQCB and the FPD.

The FPD also administers Hazardous Materials Business Plans (HMBPs) for businesses within the county, including Goleta, that use, store, or handle 55 gallons of a hazardous liquid, 500 pounds of a hazardous solid, or 200 cubic feet of a hazardous compressed gas at standard temperature and pressure. HMBPs must be prepared prior to facility operation and are reviewed/updated biennially (or within 30 days of a material change).

City of Goleta General Plan/Coastal Land Use Plan (GP/CLUP):

The General Plan/Coastal Land Use Plan (GP/CLUP) contains policies in the Safety Element regarding hazards, including Policy SE 1 Safety in General Policy, Policy SE 7 Urban and Wildland Fire Hazards, Policy SE 9 Airport-Related Hazards, and Policy 10 Contaminated Sites.

4.7.3 Project Impacts and Mitigation

4.7.3.1 Thresholds of Significance

Based on the City's Initial Study Checklist (CEQA Appendix G; Environmental Checklist Form), a significant impact with regard to hazards and hazardous materials could occur, if the project would:

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 ¼ 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. Be within the vicinity of a private airstrip and would 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.

All of the above items (Items a – h) are from the City of Goleta's Initial Study Checklist.

4.7.3.2 Project Impacts

Impact HAZ-1. Hazardous Materials Transport/Use/Disposal/Upset/Proximity to Schools[1]

The project would not involve the routine transport, use, or disposal of hazardous materials. The hotel is expected to use typical cleaners used in a hotel or residence, as well as chemicals to maintain the swimming pool and site landscaping. While quantities may be larger, these substances are typical of residential uses and are not expected to generate significant adverse impacts. If storage of hazardous materials exceeds mandated quantities (55 gallons, 500 pounds, or 200 cubic feet of gas), the standard regulatory requirements of the Santa Barbara County Fire Department requires submittal of a Hazardous Materials Business Plan for the use and storage of hazardous materials and/or hazardous wastes prior to operation. This is accomplished by requiring businesses to inventory their hazardous materials, develop a site map, develop an emergency plan, and to implement an employee training program. In addition,

[1] See Section 4.7.3.1, Thresholds a, b, c.

no operational changes are proposed to the existing Hollister Center. Therefore, no substantial increases or changes in the storage, handling, or transport of hazardous materials are associated with the project request. Impacts would be less than significant related to hazardous materials transport, use, disposal, and upset.

Given the site's hotel use and the lack of schools within ¼ mile of the project site, the project does not pose a significant potential for the accidental release of hazardous materials into the environment, nor would it result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school. No impacts would occur related to proximity to schools.

Impact HAZ-2. Government Code Section 65962.5/Cortese List[2]

The California Environmental Protection Agency website identifies several lists of hazardous materials sites, including the State Water Resources Control Board's Geotracker system. The properties identified on these lists are considered to meet the Cortese List requirements pursuant to Government Code Section 65962.5. The project site is listed on the Geotracker system as having a history of groundwater contamination, generally assumed to originate from offsite sources (Neal Feay property to the north and Raytheon to the west). According to the Geotracker summary, a 2001 AES report concluded that a PCE hot spot in shallow groundwater beneath the northwest corner of the building was from an onsite source not yet found. However, no onsite source has been identified and more current reports on the Geotracker website conclude that contaminated groundwater on site has migrated from an offsite source.

In December 2002, the CCRWQCB acknowledged a sale of the property from the former owner (Applied Magnetics/Innovative Micro Technology) to the current project owner. This transaction indicated that groundwater contamination was assumed to have originated from off site and that efforts were underway to effect cleanup from those parties responsible.

Steve Nailor, Hazardous Materials Specialist with the County Fire Department, reviewed the Site Mitigation Unit (SMU) files for the project site and summarized this review in a letter dated December 14, 2010 (Appendix K). He determined that there are two SMU sites for this address:

- SMU #383 Applied Magnetics Corporation
- SMU #703 Marriot Residence Inn

His review was directed toward the hotel project and SMU #703. Because the hotel is a commercial use, commercial use cleanup levels were determined to be applicable to the site. A summary of the December 14, 2010, letter follows below.

In an earlier FPD letter dated March 19, 2008, data from a report titled *Soil Gas, Groundwater, and Soil Sampling Report (Report)*, dated February 2008 is referenced. In the 2008 report, FPD compared the values found in the report to the State Water Resource Control Board's Environmental Screening Levels (ESLs), revised May 2008 for residential properties, because the screening levels for residential properties are the most conservative. This was done even though commercial use values are likely to be the most appropriate. The 2010 Fire Prevention Division letter (Appendix K) notes some slight differences with the comments in the March 19, 2008, letter, which may reflect a change in some values noted in the ESLs. The review resulted in the following summarized conclusions:

[2] See Section 4.7.3.1, Threshold d.

1. No soil gas sample results exceeded the current ESL values (May 2008).
2. Groundwater samples exceeded Maximum Contaminant Levels (MCLs) for drinking water for PCE, 1,1-DCE, and Vinyl Chloride, and not for TCE as noted in FPD's letter dated March 19, 2008.

   Subsequent correspondence from Captain Glenn Fidler (September 19, 2011) identifies more recent data on Geotracker (*2011 Annual Groundwater Monitoring Report,* dated 3/26/2011), which indicates that detections were found in MW-1 for 1,1-DCE (1.3 ug/L) and for PCE (4.5 ug/L), and also in MW-10 for 1,1-DCE (1.2 ug/L) and for PCE (4.3 ug/L). Based on this more up to date information, all of the values are below their respective drinking water level MCLs for the compounds 1,1-DCE (6 ug/L) and PCE (5 ug/L).
3. Because dewatering would likely be required during hotel construction (especially for the pool), any groundwater removed may need to be treated prior to discharge in the city sewer system or stormdrain. Therefore, the local sewer agency and the CCRWQCB are required to be contacted regarding permitting requirements for discharge into the sewer system and/or NPDES permitting for the discharge into the stormdrain system.
4. Although soil sampling results indicate that constituents were not detected at concentrations exceeding FPD investigation levels, there is a possibility that there may be unknown soil contaminants in areas not investigated, and therefore unknown conditions and impacts may exist. The December 14, 2010, letter requires that if impacted soils are encountered, work would be stopped in that area and the FPD would be immediately notified.
5. FPD recommends the City of Goleta revise and update the mitigation measures required for the previous hotel project.

Furthermore, an Environmental Document Review Database Search was performed on Parcel 2 by EMG (Appendix L). Based on this review of various regulatory databases, the project site is listed on several regulatory databases as a result of a historic release from the Neal Feay property. EMG recommends the applicant keep apprised of ongoing groundwater investigations and during construction of the proposed project. If any impacted soil or groundwater is encountered, it should be handled following all applicable regulations and directives from the RWQCB and Fire Department.

The potential for contaminated soil or water to be encountered and for workers to be exposed to hazardous vapors or come in contact with contaminated soils and/or water hazardous substances, particularly during site preparation (e.g., grading, trenching, installation of pilings) and archaeological mitigation and monitoring activities, is considered potentially significant.

Impact HAZ-3. Proximity to Airports[3]

There are no private airstrips in the vicinity of the project site. However, the Santa Barbara Municipal Airport is located south of Hollister Avenue, with the northern end of Runway 15R/33L located approximately 1,000 feet south/southeast of Parcel 1 and Runway 7 running parallel to Hollister Avenue approximately 1,500 feet south of the project. Figure 4.7-1 shows the airport hazard zones within the City, and Figure 4.7-2 shows the proximity of the project site to the Santa Barbara Municipal Airport runways. The project site is located within the Airport Land Use Plan defined Airport Influence Area and Parcel 1 is located within the Airport Approach and Clear Zone for Runway 15R/33L. However, no new building construction is proposed on Parcel 1, and the new hotel development on Parcel 2 would be located outside of the ALUP-identified

[3] See Section 4.7.3.1, Thresholds e and f.

Approach and Clear Zones. However, given the hotel's location in proximity to these safety zones and the project's location within the inner turning zone for one of the north-south runways, SBCAG staff has recommended several conditions for the proposed project. The first requires submittal of FAA Form 7460-1, which the FAA uses to determine whether the project height would pose a hazard to air navigation. In addition, due to the proposed hotel's proximity to the northern aircraft approach corridor for this runway, hotel occupants and employees would "be subject to possible general aviation overflights and potential risk of aircraft mishaps..." and may be annoyed by occasional overhead aircraft noise. Mitigation, including notice of airport in the vicinity and incorporation of noise attenuation measures, has been identified by SBCAG to address these effects of development in proximity to the airport (William F. Yim, SBCAG email dated 12/17/07 and confirmed by Andrew Orfila of SBCAG in personal communication with Natasha Heifetz Campbell on 9/10/12). The FAA is also expected to require submittal of Form 7460-2, "Notice of Actual Construction or Alteration." Based on their review, the FAA may require modifications to the project (e.g., incorporation of lights) to ensure the project does not present a hazard to navigation. Additionally, improvements to any portion of a property within the Airport Clear Zone must conform to the California Public Utilities Code, Section 21659 "Hazards Near Airports Prohibited," which prohibits structural hazards near airports. The project would result in potentially significant impacts to air navigation pending incorporation of lighting, landscaping (maximum tree heights), or other FAA required modifications to the project prior to construction.

As discussed above in Section 4.7.2, Regulatory Framework, the SBCAG is in the process of updating the ALUP, which is expected to be approved for environmental review in the fall of 2012. The preliminary Draft ALUP update identifies proposed Parcel 2, the Marriott Residence Inn portion of the property, as being in Safety Zone 2, which would allow for hotel uses as a conditionally compatible use. Compatibility would be subject to a maximum density of 60–90 people per acre. The allowable density would be dependent upon how many of the following risk reduction features are incorporated into the project: 1) one hour construction, 2) one additional exit beyond California Building Code (CBC) requirements, 3) upgraded roof strength beyond CBC requirements, and 4) use of concrete or reinforced masonry exterior walls or other strengthening techniques approved by the local agency. Information regarding the status of the ALUP Update project is available on SBCAG's website (sbcag.org, 805-961-8900, aorfila@sbcag.org). SBCAG's website will continue to be updated as the Draft ALUP moves through the publicly noticed environmental review and plan approval processes.

Impact HAZ-4. Emergency Plan[4]

The project would not result in the construction of any new facilities or establishment of new uses that would impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. The County Fire Department has reviewed the project and has determined that the internal access system and five access driveways are adequate for emergency services purposes, subject to standard Fire Department review and approval of final plans prior to construction. Therefore, the project would not result in significant impacts related to implementation of an emergency response or emergency evacuation plan.

[4] See Section 4.7.3.1, Threshold g.

Impact HAZ-5. Wildfires[5]

The project site is located well outside of the City's Wildland Fire Hazard Area. Therefore, impacts associated with exposure to wildland fire hazards would be less than significant. (Also refer to the Public Services section of this EIR for information regarding standard fire protection requirements).

4.7.4 Cumulative Impacts

The project would contribute, with cumulative development, to the increased use, handling, transport, and ultimately disposal of hazardous materials. However, the project's use of hazardous materials in its operations is expected to be limited to those typically used in area residences, including substances used for cleaning and swimming pool and landscape maintenance. If the quantity of chemicals stored and used onsite exceeds mandated levels, the Fire Department would require submittal and compliance with a Hazardous Materials Business Plan. Given the type of use (hotel), location (no nearby residents or schools) and size of the project, the project's contribution to cumulative impacts related to exposure to hazardous materials is adverse, but less than significant.

The project would contribute, with cumulative development, to further development of the lands surrounding the Santa Barbara Municipal Airport. The hotel development is located outside of the airport's Approach and Clear Zones; however, given the hotel's location in proximity to these safety zones and the project's location within the inner turning zone for one of the north-south runways, SBCAG staff has recommended several conditions for the proposed project. The first requires submittal of FAA Form 7460-1, which the FAA uses to determine whether the project height would pose a hazard to air navigation. In addition, due to the proposed hotel's proximity to the northern aircraft approach corridor for this runway, hotel occupants and employees would "be subject to possible general aviation overflights and potential risk of aircraft mishaps..." and may be annoyed by occasional overhead aircraft noise. Mitigation, including notice of airport in the vicinity and incorporation of noise attenuation measures, has been identified by SBCAG to address these effects of development in proximity to the airport (William F. Yim, SBCAG email dated 12/17/07 and confirmed by Andrew Orfila of SBCAG in personal communication with Natasha Heifetz Campbell on 9/10/12). The FAA is also expected to require submittal of Form 7460-2, "Notice of Actual Construction or Alteration." Based on their review, the FAA may require modifications to the project (e.g., incorporation of lights) to ensure the project does not present a hazard to navigation. Additionally, improvements to any portion of a property within the Airport Clear Zone must conform to the California Public Utilities Code, Section 21659 "Hazards Near Airports Prohibited," which prohibits structural hazards near airports. The project's contribution to cumulative development surrounding the Santa Barbara Municipal Airport would be significant if any FAA-recommended modifications are not incorporated into the project design.

The project and other cumulative development would contribute to impacts associated with implementation of emergency response and evacuation plans and wildfires. However, given the site's location (outside of the high fire hazard area), the type of development (hotel and continued research/development/office uses), direct access to Robin Hill Road, La Patera Road, and Hollister Avenue (the major east-west roadway south of Highway 101), and internal access design which meets SBCFD requirements, the project's contribution to cumulative impacts

[5] See Section 4.7.3.1, Threshold h.

associated with implementation of emergency response plans, evacuation plans, and wildfire hazards is considered less than significant.

The project site is one of many sites in the Goleta area proposed for development with ongoing cleanup of soil and water contamination. The project's contribution to cumulative impacts from exposure to such contaminants would be significant if soils management and dewatering plans are not designed and implemented during construction pursuant to SBCFD requirements.

4.7.5 Mitigation Measures

MM HAZ-2a. Comply with Site Assessment Requirements

Prior to commencement of ground disturbance activities, the applicant will comply with the following Site Assessment requirements:

a. Devise and submit a Soils Management Plan to Fire Protection Services and/or Regional Water Quality Control Board (RWQCB) for review and approval to address the potential for contamination to be encountered during construction. This document is to be submitted to Fire Protection Division, and/or RWQCB, the City of Goleta, and also kept on site for reference by the excavation contractor.

b. Develop and submit a Dewatering Plan if any groundwater is removed during construction, including any required permits to discharge into the City's sewer or stormdrain system. The plan, ~~including~~ and confirmation of necessary permits (including any necessary permits from Goleta Sanitary District and RWQCB), will be submitted to Fire Protection Services, and/or RWQCB, and City of Goleta staff for review and approval.

Plan Requirements and Timing: The applicant will submit the Soils Management Plan and Dewatering Plan to the Fire Protection Division, Goleta Sanitary District and/or RWQCB prior to City of Goleta land use permit issuance for the project. The applicant will obtain all necessary permits from Goleta Sanitary District and/or RWQCB associated with dewatering before land use permit issuance for grading. The applicant will notify the Fire Prevention Division and/or RWQCB in the event contaminated soil is encountered during construction. If additional impacts are found during construction activities, additional excavation and sampling may be required dependent upon the contaminants of concern, concentrations, and other factors. If additional impacts are found during construction activities, the Fire Protection Division and/or RWQCB may require submittal of a final report showing compliance with possible directives prior to occupancy clearance. The Fire Protection Division and/or RWQCB will then issue a site closure letter if all concerns are properly and adequately addressed.

Monitoring: The City of Goleta will confirm Fire Protection Division, Goleta Sanitary District and/or RWQCB approval of the Soils Management Plan and Dewatering Plan, including confirmation that necessary permits have been obtained for any dewatering, prior to issuance of land use permits for the project. The Fire Protection Division and/or RWQCB will issue a site closure letter if all concerns are properly and adequately addressed.

MM HAZ-3a. Submit Confirmation of FAA Review

The applicant will submit to City of Goleta confirmation of FAA review (in response to applicant submittal of Forms 7460-1 and 7460-2 to the FAA) and will submit project plans for review and approval that incorporate required FAA modifications (if required) to the project.

If FAA requires modifications that reduce the height of approved structures or the type of landscaping, the project shall return to DRB for review and approval of revised plans. However, changes to the height of the building, in response to FAA required modifications, will not result in an increase in the building footprint nor will such modifications result in changes to the building that result in an increase in the loss of mountain views from eastbound Hollister Avenue.

Plan Requirements and Timing: The applicant will submit FAA response and revisions to project plans, as applicable, that result from incorporation of FAA requested modifications to project plans prior to Preliminary DRB review and prior to issuance of land use permits.

Monitoring: City of Goleta staff will confirm applicant submittal of Forms 7460-1 and 7460-2 and incorporation of FAA-requested modifications, and will ensure any modifications can be found consistent with the project approval.

MM HAZ-3b. Record a Real Estate Disclosure Notice

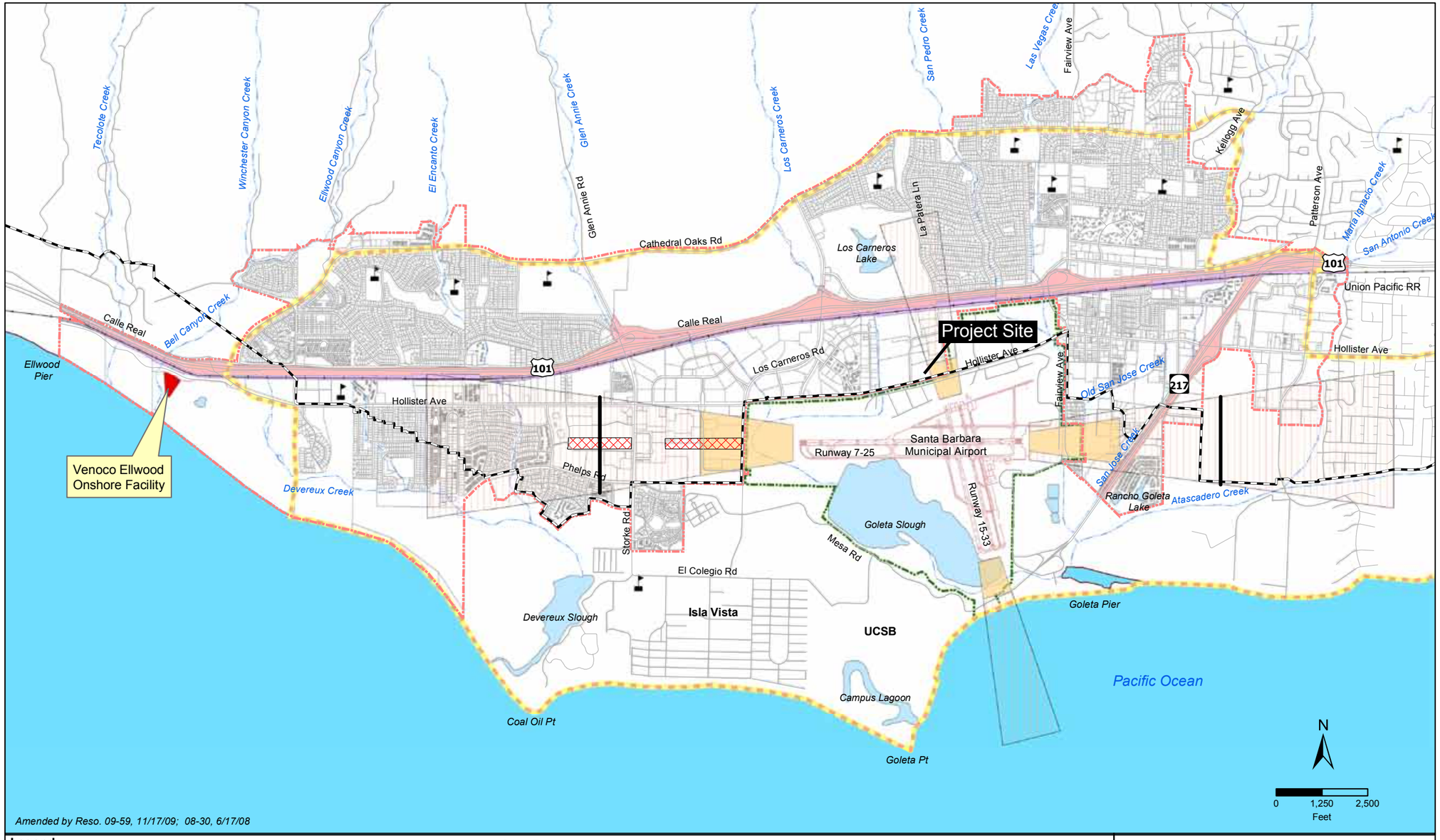
The applicant will record a Real Estate Disclosure notice informing potential owners, lessees, or operators that the subject property is within the Santa Barbara Municipal Airport's Airport Influence Area and is subject to noise and other potential hazards from low-altitude aircraft overflights.

Plan Requirements and Timing: Applicant will record the disclosure notice prior to approval of the final map.

Monitoring: City staff will confirm recording of the disclosure notice prior to approval of the final map.

4.7.6 Residual Impacts

With implementation of these mitigation measures, residual project specific and cumulative impacts are considered less than significant.



Amended by Reso. 09-59, 11/17/09; 08-30, 6/17/08

Legend

Airport Hazard Areas
- Clear Zone
- Approach Zone
- Airport Influence Area
- Airport Safety Corridor
- 1 Mile distance from runway end

Hazardous Oil and Gas Processing Facilities
- Venoco Ellwood Onshore Facility

Transport of Hazardous Materials
- Highway Transportation Route
- Railroad Transportation Route

Other Features
- Goleta City Boundary
- City of Santa Barbara
- Coastal Zone
- Creeks
- Schools

GENERAL PLAN/COASTAL LAND USE PLAN
November 2009

K:\Irvine\GIS\Projects\Goleta\00405 12\mapdoc\Fig04 7 1 Hazards Airport

Source: City of Goleta 2009

Figure 4.7-1
Hazards Including Airport Hazard Areas
City of Goleta Marriott EIR

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Figure 4.7-2
Proximity to Santa Barbara Municipal Airport Runways
City of Goleta Marriott EIR