

*City of Goleta*

# **Old Town Village Mixed- Use Project**

## *Final* **Mitigated Negative Declaration**



**July 2015**

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**CITY OF GOLETA**  
**ENVIRONMENTAL CHECKLIST FORM AND INITIAL STUDY**  
July 13, 2015

This document is the Final Mitigated Negative Declaration. Revisions that have been made since the Draft Mitigated Negative Declaration that was published on May 22, 2015 are show in a strikeout/underline format.

**1. PROJECT TITLE:**

Old Town Village Mixed-Use Project  
Case No. 14-026- GPA, RZ, VTM, DP, ~~GPA, RZ~~

**2. LEAD AGENCY NAME AND ADDRESS:**

City of Goleta  
Planning and Environmental Review Department  
130 Cremona Drive, Suite B  
Goleta, CA 93117

**3. CONTACT PERSON AND PHONE NUMBER:**

Mary Chang, Supervising Senior Planner, (805) 961-7567

**4. APPLICANT:**

City Ventures Homebuilding, Inc.  
1900 Quail Street  
Newport Beach, CA 92660

**AGENT:**

Lisa Plowman, Peikert+RRM Design Group  
10 E. Figueroa Street, Suite 1  
Santa Barbara, CA 93101

**5. PROJECT LOCATION:**

The project site, APN 071-130-064 (previously -023) is located immediately west of the intersection of Kellogg Way and S. Kellogg Avenue in the City of Goleta (City). The property encompasses a total of 12.31 gross acres. Figure 1 shows the site's location within the region, while Figure 2 illustrates the location of the site within Goleta.

**6. PROJECT DESCRIPTION:**

The project includes the following applications:

1. A General Plan Amendment (14-026-GPA) to change the General Plan and Land Use Element Figure 2-1 (the Land Use Plan Map) from Commercial Visitor-Serving ~~Commercial~~ (C-VS) to Commercial Old Town ~~Commercial~~ (C-OT). This aspect of the project is analyzed in the associated General Plan Final EIR Addendum and this change in land use designation is not analyzed within this document;



2. A zone change (re-zone) (14-026-RZ) to change the zoning designation of the property from Resort/Visitor Serving Commercial (C-V) to Old Town Residential/General Commercial (OT), consistent with the proposed General Plan Amendment;
3. A Vesting Tentative Map (14-026-VTM) for the creation of condominiums; and
  - a. A Development Plan (14-026-DP) for the construction of 113 traditional townhomes, 28 mixed-use shopkeeper units, and 34 live-work townhomes as described in Appendix I to this document.

*Uses*

Pursuant to Policy LU 3.4 in the Goleta General Plan/Coastal Land Use Plan (GP/CLUP), the proposed land use designation of Old Town Commercial would allow for a wide range of local- and community- serving retail and office uses, as well as residential uses in conjunction with an allowed nonresidential use. Consistent with the land use designation of Old Town Commercial, the proposed project would involve construction of a mixed-use neighborhood with 175 townhomes, comprised of traditional townhomes, shopkeeper townhomes, and flexible live-work townhomes as listed in Table 1.

**Table 1  
Proposed Uses**

<b>Use</b>	<b>Size</b>	<b>Units</b>
Traditional townhomes	207,912 sf	113
Live-work flex townhomes	62,084 sf	34
Shopkeeper townhomes	58,884 sf	28
Community center	1,644 sf	-
<i>Total</i>	<i>330,524 sf</i>	<i>175</i>

*sf = square feet*

The traditional townhomes component of the project would consist of 90 four-bedroom units and 23 two-bedroom units for a total of 113 units. The townhomes have no commercial space. Each four-bedroom unit would either be 1,850 or 2,012 net square feet. Each two-bedroom unit would be 1,554 net square feet.

Each live-work flex unit would have 1,826 net square feet. These units are predominately residential with only, including 192 square feet of ground-floor space that can be used as a commercial office or a den. Separate entrances are provided so if the ground level space is used an office, the residence and commercial space are separated.

Each shopkeeper unit would have 2,103 net square feet. These are predominately residential with only 275 square feet of ground-floor commercial office space. The shopkeeper units provide a commercial office on the ground floor that is separated from the residence above.

The Community Center is single-story and located in the center of the site along the main walk street. The Community Center includes a community room, a fitness center, a small kitchen, and restrooms.



## Site Plan

The proposed 175 townhomes, as shown on the site plan in Figure 3, would be distributed throughout the 9.84-acre portion of the project site to the south of the future extension of Ekwil Street. The shopkeeper units would front on Ekwil Street and S. Kellogg Avenue to create a pedestrian-friendly commercial area. Live-work units would be oriented along a pedestrian walkway and organized around a central open space at the main entrance to the site. The traditional townhomes would be located along the western and southern property lines and would be spread through the interior of the site.

Two access points would provide entry to and exit from the project site. The main access point would be from S. Kellogg Avenue at the southeastern corner of the site. A secondary access point would lead from the future Ekwil Street extension that would bisect the northern portion of the site on east-west axis. The City anticipates that construction of the street extension will commence in the spring of 2016 (personnel communication, Rosemarie Gaglione, Public Works Director, April 2015). Internal traffic circulation would occur on a private looped road with a series of internal alleys. A network of interior pathways would provide pedestrian access on the project site.

The proposed buildings would have a contemporary architectural style. A range of 15 different building types is intended to create variety of massing and articulation. The buildings would have flat roofs and a variety of exterior materials including stucco, wood siding, and corrugated metal. The maximum height of townhomes would be 35 feet, although architectural projections that accommodate stairways to the roof decks would be 40 high. Townhomes along the western and southern boundaries would be set back ten feet from property lines. A six-foot solid wall and landscaping along western and southern property lines would buffer proposed residential uses from adjacent commercial/industrial uses. Rooftop photovoltaic (PV) panels would be installed to provide solar power, and the proposed project would use energy at 20% below standards set by Title 24 of the California Code of Regulations ("Title 24").

The proposed site plan includes a total of 489 vehicular parking spaces and 56 bicycle parking spaces. Of the 461 on-site parking spaces, 350 would be covered and 111 uncovered. In addition, 28 parking spaces would be provided on the future extension of Ekwil Street. Four bicycle storage buildings, each holding up to 14 bikes, would be spread throughout the site and available for use by residential and commercial tenants.

Several types of open space would be provided:

- *The Village Green/Market – a passive pocket park at the main site entrance, with a gazebo and space for local markets and artisan events;*
- *The Village Gardens – a community garden for residents with raised planters in the eastern portion of the site;*
- *The Village Center – a central green space with an entertainment area, shade structure, and fountain for social gatherings and community events; and*
- *The Village Park – a pocket park with tot lot near the Ekwil Street entrance.*



The conceptual landscape plan includes, without limitation, the following trees: California fan palms, date palms, magnolias, olives, sycamore, Japanese blueberry, peppermint, African sumac, Australian willow, and Brisbane box trees. Proposed shrubs and groundcover include kangaroo paw, agave, aloe, bougainvillea, dwarf bottle brush, rosemary, flax, bird of paradise, and deer grass. The project proposes to install reclaimed water infrastructure to irrigate the common landscape areas throughout the project area when reclaimed water becomes available to the site. The purpose is to reduce potable water use for landscaping purposes.

Grading of the project site would generally involve excavation of soil to a depth of seven to eight feet, as well as excavation to a depth of three to four feet under proposed streets. Cut and fill would total an estimated 110,000 cubic yards. All excavated soil would be recompacted on-site. The average slope after grading would be reduced from 1.94% to 1.28%.

The Goleta Water District and the Goleta Sanitary District would provide water and sanitary sewer service, respectively, to the proposed project.

The project includes a variety of design features to address stormwater treatment, detention, and retention. These include: using the open space areas for detention and treatment, using permeable surfaces where possible to increase infiltration, creating bioswales down the center of the central pathways (boardwalks are used to provide access to the units), and directing roof drains to vegetated areas. This stormwater facility would comply with requirements of the Central Coast Regional Water Quality Control Board (RWQCB) for the on-site retention of stormwater runoff.

## **7. BACKGROUND INFORMATION**

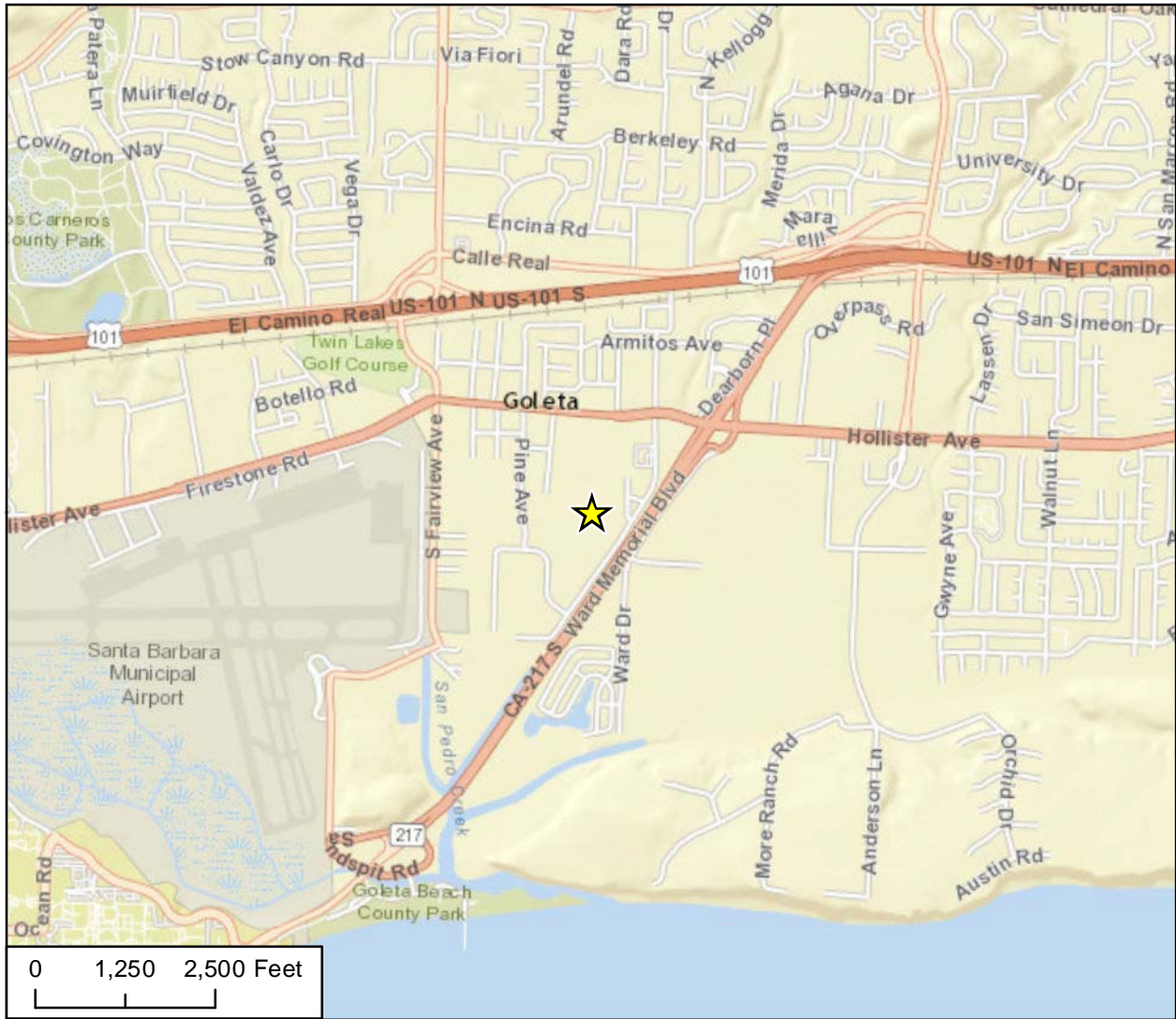
### *Site Information*

The project site is surrounded by industrial, commercial, and residential development. It has been in agricultural use since the 1920s. However, the Goleta General Plan designates the area for Visitor Serving Uses. The impacts associated with the change in land use were studied and analyzed as part of the 2006 General Plan Final EIR. The future extension of Ekwill Street Road was evaluated under a separate EIR that was certified by the City in November of 2011.

### *Application Information*

The City Council initiated a General Plan Amendment and zone change on July 2, 2013, to change the existing land use designation from Commercial Visitor Serving Commercial (C-VS) to Commercial Old Town Commercial (C-OT) and the existing zoning designation from Resort/Visitor Serving Commercial (C-V) to Old Town Residential/General Commercial. The purpose of the initiation was to study the requested changes and possible development of the site with a mixed-use project. Subsequently an application for a General Plan Amendment and zone change for the project site was submitted to the City on April 5, 2013.





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 Project Location



Regional Location

Figure 1





Project Site Location



**8. APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES:**

None

**9. SITE INFORMATION:**

General Plan Land Use Designation	Visitor Commercial (C-V)
Zoning Ordinance, Zone District	Article III of the Santa Barbara County Inland Zoning Ordinance as adopted by the City Council; Resident Visitor Serving Commercial (C-V)
Site Size	12.31 Gross Acres or 538,401 Square Feet 9.84 Net Acres or 424,178 Square Feet (excludes the future extension of Ekwill Street and undeveloped portion to the north)
Present Use and Development On Site	Agricultural cultivation
Surrounding Uses/Zoning	<i>North:</i> Recreational vehicle storage (Design Residential); Goleta Valley Community Center (Professional and Institutional) <i>South:</i> Santa Barbara News-Press (Light Industry) <i>East:</i> Single-family residence, private parking lot (Industrial Research Park); SR 217 <i>West:</i> ATK Aerospace Systems (Industrial Research Park)
Access	<i>Existing:</i> Chain-link gate off of S. Kellogg Avenue <i>Proposed:</i> One driveway off S. Kellogg Avenue, one driveway off proposed Ekwill Street
Utilities and Public Services	<i>Water Supply:</i> Goleta Water District <i>Sewage:</i> Goleta Sanitary District <i>Electricity:</i> Southern California Edison <i>Natural Gas:</i> The Southern California Gas Company <i>Cable:</i> Cox Communications <i>Telephone:</i> Verizon <i>Fire:</i> Santa Barbara County Fire Protection District <i>School Districts:</i> Goleta Union School District; Santa Barbara Unified School District

**10. ENVIRONMENTAL SETTING**

*Project CEQA Baseline*

The project site is currently in agricultural cultivation with vegetable and herb row crops and does not include any structures.



### *Surrounding Land Uses*

The project site is bordered to the north by a recreational vehicle storage yard and to the northwest by Old San Jose Creek. The Goleta Valley Community Center is located across Old San Jose Creek to the north. To the west and south is an industrial research park. To the east, across Kellogg Way, are a private parking lot and a single-family residence. S. Kellogg Avenue borders the site to the southeast, and the San Jose Creek Improvement Channel lies beyond.

### *Aesthetics*

The City's GP/CLUP designates State Route 217 as a Local Scenic Corridor. The project site is visible from the perspective of both northbound and southbound travelers on State Route 217. In addition, the Santa Ynez Mountains, which are identified as a scenic resource in Policy VH 1.1 of the GP/CLUP, are partially visible from the project site and across the site from State Route 217.

### *Cultural Resources*

No archaeological sites or other cultural resources are known to exist on the project site.

### *Biological Resources and Surface Water Bodies*

A riparian woodland along Old San Jose Creek in the northwestern portion of the project site includes a eucalyptus stand and black cottonwood trees. Some of the eucalyptus trees are proposed for removal as part of the City's Ekwill Street extension project which was separately pursuant to a Final EIR (SCH # 2004061072). As discussed in the Biological Resource section of this document, basking monarch butterflies (possibly a bivouac of monarch butterflies) were observed in eucalyptus and oak trees on-site during a December 17, 2014, reconnaissance survey (Analysis by Althouse and Meade, Inc. March 6, 2015). A second site visit was completed on January 19, 2015 and no butterfly roosting behavior or clusters were observed. The woodlands along Old San Jose Creek are classified as an Environmentally Sensitive Habitat Area (ESHA) for Monarch butterflies, raptors, and stream protection areas (SPAs). Old San Jose Creek is a remnant drainage located along the northwestern boundary of the site. The channelized San Jose Creek Improvement Channel is located east of the site beyond S. Kellogg Avenue.

### *Topography and Soils*

The project site has an average slope of 1.94% from the north (approximately 25 feet above mean sea level) to the southeast (approximately 18 feet above mean sea level). As described in the Geotechnical Site Evaluation and Infiltration Testing report prepared the project site, alluvial soils on-site consist of silty clay, silty sand, sand, and clayey silt (Gorian & Associates, 2013).

### *Transportation/Traffic*

The transportation system is comprised of regional highways, arterial roadways and collector streets. The principal components of this street network are S. Kellogg Avenue, Kellogg Way, Hollister Avenue, U.S. Highway 101, and State Route 217. Area roadway segments and intersections currently operate in acceptable ranges of Level of Service C or better.



## 11. 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 Gas Emissions
- 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



## 12. 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.

  
Jennifer Carman, AICP, Director

5.14.15  
Date

### 13. EVALUATION OF ENVIRONMENTAL IMPACTS:

- (a) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- (b) All answers must take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- (c) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- (d) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (e) below, may be cross-referenced).
- (e) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. CEQA Guidelines Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - 1) Earlier Analysis Used. Identify and state where they are available for review.
  - 2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - 3) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- (f) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). References to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- (g) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- (h) Lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected. The explanation of each issue should identify:
  - 1) the significance criteria or threshold, if any, used to evaluate each question; and
  - 2) the mitigation measure identified, if any, to reduce the impact to a less than significant level.



## 14. ISSUE AREAS:

Full references for all citations are provided in the Section 15 Preparers, Contacts, and References.

### 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 project site is a roughly square parcel that is currently under agricultural cultivation with vegetable and herb row crops (see Figure 4a). As part of the Goleta Valley, a broad and flat alluvial plain to the south of the Santa Ynez Mountains, the project site is relatively flat and slopes gently from northwest to southeast. No structures are located within the site. A chain-link fence lines the eastern property line, and a concrete wall lines the southern edge of the site. The project site is adjacent to Kellogg Way and S. Kellogg Avenue to the east (see Photo 3 in Figure 4b). Riparian woods along Old San Jose Creek occur on the northwestern edge of the site.

The surrounding area is comprised primarily of one- and two-story industrial, commercial, and residential structures. Recreational vehicles parked at an RV storage yard border the site to the north (see Photo 1 in Figure 4a). A white two-story office building is located adjacent and to the west of the site (see Photo 2 in Figure 4a). A light manufacturing facility is south of the site (currently operating a newspaper printing use) in a white two-story building of similar architectural style (see Photo 4 in Figure 4b). As shown by Photo 6 in Figure 4c, a one-story, 1,518 square-foot residence that is partially screened by coniferous trees is located east of the site, across Kellogg Way (County of Santa Barbara, Assessor, 2014).

Policy VH 1.1 in the Goleta GP/CLUP identifies agricultural areas (i.e., “orchards, lands in vegetable or other crop production, and fallow agricultural lands”) and prominent natural





landforms such as the foothills and the Santa Ynez Mountains as scenic resources. Pursuant to this policy, existing agricultural fields on the project site are a scenic resource. As shown in Photo 1 in Figure 4a, the site also affords scenic northward views of the foothills and the Santa Ynez Mountains. These scenic views are partially screened by riparian woods along Old San Jose Creek, ornamental trees in the commercial area north of the site, and recreational vehicles and one-story buildings to the north.

Scenic agricultural resources on the project site are highly visible to motorists traveling to and from the University of California at Santa Barbara (UCSB) on State Route 217 (REVPAR, 2011). The centerline of this roadway is located approximately 185 feet east of the project site. As shown in Figure 5, the Goleta GP/CLUP identifies State Route 217 as a Local Scenic Corridor. Northbound motorists on State Route 217 have scenic views of the Santa Ynez Mountains across the project site to the north (see Photo 5 in Figure 4c).

The project site currently lacks any on-site sources of illumination, although it receives indirect lighting from off-site sources, including neighboring industrial and commercial sites and street lights on State Route 217.

Figures 4a, 4b, and 4c provide photos of the overall visual context of the site and surrounding area.

#### Thresholds of Significance

A significant aesthetic/visual resources impact would occur if the project resulted in any of the impacts noted in the above checklist (a – d). In addition, pursuant to the City’s adopted (Resolution 08-40) Environmental Thresholds and Guidelines Manual (Thresholds Manual), affirmative answers to the following questions also indicate potentially significant impacts on aesthetic/visual resources:

- e) Does the project site have significant visual resources by virtue of surface waters, vegetation, elevation, slope or other natural or man-made features which are publicly visible? If so, does the project have the potential to degrade or significantly interfere with the public’s enjoyment of the site’s existing visual resources?
- f) Does the project have the potential to impact visual resources of the Coastal Zone or other visually important area (i.e., mountainous area, public park, urban fringe, or scenic travel corridor)? If so, does the project have the potential to conflict with the policies set forth in the Local Coastal Plan, the Comprehensive Plan or any applicable community plan to protect the identified views?
- g) Does the project have the potential to create a significantly adverse aesthetic impact through obstruction of public views, incompatibility with surrounding uses, structures, or intensity of development, removal of significant amounts of vegetation, loss of important open space, substantial alteration of natural character, lack of adequate landscaping, or extensive grading visible from public areas?

#### Project Specific Impacts

- a, b) The proposed project would involve the conversion of actively cultivated and fallow agricultural land that is a scenic resource, pursuant to Policy VH 1.1 in the Goleta GP/CLUP into housing and live work uses. Views of scenic agricultural land on the project site also are available to northbound and southbound motorists on State Route



217, which is designated as Local Scenic Corridor. Furthermore, the undeveloped project site affords scenic views of the foothills and the Santa Ynez Mountains in the distance, from the perspective of northbound motorists on State Route 217.

Existing scenic views of the project site and of the mountains through the project site are brief and partially obstructed. The southeastern and eastern property lines facing State Route 217 include approximately 475 feet of frontage that is visible from the roadway. To the south, the Santa Barbara News-Press building and surrounding landscaping block views of the site (see Photo 4 in Figure 4b). To the north, a single-family residence and trees around a surface parking lot located to the east of Kellogg Way also block views of the site (see Photo 6 in Figure 4c). For a motorist traveling at the posted speed limit of 65 miles per hour on State Route 217, the portion of the site's property lines that is open to public view would only be visible for approximately five seconds. Furthermore, because the eastern boundary of the project site is removed from the centerline of State Route 217 by approximately 200 feet, existing views of the site are outside of motorists' direct line of sight. In addition, existing trees and shrubs between the San Jose Creek Improvement Channel and State Route 217 partially obstruct views of the project site (see Photo 5 in Figure 4c). Although the proposed project would involve the loss of scenic agricultural resources, and the proposed 35-foot-tall townhomes would partially obstruct views of the Santa Ynez Mountains through the project site, existing scenic vistas from the highway are already partially obstructed and incidental. Existing scenic views of the Santa Ynez Mountains to the northeast, which are directly in the line of sight for northbound motorists on State Route 217, would still remain visible (see Photo 5 in Figure 4c).

The proposed development also would alter private views from the existing single-family residence located across Kellogg Way to the east of the project site. Existing scenic views of farmland on the project site would be replaced with views of townhomes. Policy VH 1.8 in the Goleta GP/CLUP states that "project development and architecture shall be considerate of private views." However, the proposed project would only affect private views from one single-family residence, and existing views from this residence are partially obstructed by evergreen trees in its front yard (see Photo 6 in Figure 4c).

However, as noted above, the Goleta GP/CLUP identifies the project site for urban use as Visitor-Serving Commercial (C-V) and impacts related to the project site for conversion from agriculture to urban uses were considered in the General Plan Final EIR. While a change in the existing character of the site will occur (from agricultural to a developed site), this change has already been analyzed and authorized by the City with the adoption of the General Plan in 2006. While the Old Town Village Mixed Use project includes a General Plan Amendment and zone change request, these changes are from one urban use (Conference Center) to another urban use (Mixed Use Residential). The proposed zoning and land use designations would accommodate development of similar or lower land use intensity than the existing zoning and land use designation. Impacts from the proposed project on scenic vistas and scenic resources would be similar to or less than what was envisioned in the Goleta GP/CLUP and studied in the General Plan Final EIR.

Because the change in land use intensity and character has already been studied and authorized as part of the General Plan/General Plan EIR, and given that views are



already partially obstructed the proposed project's impacts on scenic vistas and scenic resources would be less than significant.





**Photo 1:** Northward view across project site toward RV storage yard and Santa Ynez Mountains.



**Photo 2:** Westward view across project site toward ATK Aerospace Systems building adjacent to the west.





**Photo 3:** View from southeastern property line toward S. Kellogg Avenue, the below-grade San Jose Creek Improvement Channel, and State Route 217.



**Photo 4:** Southward view across southeastern corner of project site toward State Route 217 and the Santa Barbara News-Press building.



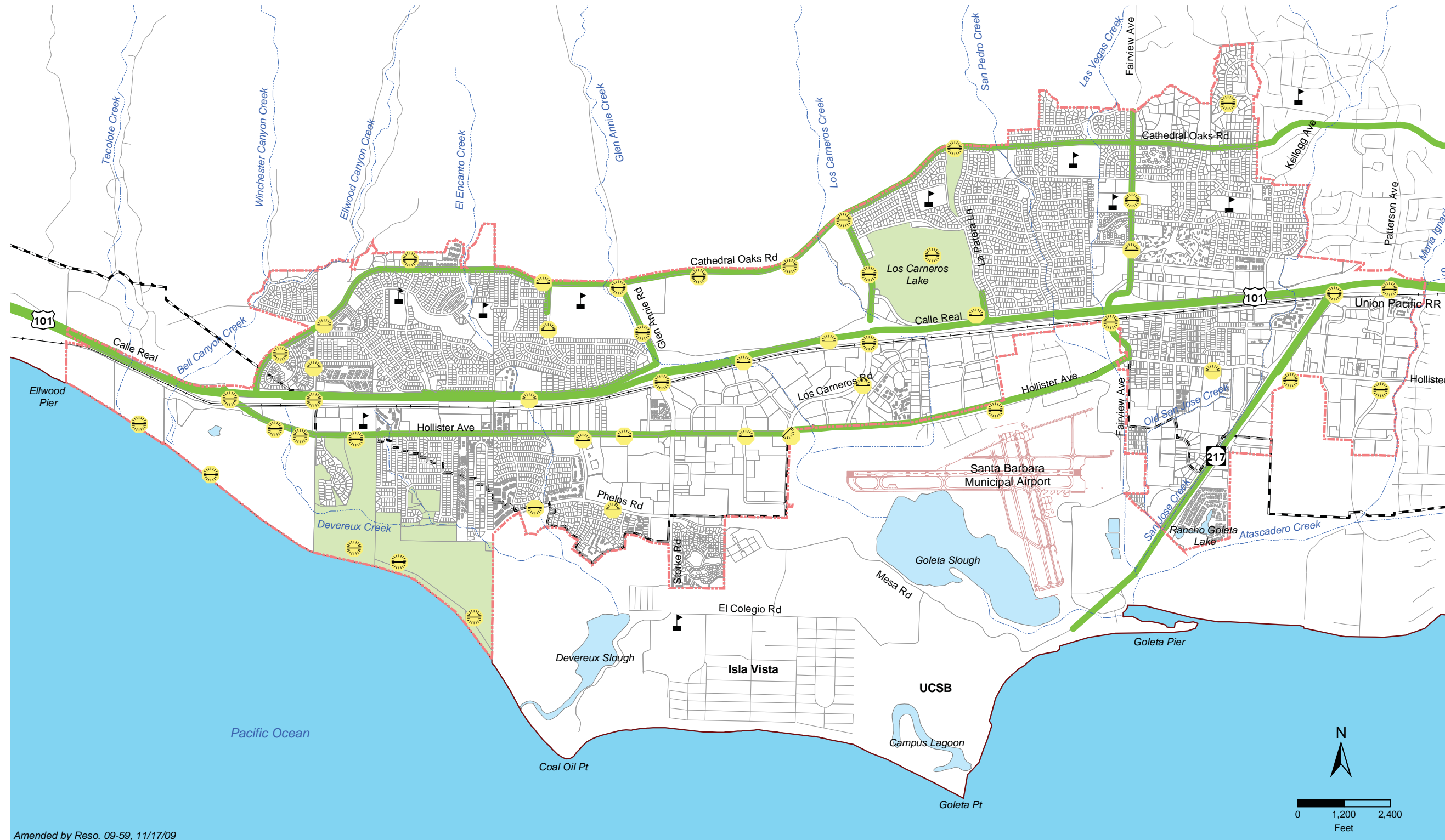


**Photo 5:** Northward view of Santa Ynez Mountains over the project site from northbound State Route 217. (Google Street View, March 2012.)











**Photo 6:** View from eastern property line of single family residence located across Kellogg Way.





Amended by Reso. 09-59, 11/17/09

Legend		Scenic Views to be Protected	Other Features
	Public Lands with View Opportunities	<b>View Orientation</b>	 Goleta City Boundary
<u>Scenic Corridor</u>		 Views to one Direction	 Coastal Zone
	Local Scenic Corridor	 Views to all Directions	 Schools
			 Creeks

Scenic and Visual Resources  
in the City of Goleta

Source: City of Goleta, General Plan/Coastal Land Use Plan, Figure 6-1, November 2009

- c) The proposed project would involve a substantial change to the visual character of the project site, converting agricultural fields to a mixed-use residential development with 175 townhome units. However, the architectural style of the proposed buildings is intended to blend with surrounding industrial uses. Based on the proposed building elevations, the buildings would have flat roofs and their exterior walls would consist of combination of cement plaster, corrugated metal siding, cement fiber siding, aluminum frame windows and sliding glass doors, and perforated metal sunshades above windows. Solar photovoltaic panels would be installed on south-facing roofs. The 35-foot height of the proposed townhomes would be compatible with the existing light manufacturing building south of the site and the industrial park building to the west. According to the conceptual planting plan for the project, landscaping would include trees and shrubs such as California fan palms, date palms, magnolias, olives, sycamore, Japanese blueberry, peppermint, African sumac, Australian willow, and Brisbane box trees. Although the proposed project would involve a complete change to the existing agricultural character of the site, the architectural style, height, and landscaping would be visually compatible with surrounding development and would not degrade the visual quality of Old Town Goleta. For these reasons, impacts to visual character or quality would be less than significant.
- d) The project site is currently open and undeveloped, without any on-site sources of illumination, although it receives indirect lighting from off-site sources including neighboring industrial and commercial sites and street lights on State Route 217. The proposed mixed-use project would introduce sources of lighting and glare to the site. Exterior lighting would be installed for safety and security purposes. The proposed project includes outdoor lighting which would be required to comply with the City's Outdoor Lighting Guidelines, which have been adopted to achieve a high standard of quality and efficiency in lighting towards obtaining "dark sky" standards. The Guidelines require City approval of an outdoor lighting plan with fully cut-off exterior lighting with the light source downcast and fully shielded.

According to the conceptual lighting plans, 12-15-foot-tall polelights with 120-volt lamps would be installed on the internal side of the proposed loop road within the project site. Several types of 12-volt lights also would be installed. These include wall/column sconce lights, LED strip lights, LED arbor/trellis down-lights, LED tree up-lights, LED underwater fountain lights, and LED well-lights at the base of palm trees. ~~The placement, style, lamp type, and orientation would all be review for compliance with City guidelines and standards at the time of Design Review Board consideration.~~

Headlights from vehicles entering and exiting the site at the S. Kellogg Avenue and Ekwill Street gates could also produce glare. Although six-foot-high stuccoed block walls proposed along the western and southern property lines, and portions of the northern and eastern property lines, would reduce the perception of light and glare from off-site locations, the new sources of illumination could have potentially significant effects on the adjacent residential property on Kellogg Way, on motorists traveling on nearby roads, and on the City's night sky unless properly shielded. Impacts related to lighting would be less than significant if the project incorporates mitigation measures. Mitigation would require: directing exterior lighting downward, minimizing lighting, and to installation of lighting compatible with the architectural style on-site and in surrounding areas.





## Cumulative Impacts

The proposed project would contribute to a perceptible transformation of the community through the conversion of agricultural land to urban development. The Goleta GP/CLUP Final EIR identified 408.8 acres of agricultural land within city limits. The conversion of approximately 10 acres of farmland on-site would represent 2.4% of that total of extant farmland. However, the cumulative aesthetic impact from combined development in the Old Town Goleta area would remain minimal within the urban boundary because the area is already almost entirely built out.

Furthermore, the Goleta GP/CLUP Final EIR found that buildout under the GP/CLUP would not result in a significant change to the visual character of the City, but rather would result in a visual extension of existing residential neighborhoods and commercial areas. Therefore, the proposed project would not have a contribution to a significant cumulative visual impact as a change from agriculture to urban use was already planned for the project site as part of the Goleta GP/CLUP and this project's impact on visual resources would be similar to or less than what was studied in the General Plan Final EIR.

## Required/Recommended Mitigation Measures

The following mitigation measure is required to reduce potential light and glare impacts to below a significant level.

**AES-1 Lighting Specifications.** Any exterior lighting installed on the project site must be low intensity; low glare design; be hooded to direct light downward onto the subject parcel and prevent spill-over onto adjacent parcels; and must otherwise meet dark night sky requirements. Exterior lighting fixtures must be kept to the minimum lighting level and intensity needed to ensure public safety. These lights must be dimmed after 11 PM to the maximum extent practical without compromising public safety as determined by the Planning and Environmental Review Director, or designee. Upward directed exterior lighting is prohibited. Lighting fixtures must be appropriate for the architectural style of the structure and surrounding area. The final lighting plan must be amended to include identification of all types, sizes, and intensities of wall mounted building lights and landscape accent lighting, and a photometric map must be provided. "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 must be reviewed by the DRB and approved by the Planning and Environmental Review Director, or designee, before the City issues a Building Permit for construction.

**Monitoring:** Before the City issues a certificate of occupancy, the Planning and Environmental Review Director, or designee, must inspect exterior lighting features to ensure that they have been installed consistent with approved plans.



Residual Impact

By minimizing the number of lighting fixtures and intensity of lighting on the project site, shielding lights to reduce glare, dimming during nighttime hours, and ensuring the compatibility of lighting with on-site and surrounding architecture, the implementation of Mitigation Measure AES-1 would reduce impacts to less than significant and there would be no residual impacts.

The project’s contribution to residual aesthetic impacts would be less than significant, as it is visually compatible with surrounding buildings and uses and would be consistent with the area’s land use pattern and ongoing changes to the City’s visual character.

**AGRICULTURE AND FOREST RESOURCES**

<p><b>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:</b></p>	<p><b>Potentially Significant Impact.</b></p>	<p><b>Less Than Significant With Mitigation Incorporated</b></p>	<p><b>Less Than Significant Impact</b></p>	<p><b>No Impact</b></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. 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>■</p>
<p>d. Result in the loss of forest land or conversion of forest land to non-forest use?</p>				<p>■</p>



<p><b>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:</b></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>e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>			<p>■</p>	

Existing Setting

The project site is currently used for agricultural purposes including row crops growing vegetables and herbs. As reported by the Natural Resources Conservation Service (NRCS) the soils on-site are well-drained and classified as Elder Sandy Loam (0-2% slopes) (EaA) (Penfield & Smith, 2014; NRCS, 2013). This analysis evaluates agricultural suitability of soils on the project site under both the U.S. Department of Agriculture's Land Capability Classification and the California Department of Conservation's Farmland Mapping and Monitoring Program. The Land Capability Classification for Elder Sandy Loam is Class II, which indicates prime agricultural soils that impose few limitations on agricultural production and on which almost all crops can be grown successfully (Goleta, Final GP/CLUP EIR, 2006). ~~However~~ In 2014, the California Department of Conservation ("CDC") mapped the project site as Urban and Built-Up Land and has not identified Prime Farmland on-site. (CDC, 2014).

Thresholds of Significance

A significant impact to Agriculture and Forest Resources would occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, the City of Goleta's *Environmental Thresholds and Guidelines Manual* states that a project would normally have a significant effect on the environment if it would:

- a) Conflict with adopted environmental plans and goals of the community where it is located; or
- b) Convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land.



### Project Specific Impacts

- a, b, e) The project site is currently under agricultural cultivation and contains approximately 12.3 acres of prime soils (Elder Sandy Loam, 0-2% slopes), as defined by the U.S. Department of Agriculture's Land Capability Classification. The proposed project would involve the permanent conversion of this land containing soils included on the list of soils meeting the criteria for Prime Farmland to urban uses. This would occur on the 9.84-acre portion of the site to the south of the future extension of Ekwil Street.

Conversion of prime agricultural land is a significant impact on agricultural resources. However as of 2014, the CDC has not mapped Prime Farmland, Unique Farmland, of Farmland of Statewide Importance as occurring on-site (CDC, 2014). Furthermore, policies in the Conservation Element of the Goleta GP/CLUP emphasize that farmland designated for agricultural use should be preserved. The project site is not designated for agricultural use; it is designated for Visitor-Serving Commercial (C-V) uses in the Goleta GP/CLUP. Impacts associated with conversion of agriculture to an urban use were studied in the General Plan Final EIR and found to be significant and unavoidable. The proposed project would not create any additional impacts from the loss of agriculture beyond what is identified in the General Plan Final EIR. Finally, neither the project site nor surrounding properties are zoned for agricultural use or are subject to Williamson Act contracts. Consequently, impacts from the loss of agricultural land and prime soils would be less than significant.

- c, d) The project site does not contain forested areas and would not conflict with zoning for forest land or timberland. Additionally the proposed project would not result in any other environmental changes that would involve the conversion of forest lands to non-forest uses. Therefore the project would have no impact on forest resources in the area.

### Cumulative Impacts

The Goleta GP/CLUP Final EIR identified a significant and unavoidable impact on agricultural resources under buildout of the General Plan due to permanent conversion of 55.7 acres of agricultural land; 6.5 acres of Prime Farmland; approximately 22 acres of Unique Farmland; 6 acres of Class I soils; and 37 acres of Class II soils. The proposed project would contribute to the cumulative loss of productive farmland by converting approximately 10 acres of Class II soils to urban development. However, this cumulative impact is already identified as significant and unavoidable in the Goleta GP/CLUP Final EIR; the proposed project would not increase the severity of the anticipated impact.

As described above, the project would have no impact on forest resources and therefore no cumulative impacts on forest resources would occur.

### Required/Recommended Mitigation Measures

No mitigation measures are necessary.



## Residual Impact

Residual impacts (either project-specific or cumulative) on Agriculture and Forest Resources would remain less than significant as a result of project implementation.

## **AIR QUALITY**

<b>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:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Conflict with or obstruct implementation of the applicable air quality plan?		■		
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		■		
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)?			■	
d. Expose sensitive receptors to substantial pollutant concentrations?			■	
e. Create objectionable odors affecting a substantial number of people?			■	

This analysis is entirely based on an Air Quality and Greenhouse Gas Impact Study (May 20, 2014) that MD Acoustics completed for the proposed project. This study is included in Appendix A.

## Existing Setting

### *Meteorological Setting*

The project site is located on the coastal plain in the City of Goleta. The climate in and around the City of Goleta, as well as most of Southern California, is dominated by the strength and position of the semi-permanent high-pressure center over the Pacific Ocean near Hawaii. It creates cool summers, mild winters, and infrequent rainfall. It drives the cool daytime sea breeze, and it maintains a comfortable humidity range and ample sunshine after the frequent morning clouds dissipate. However, the same atmospheric processes that create the desirable living climate combine to restrict the ability of the atmosphere to disperse the air pollution generated by the population attracted in part by the desirable climate.

Temperatures in the Goleta area average 59 degrees annually. Daily and seasonal oscillations of mean temperature are small because of the moderating effects of the nearby oceanic thermal reservoir. In contrast to the steady temperature regime, rainfall is highly variable. Measurable precipitation occurs mainly from early November to mid-April. The Santa Barbara Airport



weather station, located approximately one mile southwest of the project site, averages 16.3 inches of rain annually, with January and February as the wettest months.

The wind pattern on air pollution is that locally generated emissions are carried offshore at night, and toward inland Santa Barbara County by day. Dispersion of pollutants is restricted when the wind velocity for nighttime breezes is low. The lack of vehicles and associated development ~~and associated vehicles~~ in inland Santa Barbara County, however, causes few air quality problems during nocturnal air stagnation. Both summer and winter air quality in the project area is generally very good.

The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can carry suspended dust and pollutants out over the ocean. If the winds are weak, they are opposed by breezes from the ocean and cause stagnation, resulting in high pollution events.

### *Existing Air Quality*

The project site is located in the South Central Coast Air Basin (SCCAB), which encompasses San Luis Obispo, Santa Barbara, and Ventura counties. The site is located in Santa Barbara County. The California Air Resources Board (CARB) and the Santa Barbara County Air Pollution Control District (SBCAPCD) operate 18 ambient air monitoring stations that measure pollutant concentrations throughout Santa Barbara County and the SCCAB. The nearest monitoring station to the project site is the Goleta monitoring station, located at 380 North Fairview Avenue, which monitors ozone (O<sub>3</sub>), carbon monoxide (CO), coarse particulates (PM<sub>10</sub>), fine particulates (PM<sub>2.5</sub>), and nitrogen oxides (NO<sub>x</sub>). Based on monitoring data between the years 2010 and 2012, the most recent three-year period available, the Goleta Fairview station's air quality exceeded the state standard of 0.07 parts per million (ppm) for O<sub>3</sub> once, in 2011, and exceeded the state standard of 50 micrograms per cubic meter (µg/m<sup>3</sup>) for PM<sub>10</sub> twice, in 2012. Air quality did not exceed state standards for CO, PM<sub>2.5</sub>, or NO<sub>x</sub> during this period, and no exceedances of federal air quality standards were recorded.

### Regulatory Framework

#### *Ambient Air Quality Standards (AAQS)*

Federal and California law regulates Ambient Air Quality Standards (AAQS) and emergency episode criteria for various pollutants. Generally, state regulations have stricter standards than those at the federal level. AAQS 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). California standards are established by the California Air Resources Board (CARB) 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 SBCAPCD is



required to monitor air pollutant levels to assure that Federal and State air quality standards are being met.

### *Air Quality Planning*

State and Federal laws require that jurisdictions that do not meet clean air standards develop plans and programs that will bring those areas into compliance. These plans typically contain emission reduction measures and attainment schedules to meet specified deadlines. If and when attainment is reached, the attainment plan becomes a “maintenance plan.”

In 2001, the CARB developed an attainment plan that was designed to meet both Federal and State planning requirements. The Federal attainment plan was combined with those from other statewide non-attainment areas to become the State Implementation Plan (SIP). The 2001 Clean Air Plan (CAP) was adopted as the County portion of the SIP, designed to meet and maintain Federal clean air standards. The ~~2010~~2013 CAP, adopted by the SBCAPCD Board, incorporates updated data and is currently the most recent adopted Clean Air Plan for meeting the state ozone standard.

Table 2 shows the attainment status of Santa Barbara County for State and Federal air quality standards. “Attainment” means those areas of the country where air pollution levels are persistently below the ambient air quality standards, while “nonattainment” applies to areas that violate these standards. The County can also be “unclassified” if there is no quantifiable data to measure ambient air quality standards. Those jurisdictions that are designated both as “attainment” or “unclassified” are considered to be in attainment of ambient air quality standards even though there is currently no quantifiable data to measure its specific ambient air quality levels.

As shown in Table 2, Santa Barbara County is designated as a nonattainment area for State ozone and PM<sub>10</sub> standards, ~~and is unclassified for the State PM<sub>10</sub> standard.~~ The County also is unclassified for the Federal 3-month average lead and annual arithmetic mean PM<sub>2.5</sub> standards. The U.S. EPA has yet to make a final decision on the County’s attainment status for the Federal 1-hour sulfur dioxide standard. The County is in attainment for all other applicable State and Federal ambient air quality standards.



**Table 2  
Santa Barbara County Attainment Status**

<b>Pollutant</b>	<b>Averaging Time</b>	<b>State Status</b>	<b>Federal Status</b>
Ozone	8 hour	Nonattainment	Unclassified/Attainment
	1 hour	Nonattainment	--
Carbon monoxide	8 hour	Attainment	Attainment
	1 hour	Attainment	Attainment
Nitrogen dioxide	Annual average	Attainment	Unclassified/Attainment
	1 hour	Attainment	Unclassified/Attainment
Sulfur dioxide	Annual average	--	--
	24 hour	Attainment	--
	1 hour	Attainment	EPA has yet to make final decision
Lead	Quarter	--	Attainment
	30 day average	Attainment	--
	3-month average	--	Unclassified
PM <sub>10</sub>	Annual arithmetic mean	Nonattainment	Attainment
	24 hour	Nonattainment	Attainment
PM <sub>2.5</sub>	Annual arithmetic mean	Unclassified	Unclassified
	24 hour	--	Unclassified/Attainment

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, pursuant to 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:

- a) 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<sub>x</sub> and ROG;
- b) Equals or exceeds the State or Federal ambient air quality standards for any criteria pollutant (as determined by modeling);
- c) Results in toxic or hazardous pollutants in amounts which may increase cancer risks for the affected population; or
- d) Causes an odor nuisance problem impacting a considerable number of people.

Cumulative air quality impacts and consistency with the policies and measures in the City’s General Plan and the Air Quality Attainment Plan (AQAP) should be determined for all projects (i.e., whether the project exceeds the AQAP standards).

The following significance thresholds have been established by the SBCAPCD (*Scope and Content of Air Quality Sections in Environmental Documents*, SBCAPCD, 2011). While the City of Goleta has not yet adopted any new threshold criteria, these SBCAPCD thresholds are used as a guideline for the impact analysis.





### *SBCAPCD Operational Impacts Thresholds*

Based on SBCAPCD Thresholds, the project would result in a significant impact, either individually or cumulatively, if it would:

- e) Emit 240 pounds per day or more of ROG and NO<sub>x</sub> from all sources;
- f) Emit 25 pounds per day or more of unmitigated ROG from any motor vehicle trips only;
- g) Emit 25 pounds per day or more of unmitigated NO<sub>x</sub> from any motor vehicle trips only;
- h) Emit 80 pounds per day or more of PM<sub>10</sub>;
- i) Cause or contribute to a violation of any California or National Ambient Air Quality standard (except ozone);
- j) Exceed the SBCAPCD health risk public notification thresholds adopted by the SBCAPCD Board (10 excess cancer cases in a million for cancer risk and a Hazard Index of more than 1.0 for non-cancer risk); or
- k) Be inconsistent with Federal or State air quality plans for Santa Barbara County.

The cumulative contribution of project emissions to regional levels should be compared with existing programs and plans, including the most recent Clean Air Plan (SBCAPCD ~~2010~~2013).

- l) Due to the County's non-attainment status for ozone and the regional nature of ozone as a pollutant, if a project's emissions from traffic sources of either of the ozone precursors (NO<sub>x</sub> or ROG), exceed the operational thresholds, then the project's cumulative impacts are considered significant.

For projects that do not have significant ozone precursor emissions or localized pollutant impacts, if emissions have been taken into account in the ~~2010~~2013 Clean Air Plan growth projections, regional cumulative impacts may be considered to be less than significant.

### *SBCAPCD Construction Impacts Thresholds*

Quantitative thresholds of significance are not currently in place for short-term emissions. However, CEQA requires that the short-term impacts such as exhaust emissions from construction equipment and fugitive dust generation during grading must be analyzed. The SBCAPCD recommends that construction-related NO<sub>x</sub>, ROG, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions, from diesel and gasoline powered equipment, paving, and other activities, be quantified.

- m) SBCAPCD uses 25 tons per year for NO<sub>x</sub> and ROG as a guideline for determining the significance of construction impacts.

Under SBCAPCD Rule 202(D)(16) (SBCAPCD, Rule 202, 2012), if the combined emissions from all construction equipment used to construct a stationary source which requires an Authority to Construct permit, have the potential to exceed 25 tons of any pollutant, except carbon monoxide, in a 12-month period, the permittee must provide offsets under the provisions of Rule 804 (SBCAPCD, Rule 804, 2012) and demonstrate that no ambient air quality standard will be violated.



Project Specific Impacts

*Short-Term Construction Impacts:*

a, b) Air quality impacts from construction generally occur during grading of the project site. The CalEEMod computer model, developed by the South Coast Air Quality Management District (SCAQMD), version 2013.2.2, was used to calculate emissions during construction due to fugitive dust from grading and exhaust emissions.

The modeling of emissions of criteria air pollutants (and greenhouse gases) relied on the following assumptions:

- *A total duration of 410 days of construction (as is typical for the type of project, size, and site conditions), including: 20 days for site preparation, 10 days for grading, 300 days for building construction, 20 days for paving of roads, and 60 days for painting.*
- *Default CalEEMod assumptions for the types and quantities of construction equipment for a typical project 34 acres in size.*
- *Compliance with SBCAPCD Rule 345 (Control of Fugitive Dust) during construction.*

Air quality modeling results can be found in Appendix A.

Table 3 shows modeled emissions of criteria air pollutants during construction of the proposed project.

**Table 3  
Estimated Construction Air Pollutant Emissions**

Construction Phase	Emissions (tons/year)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation	0.03	0.29	0.21	0.00	0.02	0.02
Grading	0.10	1.21	0.80	0.00	0.07	0.06
Building Construction	0.59	4.06	4.53	0.00	0.47	0.29
Architectural Coating	2.47	0.06	0.10	0.00	0.00	0.00
Paving	0.03	0.25	0.16	0.00	0.01	0.01
<b>Total Construction Emissions<sup>1</sup></b>	<b>3.22</b>	<b>5.87</b>	<b>5.80</b>	<b>0.00</b>	<b>0.57</b>	<b>0.38</b>
<b>SBCAPCD Thresholds</b>	<b>25</b>	<b>25</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>NeN/A</b>	<b>NeN/A</b>	<b>NeN/A</b>	<b>NeN/A</b>

*Notes:*

*1. Indicates emissions levels with Best Available Control Measures (BACM). Emission totals include on-site and off-site generated emissions for each phase of construction.*

*All calculations were made using the CalEEMod computer model. See Appendix A for calculations.*



As shown in Table 3, emissions of criteria air pollutants during construction would not exceed SBCAPCD threshold guidelines of 25 tons per year for ROG and NO<sub>x</sub>. Neither the City nor the SBCAPCD has adopted any significance thresholds for construction-generated PM<sub>10</sub>. However, pursuant to the SBCAPCD's Rule 345, the project would be required to implement measures to reduce emissions of fugitive dust during construction. These measures are outlined in a communication to the City from APCD, dated July 7, 2014, and will be included in the conditions of approval for the project. However, the use of older diesel equipment, during on-site paving, that does not conform to current emissions standards could generate greater emissions of criteria air pollutants. With the inclusion of mitigation to require conformance with the U.S. Environmental Protection Agency's emissions standards for off-road diesel equipment, short-term construction-related impacts on air quality would be less than significant.

- e) Heavy equipment operating on the project site would emit odors during construction; however, such odors would be temporary and would cease to occur after construction. No other sources of objectionable odors have been identified for the proposed project. Therefore, impacts from odors would be less than significant.

*Long-term Operational Impacts:*

- a, b) Long-term project emissions are those associated with stationary sources and mobile sources involving any project-related changes. The stationary source emissions would come from additional natural gas consumption for on-site buildings and electricity for the lighting in the buildings and at the parking area. Based on the Institute for Transportation Engineers' (ITE) Trip Generation Manual, 8th Edition<sup>1</sup> which supplies the default trip generation factors included in CalEEMod, the MD Acoustics study estimated long-term operational emissions associated with the proposed project, in CalEEMod, as shown in Table 4. Area sources in Table 4 include architectural coatings, consumer products, and landscaping. Energy sources include natural gas consumption for heating.

As shown in Table 4, the project would generate an estimated 14.77 pound of ROG, 14.68 pounds of NO<sub>x</sub>, and 8.42 pounds of PM<sub>10</sub> per day. These emissions are below the SBCAPCD's thresholds of significance. Therefore, the project would have a less than significant impact on regional operational emissions.

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<sup>1</sup> CalEEMod calculates vehicles trips using the 8<sup>th</sup> Edition of the ITE Trip Generation Manual.



**Table 4  
Estimated Operational Air Pollutant Emissions**

Activity	Emissions (tons/year)					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	8.92	0.17	14.64	0.00	0.08	0.08
Energy Sources	0.09	0.74	0.34	0.00	0.06	0.06
Mobile Sources	5.76	13.77	62.13	0.11	8.28	2.28
<b>Total Operational Emissions</b>	<b>14.77</b>	<b>14.68</b>	<b>77.11</b>	<b>0.11</b>	<b>8.42</b>	<b>2.42</b>
<b>SBCAPCD Thresholds for Total Emissions</b>	<b>240</b>	<b>240</b>	<b>N/A</b>	<b>N/A</b>	<b>80</b>	<b>N/A</b>
<b>Threshold Exceeded?<sup>1</sup></b>	<b>No</b>	<b>No</b>	<b>N/A</b>	<b>N/A</b>	<b>No</b>	<b>N/A</b>
<b>SBCAPCD Thresholds for Mobile Emissions</b>	<b>25</b>	<b>25</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>Threshold Exceeded?<sup>1</sup></b>	<b>No</b>	<b>No</b>	<b>N/A</b>	<b>N/A</b>	<b>No N/A</b>	<b>N/A</b>

Notes:

1. Emissions levels do not exceed the significance thresholds; therefore, any additional air quality reduction measures will further reduce emissions.

All calculations were made using the CalEEMod computer model. See Appendix A for calculations. Construction phase numbers don't add up to total emissions due to rounding.

- d) The sensitive receptor closest to the project site is a single-family residence located approximately 50 feet to the east, across Kellogg Way. A mobile home park is also located approximately 350 feet to the west of the site and Rainbow School located at the Goleta Valley Community Center is located approximately 500 feet north. Long-term emissions from the proposed project are not anticipated to pose any risk to the nearest sensitive receptors. The proposed project would not result in long-term operational emissions levels that would exceed SBCAPCD thresholds. Furthermore, residential development typically does not result in the generation of other hazardous air contaminants. Micro-scale air quality impacts have historically been analyzed in environmental documents where the air basin is a non-attainment area for CO. The City's Thresholds Manual concludes that any project generating less than 800 peak hour trips would not likely create a CO "hot spot." As discussed in the Transportation/Traffic analysis, the project would generate 93 AM peak hour trips and 106 PM peak hour trips. Therefore, the project would not result in a CO hot spot and have a less than significant impact on sensitive receptors.

The proposed project also would involve the construction of 175 townhomes (sensitive residential receptors<sup>2</sup>) as close as approximately 200 feet west of the centerline of State

<sup>2</sup> "Sensitive receptors" generally means any residence including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve (k-12) schools; daycare centers; and health care facilities such as hospitals or retirement and



Route 217. The proximity of sensitive land uses to freeways can potentially result in exposure to diesel particulate matter, an airborne carcinogen, from heavy-duty trucks. To address this risk, the California Air Resources Board (CARB) recommends avoiding siting new land uses with sensitive receptors within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicle per day (CARB, 2005). According to the most recent traffic data for State highways, the segment of State Route 217 near the project site has an average daily traffic (ADT) flow of 12,000, with the volume increase to 21,900 ADT closer to U.S. Highway 101 (California Department of Transportation, 2013) Because these traffic volumes are below those identified in ARB's handbook, the proximity of residences on the project site to State Route 217 would not result in substantial health risks from air pollution. Impacts to sensitive receptors would be less than significant.

- e) The proposed project is a mixed-use development that include live-work units and shopkeeper units which would provide ground-floor commercial space below the residence. The commercial spaces would be used for office type commercial and would not generate odors that would be a nuisance to the proposed residential uses. Substantial objectionable odors are normally associated with such uses as agriculture, wastewater treatment, industrial facilities, or landfills. Therefore, impacts would be less than significant.

#### Cumulative Impacts

- c) Emissions of criteria air pollutants during construction and operation of the proposed project would contribute to cumulative impacts on air quality throughout the South Central Coast Air Basin. The significance thresholds used for air quality analysis on a project level (25 lbs. per day of NO<sub>x</sub> or ROG from mobile sources only) address cumulative air quality impacts. The project's operational emissions as outlined in Table 4 would not exceed these thresholds. Consequently, the project's contribution to cumulative air quality impacts would be less than significant.

A project's consistency with the Clean Air Plan (CAP), the County's plan to achieve attainment status of the ozone standard, is based on consistency with growth forecasts used in developing the CAP. The current CAP (~~2010~~2013) used forecast data from the ~~2007~~2008 Regional Growth Forecast prepared by the Santa Barbara County Association of Governments (SBCAG). This forecast is based on development anticipated by general plans, including the Goleta GP/CLUP. The Goleta GP/CLUP anticipates an increase of 1.3 million square feet of additional industrial land uses by the year 2030, including the project site.

The proposed project would add residents to the City, which would contribute to regional cumulative air quality impacts from buildout under the Goleta GP/CLUP. Because the proposed project involves a General Plan amendment and rezone to enable residential uses, it would result in additional residents to the population forecast in the Goleta GP/CLUP. The proposed project involves developing 175 townhouse units. Given that

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nursing homes. A sensitive receptor includes long term care hospitals, hospices, prisons, and dormitories or similar live-in housing.



the City has approximately 2.72 persons per household, development of the proposed project would add an estimated 476 residents (175 dwelling units x 2.72 people/dwelling unit) (California Department of Finance, 2014). This additional population would increase the City's population from its current level of 30,202 to an estimated 30,682. SBCAG's 2010-2040 growth forecast projects Goleta's population to be 30,000 in 2015, 33,900 in 2035, and 34,600 in 2040. The proposed project is not expected to be operational until after 2015. Consequently, the proposed project was compared to the 2035 and 2040 forecasts. Population generated by the proposed project would not exceed SBCAG's 2035 growth forecast of 33,900 or the 2040 growth forecast of 34,588 for the City of Goleta (SBCAG, 2012). In addition, recently approved projects (such as Westar, Village at Los Carneros, Cortona Apartments, The Hideaways, etc.) will result in approximately 1000 fewer units than what would have resulted if the maximum allowed densities had been followed. The maximum allowed densities (and resultant number of units) was the project studied in the General Plan Final EIR. Development of the Old Town Village Mixed-Use project would therefore be consistent with the population forecasts contained in the ~~2010~~2013 CAP, and the project's contribution to regional cumulative air quality impacts would be less than significant.

#### Required Mitigation Measures

**AQ-1 Diesel Equipment Standards.** Any diesel construction equipment used during paving of the project site must meet or exceed the U.S. Environmental Protection Agency's Tier 1 emission standard for offroad equipment.

**Plan Requirements and Timing:** Consistent with Mitigation Measure N-3, the applicant must submit a list of all stationary equipment to be used in project construction, so that it complies with this requirement for review and approval by the Planning and Environmental Review Director, or designee. This information must be reviewed and approved by the Planning and Environmental Review Director, or designee, before the City issues a LUP. All City-approved diesel construction equipment must be used for the duration of paving on-site.

**Monitoring:** The Planning and Environmental Review Director, or designee, will periodically inspect the site to ensure compliance with requirements pertaining to construction equipment.

#### Residual Impact

With implementation of Mitigation Measure AQ-1 to reduce emissions during construction, residual project-specific and cumulative impacts on Air Quality would be less than significant.



## BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			■	

This section is based on a biological resources analysis and reconnaissance site visits included in the Biological Resources Assessment in Appendix B.

### Existing Setting

Within Goleta, much of the coastal plain between the Santa Ynez Mountains and Pacific Ocean is developed or has been historically disturbed by agriculture or ranching uses. Native vegetation within Goleta is fragmented, but includes riparian and upland woodlands, coastal scrub, native and non-native grasslands, wetlands and vernal pools. Relatively undisturbed habitats are present along narrow riparian corridors, in scattered undeveloped lands of varying sizes, and in protected open space areas.



The site is within the Santa Ynez – Sulphur Mountains subsection of the Southern California Coast of the U.S. Department of Agriculture Forest Service ecoregion system (USDA Forest Service 1996). This ecological subunit extends from the Santa Ynez River mouth in northern Santa Barbara County, south and east into the Sulphur Mountains just west of the Ventura River in northern Ventura County (USDA Forest Service 1996). This ecological unit is generally defined by its mountainous topography inland, with coastal plains at the immediate coast. Locally, the Santa Ynez Mountains to the north of the site form relatively steep hillsides vegetated by native chaparral and drained by incised streams along which grow bands of riparian shrubs and woodlands. The project site is located within the South Coast region of Santa Barbara County on a coastal plain, along the south edge of the western Transverse Range Mountains. The site is within the South Coast subregion of the Jepson ecoregion system, which extends from Point Conception to the west southward to Mexico, along the immediate coast in Santa Barbara County, but also extending inland to the San Gabriel and San Bernardino mountains farther east and south (Baldwin et al. 2012).

San Jose Creek is the local incised stream, and its watershed occupies approximately 9.5 square miles. Over time, this creek has eroded the local hillsides and created the alluvium terrace that comprises the site. The Pacific Ocean is approximately one mile to the south and the Santa Ynez Mountains begin approximately 1.5 miles to the north.

The proximity of the Santa Ynez Mountains, with elevations surpassing 4,000 feet, to the Pacific Ocean influences the coastal plain climatic conditions by forcing air masses upward. When moist air is pushed up by the mountains, the orographic effect causes increased precipitation along the South Coastal plain. Annual precipitation in Goleta is typically about 16.3 inches, with the majority of rainfall received between November and April in typical years (Western Region Climate Center 2014). Mean annual temperatures range from 48 to 69 degrees Fahrenheit (°F). Summer daytime temperatures are often modified by morning fog and sea breezes. The growing season lasts 340 to 360 days per year (USDA NRCS, 2014).

The regional climate is Mediterranean, influenced by proximity to the ocean with hot, dry summers and mild winters. Precipitation occurs primarily as rain falling between November and April (mean annual average of approximately 16 inches per year), and as fog during the summer months (Western Regional Climate Center, 2014).

### *Watershed and Drainages*

The remnant Old San Jose Creek is present along the northwestern boundary of the project site, and a channelized San Jose Creek Improvement Channel is present east of the project site beyond S. Kellogg Avenue. The former San Jose Creek channel was deprived of flow when the concrete-lined channel was completed in 1963, which relocated San Jose Creek to become parallel to State Route 217. The former channel is about 3,000 feet long (including the north-south trending component), and mostly dominated by large black cottonwoods (*Populus trichocarpa*). Water was not observed flowing in Old San Jose Creek at the time of the December 2014 site visit, despite recent heavy rains.<sup>3</sup> The San Jose Creek watershed drains approximately 9.5 square miles mostly upstream of the project site, with the headwaters originating at an elevation of 2,760 feet on the coastal side of the Santa Ynez Mountains (Padre

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<sup>3</sup> The total precipitation from December 1 to December 17, 2014 was 4.80 inches at the Santa Barbara Airport (NOAA, 2014).





Associates, Inc., 2003). Water in San Jose Creek drains from north to south towards the Goleta Slough and eventually into the Pacific Ocean.

### Soils

The project site is under agricultural cultivation for row crops including vegetables and herbs. As described in Agricultural and Forest Resources, the NRCS describes the soils on-site as well-drained and classified as Elder Sandy Loam (0-2% slopes) (EaA) (Penfield & Smith, 2014; NRCS, 2014).

### Vegetation

Three vegetation communities are associated with the project site: active agriculture, eucalyptus woodland, and black cottonwood forest (Appendix B). A list of plant species observed on-site during field surveys conducted for this report can be found in Appendix C of the Biological Resources Assessment. Vegetation alliances follow the classification developed by Sawyer et al. (2009), where applicable.

The following three vegetation communities occur on-site:

Active Agriculture. This community type is not naturally occurring, and therefore is not described in either the Holland (1986) or Sawyer et al. (2009) classification systems. The majority of the project site is existing active row crops totaling 11.3 acres (93%). Row crops are currently being cultivated on this land and native vegetation appears absent. The disturbed areas between row crops contain non-native plant species including without limitation: Mexican fan palm (*Washingtonia robusta*), cheeseweed mallow (*Malva parviflora*), sowthistle (*Sonchus sp.*), sweet fennel (*Foeniculum vulgare*), castor bean (*Ricinus communis*), and Russian thistle (*Salsola sp.*).

Eucalyptus (globulus, camaldulensis) Semi-Natural Woodland Stands. Eucalyptus groves form dense canopies on 0.67 acre (5.4%) of the northwestern portion of the project site along Old San Jose Creek. The woodland is dominated by specimen blue gum (*Eucalyptus globulus*) eucalyptus trees up to approximately 130 feet tall, with occasional semi-mature coast live oak trees (*Quercus agrifolia*). The tree canopy is dense and generally continuous and dense over most of the remnant creek bed. Eucalyptus groves are found planted as trees, groves, and windbreaks and have become naturalized on uplands and stream courses. The allelopathic qualities of fallen gum leaves cause the understory to be depauperate. Sparse native species present include coast live oak, arroyo willow (*Salix lasiolepis*), and wild cucumber (*Marah macrocarpa*), generally present in the ecotonal transition to the *Populus trichocarpa* Forest Alliance (described below). As noted below, this area could potentially provide habitat for monarch butterflies (*Danaus plexippus*), and contains a historic raptor nest. The south edge of the eucalyptus grove would be removed for construction of the permitted, but not yet constructed, Ekwil Street Extension (City of Goleta, 2011).

Populus trichocarpa (Black cottonwood) Forest Alliance (G5 S3). Black Cottonwood Forest, dominated by black cottonwood trees with scattered coast live oak forms dense canopy on 0.15 acre (1%) of the project site along Old San Jose Creek. Black cottonwood forests are found along seasonally flooded and permanently saturated soils on stream banks and alluvial terraces (Sawyer et al. 2009). No native shrub layer or understory was observed with the stands of this community on-site. Invasive annual species present include cheeseweed mallow, mustard (*Brassica sp.*), and non-native annual grasses.



## General Wildlife

No evidence of wildlife activity in was observed in the actively cultivated agricultural field. In contrast, wildlife use of the Old San Jose Creek riparian corridor included a possible bivouac<sup>4</sup> of monarch butterflies (but certainly basking monarch butterflies); and bird species such as red-tailed hawk (*Buteo jamaicensis*), acorn woodpeckers (*Melanerpes formicivorus*), yellow-rumped warbler (*Setophaga coronata*), and turkey vulture (*Cathartes aura*). A vacated raptor nest was observed in a eucalyptus tree during the December 17, 2014, site survey, as shown in Appendix B. Refer to Appendix B, *Floral and Faunal Compendium*, of the Biological Resources Assessment for a full list of species observed.

## 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. In addition, the City of Goleta's *Environmental Thresholds and Guidelines Manual* defines the following thresholds of significance:

### 1. *Types of Impacts to Biological Resources*

Disturbances to habitats or species may be significant, based on substantial evidence in the record, if they impact significant resources in the following ways:

- a. Substantially reduce or eliminate species diversity or abundance.
- b. Substantially reduce or eliminate quantity or quality of nesting areas.
- c. Substantially limit reproductive capacity through loss of individuals or habitat.
- d. Substantially fragment, eliminate, or otherwise disrupt foraging areas and/or access to food resources.
- e. Substantially limit or fragment range and movement (geographic distribution of animals and/or seed dispersal routes).
- f. Substantially interfere with natural processes, such as fire or flooding, upon which the habitat depends.

### 2. *Less Than Significant Impacts*

The *Environmental Thresholds and Guidelines Manual* provides examples of areas in the City of Goleta where impacts to habitat are presumed to be less than significant, including:

- a. Small acreages of non-native grassland if wildlife values are low.
- b. Individuals or stands of non-native trees if not used by important animal species such as raptors or monarch butterflies.
- c. Areas of historical disturbance such as intensive agriculture.
- d. Small pockets of habitats already significantly fragmented or isolated, and disturbed or degraded.
- e. Areas of primarily ruderal species resulting from pre-existing man-made disturbance.

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<sup>4</sup> Analysis by Althouse and Meade, Inc., March 6, 2015.



## Project Specific Impacts

- a) The proposed project would not result in any adverse impacts to special status plant species based on surveys conducted on the site that found no such species. Therefore, no mitigation measures for special status plants are required. Implementation of the proposed project has the potential to result in direct and/or indirect, adverse impacts to special status animals, if present. Accordingly, potential impacts to and recommended mitigation measures for special status animals are presented below.

### *Monarch Butterflies.*

The United States Fish and Wildlife Service (USFWS) received a petition to list the monarch butterfly and, on December 31, 2014, began year-long process of soliciting information consistent with the requirement on the Endangered Species Act (“Service Review”). The species is not on the most recently published 2014 Candidate List (USFWS, 2014b). Monarch butterfly roosts (aggregations) are designated as sensitive resource by California Department of Fish and Wildlife (CDFW).<sup>5</sup> Additionally, GP/CLUP Conservation Element Policies CE 4.4, 4.5, and 4.6 require protection of monarch butterfly roosts through designation of Monarch ESHAs, establishment of buffers, and standards applicable to new development adjacent to Monarch ESHAs

During the December 17, 2014 reconnaissance survey biologists detected a probable bivouac roost of hundreds to thousands of monarch butterflies. The butterflies were observed in six eucalyptus trees and one coast live oak tree at the southern edge of the eucalyptus grove, adjacent to the active agricultural field. The individual butterflies were widely spaced, and were in not configurations that are not classified as “clusters.” Clusters are characteristic of overwintering and autumnal aggregation sites (Analysis by Althouse and Meade, Inc. March 6, 2015). Monarch butterfly autumnal or overwintering roosts or aggregations haves not been previously recorded in the Old Town area (GP/CLUP, 2009; Meade, 1999; URS, 2014). Active agricultural activities were occurring on-site, and off-site noise and vibration generating industrial uses were occurring to the west.

Monarchs were not observed during subsequent surveys on January 19 and February 25, 2015. The December observation may have been a bivouac (Analysis by Althouse and Meade, Inc. March 6, 2015). Monarch butterflies bask on many trees in Goleta throughout the year. The presence of basking butterflies does not necessarily indicate an aggregation site in need of protection (Analysis by Althouse and Meade, Inc. March 6, 2015). Weather patterns suggest that transient butterflies could have formed a bivouac at the grove that lasted, at most, a few days.

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<sup>5</sup> The monarch butterfly is not listed by CDFW; however, it is classified as “S3” by the CDFW, meaning that it has “limited distribution or numbers, but no current threats known” (CDFW 2015). The CDFW does not consider individual monarch butterflies a sensitive resource, but it does consider monarch butterfly winter roosting sites clusters a sensitive resource.



The south facing edge area of the grove is also atypical habitat for monarch butterfly aggregations; these typically occur within the protection of the grove. If overwintering clusters were present they would be expected within the grove along Old San Jose Creek (Meade, 2015).<sup>6</sup> Previous studies were conducted during the appropriate time of year in 2004, 2006, 2007, 2008, 2012, 2013, and 2014 had not detected aggregations (URS 2014, Caltrans 2010).<sup>7</sup> Furthermore, the eucalyptus trees in which butterflies were observed are proposed for removal as part of the permitted Ekwil Street Extension. The Ekwil Street Extension FEIR (SCH No. 2004061072) evaluated impacts to biological resources, including protected monarch butterfly aggregations. To reduce impacts to monarch butterflies to less than significant, the FEIR includes a mitigation measure requiring pre-construction surveys during the overwintering season, and avoidance and buffers if monarch roosts are present.

Possible indirect impacts (e.g., noise, lighting, dust) from construction of the proposed project are would be potentially significant, if construction occurs during the overwintering season and protected butterfly aggregations are present. Indirect construction noise impacts would be less than significant with implementation of Mitigation Measure N-3, which requires shielding of construction equipment, and Mitigation Measure N-2 which would limit construction hours. Indirect dust impacts would be less than significant with adherence to Santa Barbara County APCD requirements. Nighttime lighting impacts to roosting monarch butterflies have not been studied (Meade, 2015). However, Mitigation Measure N-2 would prohibit construction during hours that would require night lighting. The butterflies were directly adjacent (approximately 150 feet) to existing noise producing commercial and industrial uses to the west and south.

Grading and landscape for the project is proposed beginning approximately 50 feet from the edge of canopy of eucalyptus trees and no fuel modification is required. Accordingly, no direct impacts to monarch butterfly aggregations or habitat from vegetation removal would occur as a result of the Old Town Village Mixed-Use project.<sup>8</sup> The proposed project has the potential to result in significant short-term indirect construction impacts to monarch butterflies, but only if they are aggregating within the project site and/or immediate vicinity and construction activities occur during overwinter season (generally October to March). Impacts to monarch butterflies would be less than significant with implementation of a mitigation measure requiring pre-construction surveys and, if aggregations are detected, a construction buffer.

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<sup>6</sup> However, formation of clusters and aggregations on a south facing wall of trees has precedent. Examples are at Carpinteria Creek and at the historic Music Academy of the West site where clusters of monarch butterflies once formed on the south side of a eucalyptus windrow (Meade, 2015).

<sup>7</sup> Previous surveys were conducted as part of the Ekwil Fowler Road Extension (evaluated under CEQA separately, not part of this project) Surveys on the property were not specific to monarch butterflies except on January 19 and February 25, 2015. Overwintering monarch butterfly clusters are cryptic and often missed by untrained observers, or surveyors concentrating on other tasks, (e.g., wetland delineation) (Meade, 2015).

<sup>8</sup> The City's zoning regulations defines development as "any change made by person or persons...including but not limited to the placement, construction, or reconstruction, or alternation of building or structures, landscaping improvements..." Therefore, grading and landscaping are considered "development" with the Policy CE 4.5 required 100' buffer.



Possible indirect impacts (e.g., noise, lighting dust) from construction and operation ~~are~~ would be potentially significant to the monarch butterfly. ~~resulting from construction of the proposed project, if monarch butterflies are present. Indirect dust impacts would be less than significant with adherence to SBCAPCD requirements. Nighttime lighting impacts to roosting monarch butterflies have not been studied (Meade, 2015). However, indirect operational lighting impacts would be addressed through Mitigation BIO-5, required for consistency with Policy 1.9, which limits lighting directed as ESHA. The potential butterfly habitat is directly adjacent (approximately 150 feet) to existing noise producing commercial and industrial uses to the west and south; the introduction of residential uses in the vicinity would not increase ambient noise levels above the existing baseline in the northeast edge of the site, adjacent to woodland habitat (Noise, Table 9).~~ The introduction of residential uses, south of the permitted Ekwil Street extension, may have additional effects (e.g., heat reflection, tree felling) that are unknown (Meade, 2015). The introduction of ornamental landscaping may provide additional nectaring sources for monarch butterflies.

Grading and landscape for the project is proposed beginning approximately 50 feet from the edge of canopy of eucalyptus trees, and no fuel modification is required. Consequently, no direct impacts would occur to potential monarch butterfly habitat from vegetation removal.<sup>9</sup> The proposed project has potential to result in significant short-term indirect construction impacts to monarch butterflies, but only if they are aggregating within the project site and/or immediate vicinity and construction activities occur during overwinter season (generally October to March). Impacts would be less than significant with implementation of a mitigation measure requiring pre-construction surveys, and if aggregations are detected requiring a construction buffer.

Mitigation Measure BIO-1 below was developed based on monarch butterfly policies in the Conservation Element. In addition, Mitigation Measure BIO-5 would control light pollution and glare from the proposed development on the potential monarch butterfly basking area. Implementation of this recommended mitigation measure would reduce potential new indirect short-term construction impacts to the monarch butterfly to a less than significant level.

### *Nesting Birds and Raptors*

As detailed in Appendix A, *Regulatory Guidance*, of the Biological Resources Assessment, the nests of most native birds and raptors are state and federally protected. The proposed project has potential to result in direct impacts to nesting birds, including special status birds such as the Nuttall's woodpecker, oak titmouse, white-tailed kite, least Bell's vireo, and yellow warbler, if they are nesting within the project site and/or immediate vicinity during construction activities. Nesting birds may potentially occur within vegetation on and adjacent to the project site in trees along Old San Jose Creek. Given the low probability for occurrence, the fact that no riparian vegetation is proposed

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<sup>9</sup> The City's zoning regulations defines development as "any change made by person or persons...including but not limited to the placement, construction, or reconstruction, or alternation of building or structures, landscaping improvements..." Therefore, grading and landscaping are considered "development" with the Policy CE 4.5 required 100' buffer.



for removal, and negative results of past surveys (URS, 2014), protocol least Bell's vireo surveys are not recommended and nesting surveys would be adequate. No direct impacts would occur because no vegetation or additional trees (beyond those associated with the Ekwill Street Road project) are proposed for removal. Possible indirect impacts to nesting birds resulting from implementation of the proposed project are potentially significant.

Conservation Element Policy CE 8.4 of the GP/CLUP requires protection of protected raptors through the establishment of a 100-foot buffer around historic and active nests, and a 300-foot construction buffer from active nests. The GP/CLUP identifies a red-tailed hawk nest along Old San Jose Creek on the parcel to the north (GP/CLUP, Figure 4.1), which was confirmed active in January and February 2014 (URS, 2014). An inactive raptor nest was observed in December 2014 and February 2015 in a eucalyptus tree along Old San Jose Creek. However, the current nest status and species could not be identified because the initial biological reconnaissance survey was conducted outside the raptor breeding/nesting season and the February survey was not conducted during an optimal time of day to observe nesting behavior. Further, proposed development is greater than 100 feet from the observed inactive nest nearby, consistent with Policy CE 8.4. Seasonal construction buffers would be required if active nests are found within 300 feet of the project site during preconstruction surveys, as discussed below.

No suitable habitat occurs within the development envelope for protected raptors, and they are not anticipated to be present within the project site during construction of the project. Therefore, no direct or permanent impacts are anticipated to special status raptor individuals or habitat. The agricultural area likely provides limited low-quality foraging habitat for raptors. However, raptors are known to nest within the project vicinity and construction of the proposed project is expected to create increased traffic, noise, vibrations, and other temporary impacts during construction (GP/CLUP; URS, 2014). Therefore, the proposed project has potential to result in temporary indirect significant impacts to protected nesting birds raptors, if active nests are present within the vicinity of the project site during construction activities. Possible indirect temporary impacts to raptors and protected nesting birds resulting from construction of the proposed project are potentially significant. Implementation of Mitigation Measure BIO-2 would reduce potential new indirect short-term construction impacts to the nesting birds and raptors to a less than significant level.

#### *Aquatic and Semi-aquatic Animals*

The remnant Old San Jose Creek channel on-site does not have sufficient flows (or currently any) to support aquatic or semi-aquatic species. Semi-aquatic species (e.g., California red-legged frog, two-striped garter snake) are not likely to occur in the channelized section of San Jose Creek adjacent to the project site, because no riparian habitat is present. No direct impacts would result from construction and operation since no aquatic habitat occurs (or is expected to occur) on-site in Old San Jose Creek based on the lack of consistent water. Indirect impacts off-site aquatic habitat for aquatic species (e.g., unarmored threespine stickleback, and steelhead) would be reduced with adherence to existing regulations requiring a Stormwater Pollution Prevention Plan (SWPPP) to address stormwater run-off and sedimentation. Therefore, indirect off-site impacts to special status aquatic species and habitat would be less than significant.



### *Roosting Bats*

The proposed project has potential to result in indirect impacts to bats, such as the hoary bat, pallid bat, silver-haired bat, western mastiff bat, western red bat, if they are foraging or roosting within trees along the northwest edge the project site and/or immediate vicinity during construction activities. No trees are proposed for removal. Accordingly, no direct impacts are unlikely to occur. Additionally, bat foraging would occur in the evening, outside typical construction hours. Given the existing urbanized setting and on-site agricultural and off-site industrial uses, no new significant indirect impacts to roosting bats are anticipated. Therefore, indirect impacts to bats would be less than significant.

- b) No sensitive plant communities are proposed for removal. Indirect dust impacts to sensitive and riparian communities in Old San Jose Creek would be addressed through adherence to Santa Barbara County Air Pollution Control District requirements. The only on-site sensitive community, the Black Cottonwood Forest, is located greater than 150 feet from proposed development. The project site is outside the County High Fire Hazard Area and the City's Wildland Fire Hazard Area. Consequently, the Santa Barbara County Fire Protection District is not anticipated to require fuel modification. The intermittent flooding of Old San Jose Creek was reduced when the creek was rerouted and channelized in 1963, and eliminated with recent San Jose Creek channel improvements. Implementation of the proposed project would have less than significant direct and indirect impacts on sensitive or riparian communities. Therefore, no avoidance, minimization or mitigation measures are recommended.
- c) Development would be greater than 100 feet from the channel of Old San Jose Creek, and is separated San Jose Creek off-site to the east of S. Kellogg Avenue. Therefore, the project would have no direct impacts to riparian vegetation, waters or wetlands. Appropriate buffers from these areas are recommended under Section e) (below). The proposed project has potential to result in significant indirect impact, if there is run-off from the project site and/or immediate vicinity into off-site San Jose Creek during construction activities. Indirect off-site impacts would be less than significant with implementation of mitigation measures BIO 3 and 4 below requiring adherence to BMPs and designation of a wash-out area.
- d) The project site is in a highly urbanized area. On the regional scale, the City of Goleta is not in an identified Essential Connectivity Area or Natural Landscape block in the California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California (Spencer, et al. 2010).

"Wildlife corridor" is a term commonly used to describe linkages between discrete areas of natural habitat that allow movement of wildlife for foraging, dispersal, and seasonal migration. The trees along Old San Jose Creek provides a local wildlife corridor (slightly less than one mile long) for large and small birds, as the birds are able to move from one group of trees to another. In addition, small animals that are adapted to the urban environment, such as western fence lizard, raccoon, opossum, and others, may use the creek as a wildlife corridor. Since San Jose Creek was rerouted in 1963, Old San Jose Creek has been an extremely limited wildlife corridor because connections were severed to the Goleta Slough and to the upper watershed.



The proposed project would not affect movement of aquatic species within off-site San Jose Creek, and would not modify or introduce barriers to the Old San Jose Creek remnant riparian corridor along the northwest property line. The habitat quality is marginal and the function of Old San Jose Creek as a wildlife corridor is limited because it is no longer connected to the upper watershed and does not receive enough water from runoff to support aquatic species. No habitat is proposed for removal. Direct and indirect impacts to wildlife movement would be less than significant. Therefore, no avoidance, minimization or mitigation measures are recommended.

- e) The proposed project has potential to conflict with GGP/CLUP policies that protect raptor nests, monarch butterfly roosts, and mapped ESHA and Stream Protection Areas (SPA), as discussed above. In addition, the proposed project has the potential to conflict with Goleta General Plan local policies that prohibit the planting of invasive species, SPA buffers for Old San Jose Creek and San Jose Creek, and require specific restriction in ESHA consistent with Policy CE 1. Accordingly, potential impacts to and recommended mitigation measures for biological resources protected by the Conservation Element of the GGP/CLUP are presented below.

*Policy CE 1: Environmental Sensitive Habitats Area Designation and Policy*

As the woodlands along Old San Jose Creek are classified as ESHA for monarchs, raptors, and SPAs, provisions of Policy CE 1.9 apply that limit lighting, noise generation, and invasive landscaping.

Conservation Element Policy CE 1.9 prohibits the planting of nonnative, invasive species in ESHAs and buffer areas adjacent to ESHAs. The planting of nonnative, invasive species reduces the available habitat for native plant and wildlife species within the project limits and may cause the spread of invasive species to adjacent areas. Similarly, the use of nonnative, invasive species in erosion control seed mixes on stockpiles during construction would potentially cause the spread of invasive species to adjacent areas along Old San Jose Creek. These impacts are potentially significant. Mitigation Measure BIO-6 would prevent the planting of invasive species on the project site.

Consistent with mitigation measures BIO-1 and -2, no noise generating activities would occur within 200 feet of the Monarch ESHA and 300 feet of an active raptor nest while the roosts/nests are active.

Policy 1.9 limits lighting directed at ESHA. As discussed above, night lighting has not been documented or studied as disturbance to roosting monarch butterflies. Lighting impacts to raptor ESHA are potentially significant.

*Policy CE 2: Protection of Creek and Riparian Areas.*

Policy CE 2.2 also allows the City to adjust the 100-foot buffer at the time of environmental review, if “1) no alternative siting is available, and 2) the project’s impacts will not have significant adverse effects on streamside vegetation or the biotic quality of the stream.”<sup>10</sup> The project would be constructed within the agricultural areas only, and

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<sup>10</sup> Measured from the top of the bank or the outer limit of wetlands and/or riparian vegetation, whichever is greater.





has been designed to avoid sensitive resources. No direct impacts would occur from implementation of the proposed project. The proposed project has potential to result in indirect impacts to the remnant riparian corridor associated with remnant Old San Jose Creek and aquatic habitat in channelized San Jose Creek during construction activities. However, as discussed above under Section c, impacts to wetlands and waterways would be less than significant with adherence to existing regulations (e.g., SWPPP, GCP Policy 1.9(g)) and incorporation of the biological resource Section a mitigation measures.

San Jose Creek. A reduced buffer of 80 feet is recommended from San Jose Creek, given that no streamside vegetation is present and the channelized streambed is separated from the project by S. Kellogg Avenue. Indirect aquatic habitat impacts from construction would be addressed through adherence to state and local regulations (e.g., SWPPP, erosion control plan, GGP/CLUP CE 10).

Old San Jose Creek. The project would be greater than 100 feet from the banks of Old San Jose Creek. A reduced buffer from the edge of the eucalyptus canopy is not required since the woodland areas within 100 feet of the project are defined by invasive eucalyptus trees with no understory. The blue gum eucalyptus trees are not considered the edge riparian vegetation, since blue gum eucalyptus trees are not Facultative Wetland or Facultative species (Lichvar, 2014).<sup>11</sup> The stream corridor has no aquatic biotic quality since flows are directed away from the remnant Old San Jose Creek.<sup>12</sup> The proposed project would be outside the canopies or root zone of any riparian trees (e.g., coast live oak, cottonwood). The project is proposed greater than 100 feet from the edge of the CDFW sensitive Black Cottonwood Forest Alliance.

With implementation of the buffer recommendations and mitigation measures BIO-3 and BIO-4 below, no additional mitigation measures are necessary.

*Policy CE 3: Protection of Wetlands*

The project would not conflict with CE 3.3 through CE 3.8, since no fill is occurring and the project buffer from the remnant top of bank is greater than 100 feet.

*Policy CE 4: Protection of Monarch Butterfly Habitat Areas*

As discussed above, monarch butterflies were observed basking at the project site in December 2014. There were no subsequent surveys of butterflies. Consequently, it cannot be determined that December 2014 observance should be classified as monarch ESHA consistent with Policy CE 4.4. The more likely preferred habitat for the monarch butterflies, within the protection of the grove adjacent to Old San Jose Creek, is greater than 100 feet from the project site. Therefore, the Policy CE 4.5 buffer can be

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<sup>11</sup> A site is considered to have a “predominance of hydrophytic vegetation” when 50 percent or more of the dominant plant species are classified as Obligate Wetland, Facultative Wetland, or Facultative according to the National Wetland Plant List (Lichvar, 2014). Hydrophytic vegetation can also be demonstrated using a different mathematical equation called the “Prevalence Index,” as described in the WMVC Regional Supplement.

<sup>12</sup>The project site, including Old San Jose Creek, was previously in the 100-year flood hazard zone. However, with the channel widening associated with the San Jose Creek Improvement Project, the site and creek will be out of the 100-year flood hazard zone (City of Goleta, 2014).



reasonably reduced to 50 feet, which would not include the proposed project. Mitigation measure BIO-1 would reduce impacts by requiring a preconstruction survey, and if protected aggregation sites are observed construction would be prohibited within a 100 foot buffer consistent with Policy CE 4.6.

*Policy CE 8: Protection of Special-Status Species*

An unoccupied raptor nest was observed in a eucalyptus tree (Appendix B), and a red tailed hawk nest is mapped on a parcel to the north on Figure 4.1 of the GGP/CLUP. Development is proposed greater than 100 feet away from the nest, consistent with Policy CE 8.4. With implementation of the mitigation measures described above prohibiting construction within 300-feet of an active raptor nest, the project would be consistent with Policy CE 8.4.

*Policy CE 9: Protection of Native Woodland*

Implementation of the project would not result in protected tree removal or alteration. All potentially protected on-site trees (e.g., coast live oak, cottonwood) are within the remnant riparian vegetation along Old San Jose Creek, and are located an adequate distance outside the project's development footprint. The proposed project would be consistent with Policy CE 9.

*Policy CE 10: Watershed Management and Water Quality*

Section 5.1 Mitigation Measures and existing regulations addresses the requirements of Policy CE 10.

With implementation of the proposed mitigation measures, the proposed project would be consistent with the City of Goleta GP/CLUP, and would not conflict with any local policies.

- f) The project would not conflict with the provisions of any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Cumulative Impacts

Because the proposed project, as mitigated, would not result in significant impacts to biological resources, the project's contributions to cumulative impacts to biological resources would not be cumulatively considerable. Based on the above analysis and the projects consistency with local, regional and state conservation plans, the projects contribution cumulative policy impacts on biological resources would not be cumulatively considerable.

Required/Recommended Mitigation Measures

**BIO-1: Conduct Monarch Butterfly Surveys and Avoidance.** Consistent with GGP/CLUP Policy CE 4.6, if an active aggregation (present for one week or more) is present on the project site, all construction, grading, or noise-generating work associated with this project must be seasonally timed to avoid noise- and human activity-related impacts to



aggregating monarch butterflies. If work must occur during the overwintering season (generally between October and March), before work, a biologist approved by the Planning and Environmental Review Director, or designee, must survey all habitat trees (e.g., eucalyptus, coast live oak) within 100 feet of the residential development area to determine use by monarchs. If the eucalyptus groves in the project area are found to serve as monarch butterfly aggregation site, indirect impacts must be minimized to the extent practicable. Construction within 100 feet of an aggregation must be delayed until the butterflies abandon the aggregation. With approval of the Director, construction activities may occur within 100 feet of aggregations under the direction of a biological monitor. Surveys must be conducted in favorable conditions to identify any monarch aggregations within 100 feet of the area proposed for disturbance seven days before construction activities commence. If no aggregations are observed, no further mitigation is required. If monarch aggregations are detected, a temporary fence must be installed along the outer boundary of the buffer zone prior to and during any grading and construction activities on the site.

*Plan Requirements and Timing:* Before the City issues a grading or building permit(s), the Planning and Environmental Review Director, or designee, must verify that construction and grading is occurring outside the winter roosting season, or that monarch surveys have been conducted, and buffer requirements specified above are in place (if applicable). The project biologist must prepare and submit a written report of the findings of the pre-construction survey to the City for review prior to finalization. This measure, including the fencing location, must be incorporated into the grading plans for the Project.

*Monitoring:* The Planning and Environmental Review Director, or designee, must verify compliance before the City issues any grading or building permit(s) and conduct periodic site inspections to ensure compliance throughout the construction period.

**BIO-2 Nesting Birds and Raptors.** To avoid construction impacts to nesting birds and raptors, vegetation removal and initial ground disturbance must occur outside the bird and raptor breeding season, which is typically February 1 through August 31, but can vary based on local and annual climatic conditions. If construction must begin within this breeding season, then not more than two weeks before ground disturbance and/or vegetation removal commences, a bird and raptor pre-construction survey must be conducted by a City-approved biologist within the disturbance footprint plus a 300-foot buffer, as feasible. If the project is phased, a subsequent pre-construction nesting bird and raptor survey is required before each phase of construction within the project site. If no raptor or other bird nests are observed no further mitigation is required.

Pre-construction nesting bird and raptor surveys must be conducted during the time of day when bird species are active and be of sufficient duration to reliably conclude presence/absence of nesting birds and raptors within the 300 foot buffer. A report of the nesting bird and raptor survey results, if applicable, be submitted to the Planning and Environmental Review Director, or designee, for review and approval before the City issues grading permits.

If active raptor or Migratory Bird Treaty Act protected bird nests are found within 300 feet of the project site, their locations must be flagged and then mapped onto an aerial



photograph of the project site at a scale no less than 1"=200' and/or recorded with the use of a GPS unit. If active raptor nests are detected the map will include topographic lines, parcel boundaries, adjacent roads, known historical nests for protected nesting species, and known roosting or foraging areas, as required by Conservation Element Policy CE 8.3 of the Goleta Community Plan /Coastal Land Use Plan. If feasible, the buffer must be 300 feet in compliance with Conservation Element Policy CE 8.4 of the Goleta General Plan/Coastal Land Use Plan. If the 300-foot buffer is infeasible, the City approved biologist may reduce the buffer distance as appropriate, dependent upon the species and the proposed work activities. If any active non-raptor bird nests are found, a suitable buffer area (varying from 25-300 feet), depending on the particular species found, shall be established by the City approved biologist. No ground disturbance can occur within the buffer until the City-approved biologist confirms that the breeding/nesting is completed and all the young have fledged. Alternately, a City approved biologist must monitor the active nest full-time during construction activities within the buffer to ensure project activities are not indirectly impacting protected nesting birds and raptors.

**Plan Requirements and Timing:** Before the City issues a grading or building permit(s), the Planning and Environmental Review Director, or designee, must verify that construction and grading is occurring outside the nesting season, or that nesting bird and raptor surveys have been conducted, and buffer requirements specified above are in place (if applicable). This measure, and any buffer requirements, must be incorporated into the grading plans for the Project.

**Monitoring:** The Planning and Environmental Review Director, or designee, must verify compliance before the City issues any grading or building permit(s) and conduct periodic site inspections to ensure compliance throughout the construction period.

**BIO-3 Sediment Control.** To avoid wetland impacts, the Stormwater Pollution Prevention Plan (SWPPP) and Erosion Control Plans must be augmented by best management practices (BMPs) recognized in the industry and aimed at reducing sediment erosion into the creek (e.g., straw wattles, silt fencing between the creek and construction area, erosion control blankets, hydroseeding) must be installed around the project site before the onset of construction activities. If no runoff to the jurisdictional water is present, no further mitigation is required.

**Plan Requirements and Timing:** Before the City issues a grading or building permit(s), the Planning and Environmental Review Director, or designee, must verify that this measure has been incorporated into the grading plans for the Project.

**Monitoring:** The Planning and Environmental Review Director, or designee, must verify compliance before the City issues any grading or building permit(s) and conduct periodic site inspections to ensure compliance throughout the construction period.

**BIO-4 Washing of Materials.** During construction, washing of concrete, paint, or equipment can occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Washing is not allowed in the dripline of a native tree or non-native specimen tree. An area designated for washing functions must be identified on all plans submitted for issuance of any grading and/or building permit(s).



**Plan Requirements and Timing:** The applicant must designate a wash off area, acceptable to the Planning and Environmental Review Director, or designee, on all plans submitted for issuance of any grading or building permit(s). The washoff area must be in place throughout construction.

**Monitoring:** The Planning and Environmental Review Director, or designee, must verify compliance before the City issues any grading or building permit(s) and conduct periodic site inspections to ensure compliance throughout the construction period.

**BIO-5 Lighting Plan.** In addition to the lighting specifications in Mitigation Measures AES-1, light and glare from new development must be controlled and directed away from the Old San Jose Creek Corridor. Exterior night lighting must be minimized, restricted to low intensity fixtures, shielded, and directed away from ESHAs.

**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 must be approved by the Planning and Environmental Review Director, or designee, before the City issues a Building Permit for construction.

**Monitoring:** Before the City issues a certificate of occupancy, the Planning and Environmental Review Director, or designee, must inspect exterior lighting features to ensure that they have been installed consistent with approved plans.

**BIO-6 Invasive Species.** Nonnative, invasive plant species cannot be included in any erosion control seed mixes and/or landscaping plants associated with the proposed project. The California Invasive Plant Inventory Database contains a list of nonnative, invasive plants (California Invasive Plant Council, 2006, Updated 2011).

**Plan Requirements and Timing:** Before the City issues a Building Permit, the applicant must submit a final landscape plan for review and approval by the Planning and Environmental Review Director, or designee.

**Monitoring:** The Planning and Environmental Review Director, or designee, must verify compliance before the City issues any grading or building permit(s). Before the City issues a certificate of occupancy, the Planning and Environmental Review Director, or designee, must inspect landscape plantings features to ensure that they have been installed consistent with approved plans.

### Residual Impact

Implementation of the mitigation measures above and adherence to stormwater and grading regulations would reduce potential direct and indirect impacts to special status species to less than significant.



## CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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

This analysis is based on a Supplemental Extended Phase 1 Archaeological Investigation that Dudek completed for the proposed project in April 2014 and a peer review of this investigation by Rincon Consultants in January 2015. These reports are included in Appendix C.

### *Prehistoric Setting*

The local prehistoric chronology is divided into four major periods – Paleoindian, Early Period, Middle Period, and Late Period. It is generally accepted that humans entered the New World during the latter part of the Wisconsin glaciation between 40,000 and 20,000 years before present (B.P.). The earliest unquestioned evidence of human occupation in southern Santa Barbara County is dated to between 10,000 to 8,000 B.P. (Erlandson and Colten, 1991). Paleoindian groups during this time focused on hunting Pleistocene megafauna, including mammoth and bison. Plants and smaller animals were undoubtedly part of the Paleoindian diet as well, and when the availability of large game was reduced by climatic shifts near the end of the Pleistocene, the subsistence strategy changed to a greater reliance on these resources.

Post-Pleistocene changes in climate and environment are reflected in the local archaeological record by approximately 8,000 B.P., the beginning of the Early Period, as defined by Chester King (1981, 1979, 1974). The Early Period of the Santa Barbara Channel mainland was originally defined by Rogers (1929), who called it the “Oak Grove” Period. The diagnostic feature of this period is the mano and metate milling stones, which were used to grind hard seeds such as sage for consumption. Toward the end of the Early Period, sea mammal hunting appears to have supplemented subsistence strategies (Glassow et al., 1990).

The Middle Period (3,350 to 800 B.P.) is characterized by larger and more permanent settlements, related to a generally wetter environment. Materials from Middle Period sites reflect a greater reliance on marine resources and include marine shells, fish remains, and fishhooks. A major shift in vegetable food exploitation occurred, as the mano and metate milling stones were replaced by stone mortars and pestles. This indicates a transition from seed gathering to



oak tree acorn gathering and processing, a result of cooler temperatures and more expansive oak woodland habitats. Toward the end of this period, the plank canoe was developed, making ocean fishing and trade with the Channel Islands safer and more efficient (Arnold, 1987). Terrestrial resources continued to be exploited as evidenced by the presence of contracting-stemmed and corner-notched projectile points from Middle Period sites (Bamforth, 1974).

The Late Period (800 to 150 B.P. or approximately A.D. 1150 to 1800) was a time of increased social and economic complexity. The increased number of permanent and semi-permanent villages clustered along the Santa Barbara Channel and on the Channel Islands, and the diversity of environmental site settings in which sites have been identified, indicates a substantial increase in prehistoric population. Intensification of terrestrial as well as marine resources occurred. Acorns continued to be processed, and land mammals were hunted with the bow and arrow, rather than exclusively by spear. Trade networks, probably controlled by village chiefs, expanded and played an important part in local Chumash culture, reinforcing status differences, and encouraging craft specialization. Shell beads, found throughout the Early and Middle Periods, increased in number and variety, related to status and social value.

The protohistoric culture of the Chumash was terminated by the arrival of a Spanish expedition led by Gaspar de Portola in 1769. Chumash culture changed dramatically with the establishment of the Missions of Santa Barbara, Santa Ynez, and La Purísima.

### *Historic Setting*

The historic occupation of the project vicinity can be divided into three settlement periods: the Mission Period (A.D. 1769-1830), the Rancho Period (ca. A.D. 1830-1865), and the American Period (ca. A.D. 1865-1915). Construction of Mission Santa Barbara in 1786, Mission la Purísima Concepción in 1787, and Mission Santa Ynez in 1804, altered both the physical and cultural landscape of the region. The missions were the center of Spanish influence in the region and affected native patterns of settlement, culture, trade, industry, and agriculture.

Beginning in 1833, secularization of lands and a focus on cattle ranching marked the Rancho Period, where large land grants of Mission lands were ceded to wealthy, prominent Spanish families. Native Americans continued to work as laborers on ranchos during this period. With California statehood in 1850 and the advent of the American Period, farming and more intensive land uses steadily replaced cattle stock raising. Cattle ranching was substantially curtailed by a prolonged drought in the 1860s.

Since California statehood, major forces on regional change during the last 150 years have been railroads, maritime shipping, agribusiness concerns, the oil industry, and the college institutions. The project site has been used for agricultural row crops throughout the 20<sup>th</sup> century.

### 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 Phase 1 Archaeological Investigation prepared by Dudek verified the absence of historic resources within the project site. No sites listed on the National Register of Historic Places or the California Register of Historical Resources are located within 1/4 mile of the project site (California State Parks, 2015; National Park Service, 2014). The List of Historical Resources (GP/CLUP, Table 6.1) in the Goleta General Plan identifies the John Begg Family House, a Carpenter Gothic-style homestead (circa 1885) at 469 Kellogg Way, which is located approximately 50 feet north of the project site. However, this historic building is surrounded by urban development and separated from the project site by an RV storage yard. Although the proposed townhomes, at 35 feet in height, would be partially visible from the John Begg Family House, they would not have a substantial adverse effect on its physical setting. The Goleta General Plan also identifies the former Goleta Union School Building (now the Goleta Valley Community Center) as a historic resource adjacent and to the north of the project site, at 5679 Hollister Avenue. This Mediterranean-style building was originally constructed in 1927. Nevertheless, because riparian woodland vegetation at Old San Jose Creek completely obstructs views between the project site and the Goleta Valley Community Center, the proposed project would not affect the setting of this historic site. The project site does not include any historic resources and, while two historic resources are in the project site vicinity, neither would be significantly impacted by the proposed project, therefore, impacts on historic resources would be less than significant.

b, d) To investigate the presence of archaeological materials on the project site, Dudek excavated ten geoprobes that provide a continuous record of soils up to 7.5 feet in depth (Dudek, 2014). Geoprobes were located within two agricultural dirt roads on the site, one oriented north-south, and the other east-west, and spaced 100 feet apart. This subsurface investigation did not identify any prehistoric or historic archaeological materials within the project site. The lack of identified archaeological resources on-site is consistent with the findings of four previous intensive archaeological surveys that covered the project site. This result indicates that the project site was not occupied prehistorically. Nevertheless, disturbance of the site during construction could uncover and adversely affect unknown cultural resources. Therefore, while the potential for disturbance of any remaining artifacts and/or human remains on-site is low, it is considered to be potentially significant. As such, mitigation has been included to reduce potential impacts to less than significant.

c) There are no unique paleontological resources or unique geologic features on-site. Therefore project impacts on such resources would not occur.

### Cumulative Impacts

Continued loss of cultural resources on a project-by-project basis could result in significant cumulative impacts to such resources over time. No known cultural resources are present on-site. If cultural resources are found on-site, the project's potential contribution to these





cumulative impacts is potentially significant. However, if cultural resources are found on site, then with the inclusion of the below mitigation measure this impact can be minimize.

#### Required Mitigation Measure

**CR-1 Discovery of Cultural Resources.** In the event that archaeological resources are encountered during grading, work must be stopped immediately or redirected until the City-approved archaeologist and Native American representative can evaluate the significance of the find pursuant to Phase 2 investigation standards set forth in the City Archaeological Guidelines. The Phase 2 study must be funded by the applicant. If resources are found to be significant, they must be subject to a Phase 3 mitigation program consistent with City Archaeological Guidelines. The Phase 3 mitigation program must be funded by the applicant.

**Plan Requirements and Timing:** This requirement must be printed on all plans submitted for any planning, building, grading, or demolition permits.

**Monitoring:** City staff must conduct periodic field inspections to verify compliance during ground disturbing activities and must ensure preparation of any necessary Phase 2 and/or Phase 3 investigation.

#### Residual Impact

With implementation of the above mitigation measure, residual project-specific impacts on cultural resources would be less than significant.



## GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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

This analysis of geology and soils draws from a Geotechnical Site Evaluation and Infiltration Testing report for the project site, prepared by Gorian & Associates in November 2013, and from a January 2015 response by Gorian & Associates to a peer review of this report completed by Rincon Consultants and included in Appendix D

The project site is located in the Goleta Valley, a broad, alluvial plain bordered on the south by the bluffs of the Pacific coastline and on the north by the foothills and terraces that lie in the foreland of the Santa Ynez Mountains (Gorian & Associates, 2013). The project site is underlain by Alluvial Deposits that may be hundreds of feet thick. Alluvial soil on-site consists of silty clay, silty sand, sand, and clayey silt. Surface soils have been disturbed for agricultural cultivation. The project site has an average slope of 1.94% from the north (approximately 25 feet above



mean sea level) to the southeast (approximately 18 feet above mean sea level). Groundwater on the project site was encountered at depths ranging from 10 to 12.5 feet below surface grade.

The project site is located in a seismically active region of Southern California that has experienced ground motion in response to earthquakes in the past. Figure 6 maps the location of faults in the City of Goleta. The site is not within an Alquist-Priolo Fault Rupture Hazard Zone, and direct evidence for faulting or geomorphic features suggestive of faulting was not observed on-site (Gorian & Associates, 2013). The nearest active or potentially active fault is the More Ranch fault, located approximately 3,000 feet south of the site. The project site also is subject to ground motion from earthquakes generated on regional faults. The hazard of groundshaking is expressed as the Peak Ground Acceleration (PGA), which is a percentage (or fraction) of acceleration due to gravity (%g) from ground motion that has a 10 percent probability of being exceeded in 50 years. PGA on the project site is estimated at 55 percent of  $g$  (where  $g$  is acceleration due to gravity).

Liquefaction describes the phenomenon in which groundshaking works cohesionless soil particles into a tighter packing which induces excess pore pressure. These soils may acquire a high degree of mobility and lead to structurally damaging deformations. Liquefaction begins below the water table, but after liquefaction has developed, the groundwater table will rise and cause the overlying soil to mobilize. Liquefaction typically occurs in areas where groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium sand. In an analysis of potential seismic settlement, Gorian & Associates found that liquefaction could result in settlement of 1.5 to 2.25 inches on the project site (Gorian & Associates, 2013).

Gorian & Associates performed a soil expansion test on a representative soil sample that found a very low potential for expansion of soils on-site.

### Thresholds of Significance

A significant impact on geology/soils would occur if the proposed project resulted in any of the impacts noted in the above checklist. The City's *Environmental Thresholds and Guidelines Manual* stipulates 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 related to geology have the potential to be significant if the project involves any of the following characteristics:

- a. The project site or any part of the project is located on land having substantial geologic constraints, as determined by the City of Goleta. Areas constrained by geology include parcels located near active or potentially active faults and property underlain by rock types associated with compressible/collapsible soils or susceptible to landslides or severe erosion.
- b. The project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1 vertical.
- c. The project proposes construction of a cut slope over 15-feet in height as measured from the lowest finished grade.
- d. The project is located on slopes exceeding 20% grade.



## Project-Specific Impacts

- a,c) The site is not within an Alquist-Priolo Fault Rupture Hazard Zone. The nearest active or potentially active fault is the More Ranch fault, located approximately 3,000 feet south of the site. Based on the distance of this fault to the project site, the potential for on-site ground rupture due to faulting is remote during the life expectancy of the project (Gorian & Associates, 2013). Although the proposed buildings would be subject to groundshaking hazards, compliance with the most recent California Building Code, as adopted by the Goleta Municipal Code (“GMC”), would ensure that they are designed and engineered to withstand the expected ground acceleration that may occur at the site.

The topography of the site and surrounding parcels is relatively flat and the site is not mapped in an area with a high landslide potential (GP/CLUP FEIR Figure 3.6-4). However, Gorian & Associates found that liquefaction could result in settlement of 1.5 to 2.25 inches on the project site. To ensure structural stability, Gorian & Associates recommends that at least seven to eight feet of soil are removed below the existing ground within the footprint of proposed buildings and three to four feet of soil are removed below the existing ground where pavement would be located. As described in the *Project Description*, above, grading of the project site would generally involve excavation of the soil to a depth of seven to eight feet, as well as excavation to a depth of three to four feet under proposed streets, followed by recompaction, which is consistent with the Gorian & Associates recommendations. Because the project site is not located in an Alquist-Priolo Fault Rupture Hazard Zone, the project would be required to comply with California Building Code and includes excavation and recompaction measures to ensure structural stability, impacts from unstable soils, including landslide and liquefaction hazards, would be less than significant.

- b) The project site has relatively flat topography with an average slope of 1.94% and is not subject to erosion hazards from steep slopes. Construction activities have the potential to expose surficial soils to wind and water erosion. However, the project applicant would be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), which would include erosion and sediment control best management practices (BMPs). Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. Therefore impacts from erosion would be less than significant because the project is required to comply with BMPs outlined in a SWPPP.
- d) As noted above, soil testing by Gorian & Associates found a very low potential for expansive soils on the project site. Therefore, because there is a very low potential for expansive soils, impacts resulting from expansive soils would be less than significant.
- e) The project’s wastewater would be disposed of via the Goleta Sanitary District’s sewer system. Therefore, because no septic tanks or alternative waste water disposal systems are proposed no geologic impact would occur from the use of septic tanks or alternative waste water disposal systems.



### Cumulative Impacts

Cumulative development under the Goleta GP/CLUP would expose new residents and property to geologic and soil-related hazards in the area. However, such impacts would be addressed on a project-by-project basis through preparation of required soils and geotechnical engineering studies and adherence to the recommendations therein, as well as adherence to existing City and state regulations including the California Building Code. Because the potential impacts associated with the proposed project would be less than significant, and impacts from future projects would be addressed on a case-by-case basis, the project's contribution to cumulative impacts would be less than significant.

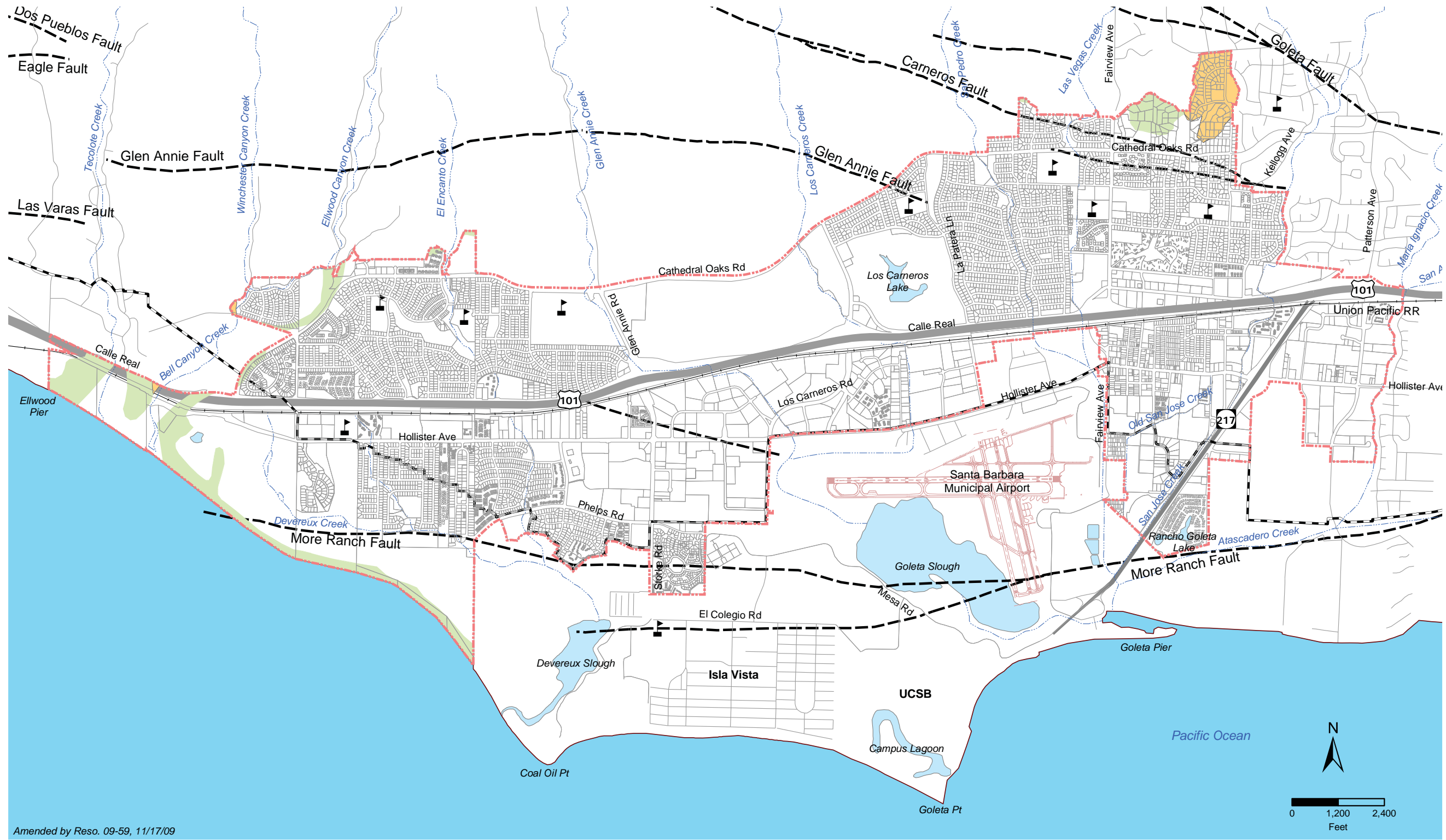
### Required Mitigation Measures

Base on the above analysis, no mitigation measures are required.

### Residual Impact

Based on the above analysis, residual project-specific and cumulative impacts on Geology and Soils would be considered less than significant.

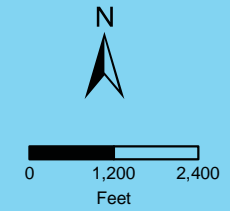




Amended by Reso. 09-59, 11/17/09

Legend	
<b>Seismic Hazards</b>	<b>Landslide Potential</b>
--- Fault Zone	Orange Moderate Landslide Potential
	Green High Landslide Potential
<b>Other Features</b>	
--- Goleta City Boundary	
--- Coastal Zone	
■ Schools	
--- Creeks	

Source: Fault locations for the Dos Pueblos quadrangle are derived from the Geologic Map of the Dos Pueblos quadrangle by Thomas W. Dibblee (1987). Fault locations for the Goleta quadrangle are derived from the USGS California Preliminary Geologic Map of the Santa Barbara Coastal Plain Area, Santa Barbara County (2006) by Scott A. Minor, Karl S. Kellogg, et al. Landslide hazards are digitized from the California Division of Mines and Geology (2000) Landslide Hazard Maps of Southeastern Santa Barbara County, California Plat, 1A.



Geologic Hazards Map

Source: City of Goleta, General Plan/Coastal Land Use Plan, Figure 5-1, November 2009

## GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			■	

This analysis is based in part on an Air Quality and Greenhouse Gas Impact Study (May 20, 2014) that MD Acoustics completed for the proposed project. This study is included in Appendix A.

### Existing Conditions

#### *Climate Change Background*

Parts of the Earth's atmosphere act as an insulating "blanket" for the planet. This "blanket" of various gases traps solar energy, which keeps the global average temperature in a range suitable for life. The collection of atmospheric gases that comprise this blanket are called "greenhouse gases," based on the idea that these gases trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), ozone (O<sub>3</sub>), and chlorofluorocarbons (CFCs), all act as effective global insulators, reflecting visible light and infrared radiation back to earth. Most scientists agree that human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of these gases in the atmosphere. As a result, the Earth's overall temperature is rising.

Climate change could impact the natural environment in California by triggering, among others things:

- 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;
- 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.

According to the U.S. Environmental Protection Agency (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 law defines GHG to include the following: carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>) (Health and Safety Code, § 38505(g)).

The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential (GWP), and is expressed as a function of how much warming would be caused by the same mass of CO<sub>2</sub>. Thus, GHG emissions are typically measured in terms of pounds or tons of CO<sub>2</sub> equivalents (CO<sub>2</sub>e), and are often expressed in metric tons of CO<sub>2</sub> equivalents (MT CO<sub>2</sub>e) or millions of metric tons of CO<sub>2</sub> equivalents (MMT CO<sub>2</sub>e).

Global climate change issues are addressed through the efforts of various federal, state, regional, and local government agencies as well as national and international scientific and governmental conventions and programs. These agencies work jointly and individually to understand and regulate the effects of greenhouse gas emissions and resulting climate change through legislation, regulations, planning, policy-making, education, and a variety of programs. The significant agencies, conventions, and programs focused on global climate change are listed below.

- *Federal U.S. Environmental Protection Agency*
- *California Air Resources Board*
- *California Executive Order S-3-05*
- *California Executive Order S-13-08*
- *California Global Warming Solutions Action of 2006 (AB 32)*
- *Senate Bill (SB) 97. SB 97, enacted in 2007*
- *State of California Climate Change Proposed Scoping Plan*
- *Senate Bill (SB) 375. SB 375*
- *Santa Barbara County Air Pollution Control District (SBCAPCD)*
- *City of Goleta Energy Efficiency Standards*

### Thresholds of Significance

CEQA Guidelines (14 California Code of Regulations § 15000, *et seq.*) provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents. According to Appendix G of the CEQA Guidelines, the project would have a significant impact if it would:

- A. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- B. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.





The adopted CEQA amendments require a lead agency to make a good-faith effort based, to the extent possible, on scientific and factual data in order to describe, calculate, or estimate the amount of GHG emissions resulting from a project. They give discretion to the lead agency in whether to:

1. Use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; and/or
2. Rely on a qualitative analysis or performance-based standards.

In addition, a lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:

1. The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The amendments call on Lead Agencies to establish significance thresholds for their respective jurisdictions.

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines § 15355).

For future projects, the significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan (such as a Climate Action Plan). Currently, neither the State of California nor the City of Goleta have established CEQA significance thresholds for GHG emissions. Indeed, many regulatory agencies are sorting through suggested thresholds and/or making project-by-project analyses. This approach is consistent with that suggested by California Air Pollution Control Officers Association (CAPCOA) in its technical advisory entitled "CEQA and Climate Change: Addressing Climate Change Through the California Environmental Quality Act Review (CAPCOA, 2008):

*...In the absence of regulatory standards for GHG emissions or other specific data to clearly define what constitutes a 'significant project', individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice.*



In June 2010, the Bay Area Air Quality Management District (BAAQMD) became the first regulatory agency in the nation to approve guidelines that establish thresholds of significance for GHG emissions. These thresholds are summarized in Table 5.

**Table 5  
Bay Area Air Quality Management District GHG Thresholds of Significance**

GHG Emission Source Category	Operational Emissions
Commercial and Residential (land use projects)	1,100 MT CO <sub>2</sub> e/yr or 4.6 MT CO <sub>2</sub> e/SP/yr <sup>a</sup>
Stationary Sources <sup>b</sup>	10,000 MT CO <sub>2</sub> e /yr

Source: Santa Barbara County Planning & Development Department, *Support for Use of Bay Area Air Quality Management District Greenhouse Gas Emissions Standards. Interim GHG Emissions – Evidentiary Support*, June 10, 2010.

<sup>a</sup> SP = Service Population (residents + employees).

<sup>b</sup> Stationary Sources include stationary combustion sources (industrial-type uses) regulated by SBCAPCD.

The BAAQMD threshold is a promulgated CEQA threshold that has undergone full public review and comment, with approval by the BAAQMD governing board, and technical support by BAAQMD staff. The BAAQMD GHG threshold applies to a nine-county area of very diverse population and land use. BAAQMD’s adoption of GHG thresholds is subject to ongoing litigation.<sup>13</sup> Whether or not these GHG thresholds are ultimately upheld, however, does not diminish their usefulness in making GHG calculations for purposes of this CEQA analysis.

On June 10, 2010, the Santa Barbara County Planning & Development Department produced a memorandum “*Support for Use of Bay Area Air Quality Management District Greenhouse Gas Emissions Standards*,”<sup>14</sup> which states

“[w]hile Santa Barbara County land use patterns differ from those in the Bay Area as a whole, Santa Barbara County is similar to certain Bay Area counties (in particular, Sonoma, Solano, and Marin) in terms of population growth, land use patterns, General Plan/Coastal Land Use Plan policies, and average commute patterns and times. Because of these similarities, the methodology used by BAAQMD to develop its GHG emission significance thresholds, as well as the thresholds themselves, have applicability to Santa Barbara County and represent the best available interim standards for Santa Barbara County.”

In accordance with CEQA Guidelines §§15064.4(b)(2) and 15064.7(c), the City has consistently relied upon Santa Barbara County’s “*Support for Use of Bay Area Air Quality Management*

<sup>13</sup> In March 2012, an Alameda County Superior Court (*California Building Industry Assoc. v. Bay Area Air Quality Management District* (March 5, 2012) Alameda Super. Ct. Case No. RG10-548693) ruled that BAAQMD needed to comply with CEQA before adopting their 2010 Air Quality CEQA Guidelines, which included significance thresholds for criteria air pollutants and GHGs. On August 13, 2013, the Court of Appeal (*California Building Industry Assoc. v. Bay Area Air Quality Management District* (2013) 218 Cal.App.4th 1171, *rev. granted*) reversed the lower court’s decision and upholding the BAAQMD Guidelines. That decision was appealed to the California Supreme Court, which granted review on November 26, 2013. The matter is currently pending before the California Supreme Court.

<sup>14</sup> Santa Barbara County Planning & Development Department, *Support for Use of Bay Area Air Quality Management District Greenhouse Gas Emissions Standards. Interim GHG Emissions – Evidentiary Support*, June 10, 2010.



*District Greenhouse Gas Emissions Standards,*” as the expert recommended threshold for establishing greenhouse gas impacts of a project.

The City of Goleta is located in Santa Barbara County and shares meteorological attributes, as well as similar land use patterns and policies, and thresholds deemed applicable in Santa Barbara County would also reasonably apply to projects within the City Goleta. In addition, the City of Goleta would rely upon the SBCAPCD, as a commenting agency, to review the GHG analysis, and these thresholds would represent a consistent approach and uniformity for impact determinations for City and County projects under the District’s review. Therefore, this analysis uses the BAAQMD/Santa Barbara County Interim Thresholds of Significance to determine the significance of GHG emissions related to this project, based on the 1,100 MT CO<sub>2</sub>e/year or 4.6 MT CO<sub>2</sub>e per service population per year threshold for commercial and residential land uses. There is no BAAQMD threshold of significance for construction emissions.

According to the applicable thresholds for this project, the project would result in a significant impact if it:

- A. Generates operational emissions in an amount more than 1,100 MT CO<sub>2</sub>e/yr or 4.6 MT CO<sub>2</sub>e/service population/yr, and/or results in significant construction or operational GHG emissions based on a qualitative analysis.
- B. Fails to employ reasonable and feasible means to minimize GHG emissions in a manner that is consistent with the goals and objectives of AB 32.

The use of the BAAQMD threshold does not imply that it is a threshold that the City has formally adopted or should adopt as a GHG emissions significance threshold; the BAAQMD is used as a frame of reference for purposes of analysis only to help determine the reasonableness of the City’s GHG analysis.

#### Project-Specific and Cumulative Impacts

a,b) CalEEMod, version 2013.2.2, was used to estimate on-site and offsite GHG emissions from construction and operation of the proposed project. Please refer to the Air Quality discussion above for assumptions in the modeling of emissions of criteria air pollutants and greenhouse gases. Complete CalEEMod results and assumptions can be viewed in the Air Quality and Greenhouse Gas Impact Study in Appendix A.

*Construction Emissions.* Based on the CalEEMod modeling results, construction activity for the project would generate an estimated 812 metric tons CO<sub>2</sub>e (see Table 6). For the purpose of comparing construction emissions with annual emissions from operation of the proposed project, it is useful to amortize them over a 30-year period (the assumed life of the project) (SCAQMD, 2009). Thus, construction of the proposed project would generate an estimated 27 metric tons of CO<sub>2</sub>e per year.



**Table 6  
Estimated Construction Emissions of  
Greenhouse Gases**

	<b>Construction Emissions (CO<sub>2</sub>e)</b>
<b>Total Emissions</b>	812 metric tons
<b>Amortized over 30 years</b>	27 metric tons per year

*Source: CalEEMod v 2013.2.2. See Appendix A for GHG emission worksheets and assumptions.*

*Operational Emissions.* Operational or long-term emissions occur over the life of the project. These emissions include construction activity, area sources, mobile sources, energy use, water use, and waste. As shown in Table 7, the proposed project is estimated to generate 1,927 metric tons of CO<sub>2</sub>E emissions per year. These modeled emissions assume compliance with regulations that would further reduce GHG emissions.

**Table 7  
Combined Annual Emissions  
of Greenhouse Gases**

Emission Source	Annual Emissions (CO <sub>2</sub> E)	CO <sub>2</sub> E/Service Population/Year (service population =476)
<b>Construction</b>	27 metric tons	---
<b>Operational</b>		
Area Source	2 metric tons	
Energy Source	445 metric tons	
Mobile Source	1,371 metric tons	---
Waste	43 metric tons	
Water	39 metric tons	
<i>Subtotal</i>	<i>1,900</i>	
<b>Total</b>	<b>1,927</b>	<b>4.0<sup>1</sup></b>
<b>BAAQMD/Santa Barbara County Threshold</b>	<b>1,100</b>	<b>4.6</b>
<b>Threshold Exceed?</b>	<b>Yes</b>	<b>No</b>

*Source: CalEEMod version 2013.2.2. See Appendix A for GHG emission worksheets and assumptions.*

*1- Based on a service population of 476 people (1,927 / 476= 4.0)*

Modeled annual emissions from the proposed project were compared to the BAAQMD/Santa Barbara County interim thresholds for GHG emissions: 1,100 MT CO<sub>2</sub>E/year or 4.6 MT CO<sub>2</sub>E/service population/year. Based on the BAAQMD/Santa Barbara County methodology, it is appropriate to compare emissions to either threshold. While, total annual emissions of 1,927 MT CO<sub>2</sub>E/year would exceed the threshold of 1,100 CO<sub>2</sub>E/year, the proposed project's emissions would be below the 4.6 MT



CO<sub>2</sub>E/service population/year threshold at 4.0 MT CO<sub>2</sub>E/service population/year based on an estimated 480 residents resulting from the project.

Furthermore, the project would exceed Title 24 requirements for energy efficiency by 20 percent, which would reduce GHG emissions below modeled levels. The proposed installation of solar panels on south-facing rooftops would also reduce GHG emission associated with energy consumption. Lastly, the project includes live-work units which would further reduce GHG emissions associated with mobile emissions from commute patterns as individuals residing in a live-work unit would not be expected to commute. Therefore, because the project's estimated GHG emissions are below the threshold of 4.6 CO<sub>2</sub>E/service population/year threshold the project would result in less than significant project-specific and cumulative impacts from GHG emissions.

#### Required Mitigation Measures

No potentially significant impacts would occur. Therefore no mitigation measures would be required.

#### Residual Impact

Based on the above analysis, no residual impacts would occur as a result of project implementation.



## HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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

In September 2013, Rincon Consultants performed a reconnaissance of the project site for evidence of hazardous materials, as part of a Phase I Environmental Site Assessment included in Appendix E. Small quantities of organic fertilizer and organic pesticides or herbicides were observed in a materials storage area in the center of the site. Based on a subsequent site visit in October 2014, this materials storage area is no longer present on the project site. Neither the project site nor adjacent properties are listed on a database of hazardous materials pursuant to Government Code § 65962.5 (Cortese List).



However, given the historical agricultural use of the site, Rincon Consultants conducted a Phase II subsurface investigation for the presence of pesticides, or metals associated with pesticides (e.g., arsenic), at concentrations exceeding regulatory thresholds, human health risk criteria, or hazardous waste levels. The Phase II subsurface investigation is included in Appendix E. Five soil samples from the project site were analyzed for organochlorine pesticides and arsenic. The chemical compound dichlorodiphenyldichloroethylene (DDE) was detected at levels ranging from 39 to 82.7 micrograms per kilogram ( $\mu\text{g}/\text{kg}$ ), and dichlorodiphenyltrichloroethane (DDT) was detected from 6.29 to 12.5  $\mu\text{g}/\text{kg}$ . These detected concentrations are below their California Human Health Screening Levels (CHHSLs) of 1,600  $\mu\text{g}/\text{kg}$  in soil at residential properties. Arsenic was detected at low concentrations, from 2.80 to 3.77  $\text{mg}/\text{kg}$ , which are within the range of naturally occurring concentrations for arsenic in California soil. Although arsenic exceeded the California Human Health Screen Level for residential soil of 0.07  $\text{mg}/\text{kg}$ , background concentrations of soil in California typically range from 0.6 to 11  $\text{mg}/\text{kg}$ . The U.S. EPA states that such soils generally do not require cleanup below natural background concentrations. The detected concentrations of arsenic in the soil on-site (2.80 to 3.77  $\text{mg}/\text{kg}$ ) are within the range of typical background concentrations in California.

The project site lies to the east of the Santa Barbara Municipal Airport (SBMA), outside of the Clear Zone and Approach Zone for this facility (Goleta, Final GP/CLUP FEIR). There are no other airports or airstrips within two miles of the project site. The closest school to the project site is the Rainbow School, located approximately 500 feet north of the site at the Goleta Valley Community Center.

#### 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 mixed-use development would not be a hazardous materials facility, the City's risk-based thresholds are not applicable.

#### Project Specific Impacts

- a,b) The proposed project would involve the construction of 113 traditional townhomes, 28 mixed-use shopkeeper townhomes, and 34 live-work townhomes. The proposed project would not involve the routine transport, use or disposal of hazardous substances, other than minor amounts typically used for maintenance and cleaning products. Therefore, since no hazardous substances would be transported, used or disposed of as part of the proposed project other than products typically used in maintenance and cleaning, impacts from the proposed project on the risk of upset would be less than significant.
  
- c) The proposed project would be located within 500 feet of the Rainbow School at the Goleta Valley Community Center. There would be no hazardous materials, substances, or waste associated with project development other than those typically used for routine residential maintenance and housekeeping. Therefore, because only substances



typically used for routine maintenance would be used, schools would not be exposed to hazardous materials, substances, or waste and impacts would be less than significant.

- d) Based on a search conducted by Environmental Data Resources in September 2013, neither the project site nor adjacent properties are listed on a database of hazardous materials pursuant to Government Code § 65962.5 (Cortese List) (see Appendix E). However, due to historical agricultural use of the site, a Phase II subsurface investigation was conducted for the presence of pesticides, or metals associated with pesticides (e.g., arsenic) on the project site. Arsenic was detected in this subsurface investigation. However, because the detected concentrations of arsenic in the soil on-site (2.80 to 3.77 mg/kg) are within the range of typical background concentrations in California, the project site would not require cleanup for arsenic. Therefore, because the site does not contain any hazardous materials the proposed project would not result in a significant impact on the public and/or environment due to development on a hazardous site.
- e, f) As noted in the project's existing setting, the project site lies to the east of the Santa Barbara Municipal Airport (SBMA), outside of the Clear Zone and Approach Zone for this facility (Goleta, Final GP/CLUP FEIR). No private airstrips are located within the vicinity of the project site. Due to the site's distance from the SBMA, no impacts from exposure to airport-related hazards would occur.
- g,h) The project would not result in the construction of any new facilities or establishment of new uses that could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project site is located well outside of the City's Wildland Fire Hazard Area; therefore, no impact from exposure to wildlife fires would occur.

### Cumulative Impacts

Although cumulative development from buildout under the Goleta GP/CLUP could result in the exposure of new residents to hazardous materials, any impacts would be site-specific and not additive across the City. Because the proposed project would have less than significant impacts associated with hazardous materials, and cumulative development would address hazardous conditions on a project-by-project basis, the project would not contribute to a significant cumulative impact.

### Required/Recommended Mitigation Measures

Based on the above analysis and nature of the project, no mitigation measures are necessary.

### Residual Impact

The project would not result in any residual impacts on Hazards and Hazardous Materials.





## HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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

This analysis of Hydrology and Water Quality is based primarily on a study of Preliminary Stormwater Management Requirements for the proposed project, prepared by Penfield & Smith



in April 2014, and a peer review of this study by RJR Engineering Group in January 2015. These reports are included in Appendix F.

The project site is located approximately 18 to 25 feet above mean sea level (msl). The current surface drainage pattern involves sheet flows on the project site. Groundwater appears to flow northwesterly toward Old San Jose Creek, which is located adjacent and to the northwest of the project site (Gorian & Associates, 2015). The project site is located within the Central Subbasin of the Goleta Groundwater Basin. The average peak level for monitored wells in the Goleta Groundwater Basin was at approximately 0 feet above msl. However, the groundwater level on the project site was identified at approximately 10 to 12.5 feet below the existing ground surface, which indicates that higher levels on-site have resulted from continuous irrigation for row crops. An active well exists at the southeast corner of the site.

The southeastern portion of the site falls within the 100-year flood zone, designated as Zone AE on Flood Insurance Rate Map # 06083C1362G (FEMA, 2012). The remainder of the site falls within the 500-year flood zone (Goleta, GP/CLUP, Figure 5-2; FEMA, 2012). Mapping provided by the Santa Barbara County Flood Control District shows that this 100-year flood zone is located to the northwest of the San Jose Creek Improvement Channel, which runs approximately 55 feet southeast of the site (County of Santa Barbara Public Works, 2013). However, with the completion of the City's San Jose Creek Capacity Improvement and Fish Passage Project in May 2014, the San Jose Creek Improvement Channel now has the width and structural strength to accommodate 100-year storm events (Goleta, San Jose Creek Improvement Project, 2011 and 2014). While the project site is located in an area mapped as a 100-year flood zone, the City is in the process of seeking approval to have this area redesignated on flood maps to indicate its ability to accommodate a 100-year flood.

Low-lying shoreline areas, and areas adjacent to sloughs and coastal streams, are most susceptible to tsunami hazards in Goleta (Goleta, GP/CLUP, Safety Element). Figure 5-2 in the City of Goleta General Plan also indicates that the project site is within a potential tsunami runup area. However, based on mapping information developed by California Emergency Management Agency (CalEMA), the project site is not located within the City's Potential Tsunami Run-Up area (CalEMA, 2009).

### 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* provides 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, or increase the rate of surface runoff to the extent that flooding occurs or substantially degrades water quality.

### Project Specific Impacts

- a) In Santa Barbara County, the Central Coast RWQCB administers state and federal requirements pertaining to the preservation of water quality. Under the federal Clean Water Act and California Water Code, the RWQCB issues National Pollution Discharge Elimination System (NPDES) permits for stormwater runoff. A NPDES General Permit for Storm Water Discharges Associated with Construction Activities is required when a



project involves clearing, grading, disturbances to the ground, such as stockpiling, or excavation that results in soil disturbances of one or more acres of total land area. Because the proposed project would facilitate ground disturbance on approximately 10 acres, it would be required to file for coverage under the State Water Resources Control Board NPDES General Permit CAS000002 before construction.

To comply with the NPDES permit, the project applicant would prepare a Storm Water Pollution Prevention Plan (SWPPP), which must include erosion and sediment control best management practices (BMPs) that would meet or exceed measures required by the General Construction Permit, as well as BMPs that control other potential construction-related pollutants. Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. Examples of BMPs that may be implemented during construction include the use of geotextiles and mats, temporary drains and swales, silt fences and sediments traps. Erosion control practices may include the use of drainage controls such as down drains, detention ponds, filter berms, or infiltration pits; removal of any sediment tracked offsite within the same day that it is tracked; containment of polluted runoff onsite; use of plastic covering to minimize erosion from exposed areas; and restrictions on the washing of construction equipment.

The General Construction Permit requires the SWPPP to include a menu of BMPs to be selected and implemented based on the phase of construction and the weather conditions to effectively control erosion and sediment using the Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology (BAT/BCT) and to protect water quality. These construction site management BMPs would be implemented for the project during the dry season and wet season as necessary depending upon the phase of construction and weather conditions. These BMPs would assure effective control of not only sediment discharge, but also of pollutants associated with sediments, including but not limited to nutrients, heavy metals, and certain pesticides or herbicides. As the development and implementation of a SWPPP is a standard requirement that would apply to this project and ensure the project would not violate any water quality standards, impacts from compliance with water quality standards would be less than significant.

- b) The proposed project would result in an increase in impervious surfaces on the currently undeveloped 12.31-acre project site. Impervious surfaces would cover up to 77 percent of the 9.84-acre portion of the site to be developed, including 37 percent for buildings (155,958 gross square feet), 30 percent for parking and driveways (131,904 gross square feet), and 10 percent for hardscape (41,469 gross square feet). Some paved areas would be made of permeable pavers, to demarcate the walking area for pedestrians from travel lanes, and for private vehicular drives, guest parking stalls, and drive aisles. Although the increase in impervious surfaces would reduce direct infiltration and percolation of rainfall to groundwater under the site, the proposed project has been designed to satisfy required treatment volumes for on-site retention of stormwater runoff (Penfield & Smith, 2014). A stormwater management facility located in the 2.47-acre portion of the project site to the north of the proposed development would process stormwater runoff from the site. The project would utilize underground chambers, primarily beneath parking areas and drive aisles, to retain volume and enabling recharge of groundwater. In addition, excavation of the site to a depth of between seven and eight



feet would not result in dewatering of groundwater, which occurs approximately 10 to 12.5 feet below the existing ground surface (Gorian & Associates, 2015). Therefore, because the project has been designed to satisfy required treatment volumes for on-site retention of stormwater runoff and excavation would not result in dewatering of groundwater, impacts on groundwater levels would be less than significant.

c-e) Currently, runoff sheet flows across the site. As noted above, the proposed project would include stormwater management facilities for on-site retention of runoff, which would substantially improve treatment of stormwater runoff prior to offsite discharge. Pursuant to the RWQCB's Performance Requirement No. 3, the runoff from a 95<sup>th</sup> percentile storm event would be retained on-site (Penfield & Smith, 2014). In addition, the project would meet the City's requirement that peak post-development stormwater flows for 100-year storm events not exceed pre-development conditions. The project also includes the following design strategies to help reduce runoff from impervious surfaces:

- *Using pervious paving and landscape areas;*
- *Increasing time of concentration by discharging roof drainage to vegetated surfaces;*
- *Providing open space that will be used bioretention and establishing a storm drain network that can receive underdrains from these features; and*
- *Draining as much of paved traffic surfaces as possible to bioretention, bioswales, and landscaped areas.*

Furthermore, the project would limit the disturbance of Old San Jose Creek and its riparian zone by locating urban development to the south of the future Ekwil Street extension. These hydrologic features would ensure that stormwater runoff from the project site does not result in substantial erosion, siltation, or flooding. Because the project would retain runoff from 95<sup>th</sup> percentile storm events, it would not generate runoff exceeding the capacity of stormwater drainage systems. The treatment of stormwater also would prevent the generation of substantial amounts of polluted runoff. For the reasons described above, project impacts on drainage patterns, stormwater volumes, and water quality would be less than significant.

g, h) The City's San Jose Creek Capacity Improvement and Fish Passage Project widened and strengthened the San Jose Creek Improvement Channel so that it can accommodate 100-year storm events (Goleta, San Jose Creek Improvement Project, 2015). ~~With the completion of the improved channel~~Once the Hollister Avenue Bridge is replaced as part of the San Jose Creek Improvement Project, the project site will ~~is~~ effectively no longer be located within the 100-year floodplain. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map for the project site (Map # 06083C1362G) will not reflect this change until FEMA inspects and certifies the new floodplain boundaries in a Letter of Map Revision (Goleta, San Jose Creek Improvement Project, 2014). As described above, the project site is located in an area currently designated to be a 100-year flood zone, designated as Zone AE. Due to the Flood Insurance Rate Map designation, there is a potential exposure of people and property to flooding risks associated with the proposed project. However, once FEMA inspects and certifies the new floodplain boundaries, the potential impacts would be less than



significant. Given the situation, mitigation measures are proposed to offset the impact that exists before FEMA updates the Flood Insurance Rate Map.

- i, j) There are no levees or dams from the project site to the top of its watershed. Based on new mapping information developed by California Emergency Management Agency, the project site is not located within the City's Potential Tsunami Run-Up area (CalEMA, 2009). Therefore, because no levees or dams are within the vicinity of the project site and it's not located within a Tsunami Run-Up area, no impacts to people and property associated with a tsunami or the failure of an upstream levee and/or dam would occur.

### Cumulative Impacts

Cumulative development in Goleta would involve disturbance of at least one acre, including the proposed project, would be required to comply with the NPDES program and prepare a SWPPP to control erosion and runoff impacts during construction. In addition, the RWQCB's performance requirements would apply to cumulative development, which would ensure the on-site retention of stormwater runoff. With adherence to these standards, the proposed project would not result in a considerable contribution to a cumulative impact on Hydrology and Water Resources.

Stormwater would be retained/detained in underground chambers within the interior project road and parking areas, and would ultimately be bled off into San Jose Creek. Drainage on the project site would flow to a proposed stormwater management facility to the north of the future extension of Ekwill Street. These stormwater facilities would comply with requirements of the Central Coast Regional Water Quality Control Board (RWQCB) for the on-site retention of stormwater runoff.

### Required Mitigation Measures

**HYD-1 Flood Protection.** The following mitigation ~~shall~~must be completed/implemented if the Flood Insurance Rate Map has not been amended by the Federal Emergency Management Agency to remove the AE zone from the project site before the City issues any building or grading permits.

The finished floor elevation of the buildings within the AE zone ~~shall~~must be a minimum of 1' above existing adjacent grade or a design such as a berm can be considered and approved by the Planning and Environmental Review Director, or designee, as a temporary measure until the AE zone is removed.

**Plan Requirements and Timing:** This information must be reviewed and approved by the Planning and Environmental Review Director, or designee, before the City issues any building or grading permits.

**Monitoring:** The Planning and Environmental Review Director, or designee, must verify compliance before the City issues any grading or building permit(s).

### Residual Impact

Implementation of the mitigation measure HYD-1 would reduce potential impacts to less than significant.



## LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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

Figures 7 and 8, respectively, show the existing land use designations and zoning of the project site and its immediate surroundings. The existing General Plan land use designation for the project site is Visitor Serving Commercial (C-V). This land use designation is intended to provide for a variety of commercial uses of low to moderate intensity often at or near scenic locations that may serve as destinations for visitors (GP/CLUP, Land Use Element). The project site is zoned Resort/Visitor Serving Commercial (C-V). The purpose of the C-V zone is to provide for tourist recreational development in areas of unique scenic and recreational value, while providing for maximum conservation of the resources of the site through comprehensive site planning (Article II, Chapter 35 of the Santa Barbara County Inland Zoning Ordinance as adopted by the City Council [the “GMC”]).

### Thresholds of Significance

A significant land use and planning impact would occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City’s Thresholds Manual provides guidelines related to “Quality of Life.” Quality of Life is broadly defined as the aggregate effect of all impacts on individuals, families, communities, and other social groupings and on the way those groups function. Quality of life issues include loss of privacy, neighborhood incompatibility, nuisance noise, not exceeding noise thresholds, increased traffic in quiet neighborhoods, and loss of sunlight/solar access. This analysis is augmented by the information contained in *Aesthetics, Air Quality, Noise, Transportation and Circulation*, which are issues that relate directly to the project’s land use compatibility

### Project Specific Impacts

- a) The proposed development would not result in the physical division of any established community or neighborhood. The proposal represents an infill project within the urban area of Old Town Goleta. The project site is surrounded by a mix of industrial, commercial, and residential uses. In addition, the project does not involve modifications to the existing circulation network within the community, although it would be served by a



future extension of Ekwill Street, which would connect Kellogg Avenue to Fairview Avenue. The extension of Ekwill Street was evaluated in a FEIR certified in November of 2011. Because the proposed project is an infill project within Old Town Goleta and the project would not divide an established community or neighborhood, there would be no impact related to dividing an established community.

- b) The proposed project would involve a General Plan Amendment (14-026-GPA) to change the existing land use designation for the site from Commercial Visitor-Serving ~~Commercial~~ (C-V) to Commercial Old Town ~~Commercial~~ (C-OT). Pursuant to Policy LU 3.4 in the Goleta GP/CLUP the C-OT land use designation would allow for a wide range of local- and community-serving retail and office uses, as well as residential uses in conjunction with an allowed nonresidential use. Consistent with this land use designation, the proposed project would involve construction of a mixed-use neighborhood with 175 townhomes, including shopkeeper units, flexible live-work units, and multi-family units.

The applicant also is requesting a Rezone (14-026-RZ) from Resort/Visitor Servicing Commercial (C-V) to Old Town Residential/General Commercial (OT-R/GC). Currently, the City is updating its zoning regulations for the OT-R/GC zone to accommodate mixed-use development. The OT-R/GC zone, in its current form, requires that residential structures not exceed 25 feet in height, while buildings with a mixture of residential and commercial uses can be up to 35 feet. The applicant is requesting a modification of the 25-foot height limit in order to allow 35-foot-tall residential buildings on the project site.

~~In addition, the OT-R/GC zone calls for a 10-foot front yard setback and a rear yard setback that is 10% of the lot's depth. Because the proposed project would not create individual lots, it is not feasible to calculate a standard rear yard setback for housing units adjacent to roadways. The proposed units adjacent to the western and southern property boundaries also would have no standard front yard setbacks, as the interior loop road would provide direct pedestrian and vehicular access. To provide a more pedestrian-oriented project, the applicant is requesting modifications to the front and side yard setbacks pursuant to GMC Section 35-317.8, which allows modifications of setbacks in order to implement adequate site design of a project.~~

As discussed in the Traffic, Circulation, and Parking Study in Appendix H, the City's zoning regulations would require the project to provide parking spaces as follows:

- *2 parking spaces per two-bedroom unit;*
- *2.5 parking spaces per three-to-four-bedroom unit;*
- *1 parking space for guest parking per 5 units; and*
- *1 parking space per 7,700 square feet of commercial floor area.*

A total of 487 parking spaces would be required. Because the proposed project would include 489 parking spaces, it would exceed the required number of parking spaces for the site.



With approval of the requested modifications for maximum building height and setbacks, the proposed project would be consistent with applicable requirements of GMC Article III.

Because the project site is located outside of the SBMA's Clear Zone and Approach Zone, the proposed project would not result in land use compatibility conflicts with this airport.~~and would not require review by the Airport Land Use Commission.~~ In addition, on June 18, 2015, the Santa Barbara County Association of Government Board acting as the Airport Land Use Commission, found the project consistent with the Airport Land Use Plan.

The proposed project would also be consistent with goals and policies in Land Use Element of the Goleta GP/CLUP. The proposed mixed-use project would create an urban village with 175 residences, including shopkeeper units and live-work units, within walking distance of several bus routes. The project would also be consistent with Policy LU 3 in the Goleta GP/CLUP to provide for a mix of residential- and business-serving commercial uses, including residential mixed uses.

Land use policies and regulations related to biological resources are discussed in the Biological Resources section.

Based upon the above analysis and lack of conflict with applicable land use plans, policies, and regulations of the lead agency and other agencies with jurisdiction over the project, the proposed project would result in less than significant impacts related to conflicts with land use plans and policies.

- c) There are no habitat or natural community conservation plans that apply to the proposed project site. Figure 4-1 in the Conservation Element of the Goleta GP/CLUP locates ESHAs in the City. Riparian/Marsh/Vernal Pool habitat is mapped as occurring along Old San Jose Creek in the northwestern portion of the project site. However, the proposed project would not involve physical changes to existing riparian habitat in this area. All urban development would be concentrated to the south of the future Ekwil Street extension, which is currently under agricultural cultivation and does not include ESHAs. Impacts associated with the extension of Ekwil Street are identified in a previous EIR that was certified by the Goleta Planning Commission in November of 2011. Therefore, because there are no habitat or natural community conservation plans that would apply and the project would not involve physical changes to the existing riparian habitat in the area, the project would not result in impacts to habitat conservation plans.

### Cumulative Impacts

The Goleta GP/CLUP Final EIR found that cumulative development under buildout of the GP/CLUP would have less than significant impacts related to land use consistency because such development would be reviewed for consistency with adopted and applicable land use plans and policies, in accordance with the requirements of CEQA, Government Code §§ 65000 to 66037, and the Subdivision Map Act. With approval of the proposed General Plan Amendment and Rezone, and of requested modifications for maximum building height and setbacks, the proposed project would not contribute to a significant impact related to land use consistency.





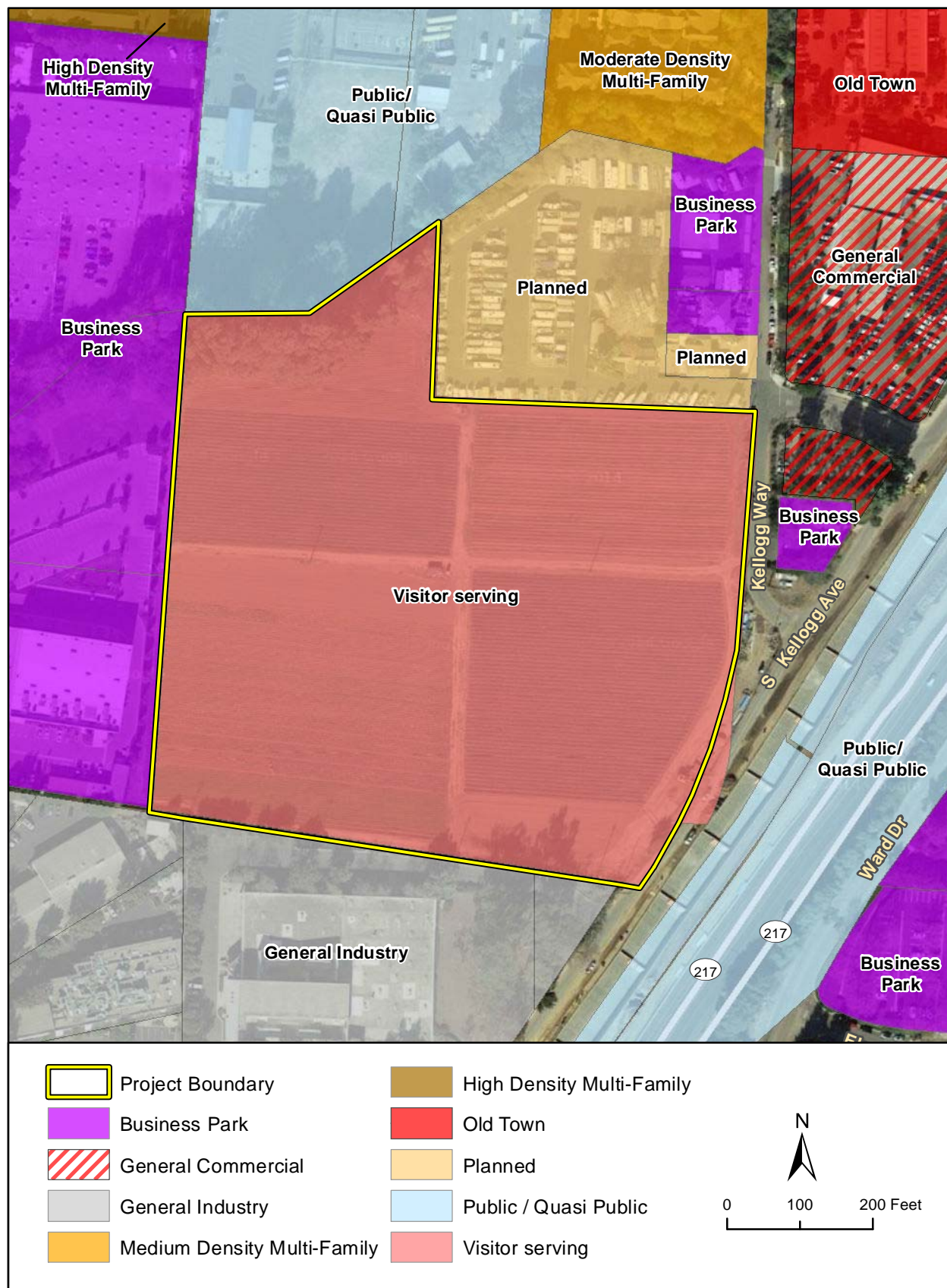
### Required Mitigation Measures

Based on the above analysis, there are no potentially significant impacts; therefore no mitigation measures are required.

### Residual Impact

Based on the above analysis, no residual impacts to Land Use and Planning would occur.

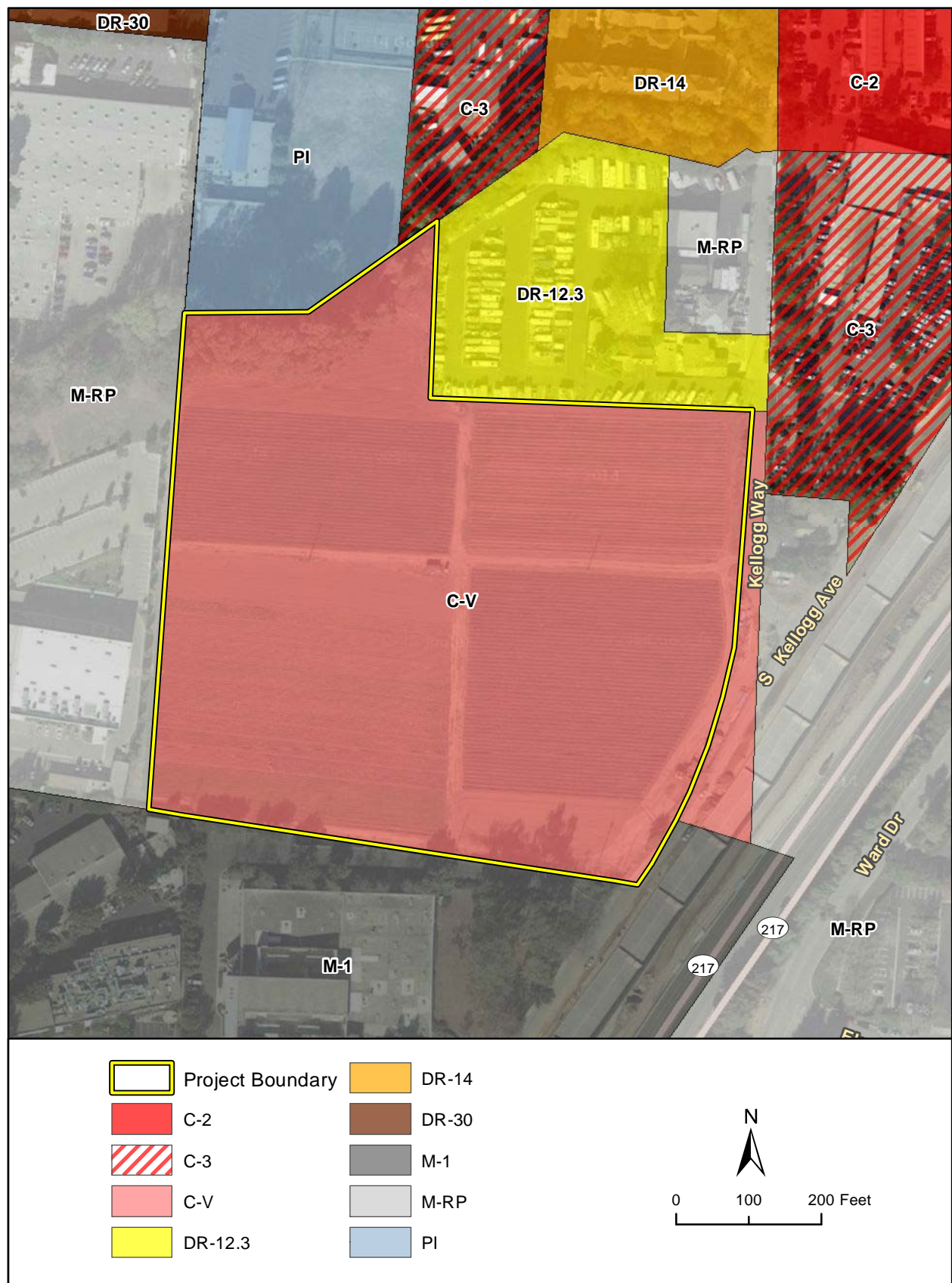




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Existing Land Use in Project Vicinity

Figure 7  
City of Goleta



Imagery provided by Google and its licensors ©2014. Zoning data from City of Goleta, 2015.

Existing Zoning in Project Vicinity

Figure 8  
City of Goleta

## MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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

The project site has been historically used for agricultural purposes, and there is no evidence that mineral resources or the extraction of mineral resources ever occurred on-site. In addition, there are no State identified Mineral Resource Zones, areas identified by the California Department of Conservation, Division of Mines and Geology to contain economically significant mineral deposits, located within with the City.

### 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) There are no known mineral resources of importance to the region or the state on-site, and the project site is not designated under the City's GP/CLUP as an important mineral resource recovery site. Due to the lack of mineral resources on the project site, the proposed project would have no impact on known mineral resources.

### Cumulative Impacts

Impacts on mineral resources are generally site-specific and do not interact to constitute a cumulative impact (Goleta GP/CLUP Final EIR). Therefore, the proposed project would not contribute to a significant cumulative impact on mineral resources.

### Required/Recommended Mitigation Measures

No mitigation measures are required or recommended.

### Residual Impact

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



## NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 ground borne vibration or ground borne 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

#### *Overview of Sound Measurement*

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound pressure level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically, Leq is summed over a one-hour period.

The sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Decibels cannot be added arithmetically, but rather are added on a logarithmic basis. Based on the logarithmic scale, a doubling of sound energy is equivalent to



an increase of 3 dBA and a sound that is 10 dBA less than the ambient sound level would result in a negligible increase (less than 0.5 dBA) in total ambient sound levels. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while those along arterial streets are in the 50 to 60+ dBA range. Normal conversational levels are in the 60-65 dBA range and ambient noise levels greater than that can interrupt conversations.

Noise levels typically attenuate at a rate of 6 dBA per doubling of distance from point sources such as industrial machinery. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. To evaluate community noise on a 24-hour basis, the day-night average sound level was developed (Ldn). Ldn is the average of all A-weighted levels for a 24-hour period with a 10 dBA upward adjustment added to those noise levels occurring between 10:00 PM and 7:00 AM to account for the general increased sensitivity of people to nighttime noise levels. The Community Noise Equivalent Level (CNEL) is identical to the Ldn with one exception. The CNEL adds 5 dBA to evening noise levels (7:00 PM to 10:00 PM). Thus, both the Ldn and CNEL noise measures represent a 24-hour average of A-weighted noise levels with Ldn providing a nighttime adjustment and CNEL providing both an evening and nighttime adjustment.

#### *Current Noise Level*

Environmental noise levels at the project site were monitored at the southeast property line on October 4, 2013, between 1:00 PM and 2:00 PM, as part of an Acoustical Analysis prepared by Davy & Associates in August 2014. This noise measurement was taken using a precision integrating Larson Davis 820 sound level meter. The location was selected to represent the proposed on-site residences that would be nearest to State Route 217 and, therefore, subject to the greatest traffic noise. To characterize ambient noise during peak traffic hours, Rincon Consultants completed a supplemental noise measurement at approximately the same location on December 18, 2014, from 7:53PM to 8:08PM, using an ANSI Type II integrating sound level meter. Figure 9 shows the location of the noise measurements. All noise measurements and modeling are included in Appendix G.

On-site noise levels are dominated by vehicular traffic on State Route 217 to the southeast. Secondary noise sources included aircraft from the Santa Barbara Municipal Airport to the west and vehicles on S. Kellogg Avenue. No other substantial sources of noise were noted during noise measurements. Table 8 shows the results of the noise monitoring and calculations.



**Table 8  
Noise Measurement Results**

Measurement Number	Measurement Location	Time	Leq
1	SE Property Line	Weekday afternoon	59.4 dB
2	SE Property Line	Weekday morning peak hour	68.1 dB

*Sources: Davy & Associates. Recorded during field visit on October 4, 2013. Rincon Consultants, Inc. Recorded during field visit on December 18, 2014.*

As shown in Figure 9-4 in the Noise Element of the Goleta GP/CLUP the project site is located outside of the 60 dB CNEL contour associated with the Santa Barbara Municipal Airport (SBMA) for the year 2025. The site would be subject to aircraft-related noise at an approximate level of 59 dBA CNEL (Davy & Associates, 2014).

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. In addition, based on the City of Goleta's *Environmental Thresholds and Guidelines Manual*, Section 12 Noise Thresholds, the following thresholds are used to determine whether significant noise impacts would occur

1. A development that would generate noise levels in excess of 65 dBA CNEL and could affect sensitive receptors would generally be presumed to have a significant impact.
2. Outdoor living areas of noise sensitive uses that are subject to noise levels in excess of 65 dBA CNEL would generally be presumed to be significantly impacted by ambient noise. A significant impact would also generally occur where interior noise levels cannot be reduced to 45 dBA CNEL or less.
3. A project would generally have a significant effect on the environment if it would increase substantially the ambient noise levels for noise sensitive receptors in adjoining areas. Per Threshold 1 above, this may generally be presumed to occur when ambient noise levels affecting sensitive receptors are increased to 65 dBA CNEL or more. However, a significant affect may also occur when ambient noise levels affecting sensitive receptors increase substantially but remain less than 65 dBA CNEL, as determined on a case-by-case level.
4. Noise from grading and construction activity proposed within 1,600 feet of sensitive receptors, including schools, residential development, commercial lodging facilities, hospitals or care facilities, would generally result in a potentially significant impact. According to the US EPA guidelines, the average construction noise is 95 dBA at a 50-foot distance from the source. A 6 dBA drop occurs with a doubling of the distance from the source. Therefore, locations within 1,600 feet of the construction site would be affected by noise levels over 65 dBA. Construction within 1,600 feet of sensitive receptors on weekdays outside of the hours of 8:00AM to 5:00PM and on weekends would generally be presumed to have a significant effect. Noise attenuation barriers and muffling of grading equipment may also be required. Construction equipment generating noise levels above 95 dBA may require additional mitigation.





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Noise Measurement Location

Figure 9  
City of Goleta



With regard to Threshold 3, the term “substantial increase” is not defined within the Thresholds Manual. The limits of perceptibility by ambient grade instrumentation (sound meters) or by humans in a laboratory environment is around 1.5 dBA. Under ambient conditions, people generally do not perceive that noise has clearly changed until there is a 3 dBA difference. A threshold of 3 dBA is commonly used to define “substantial increase.” Therefore, for purposes of this analysis, an increase of +3 dBA CNEL in traffic noise would be considered a significant impact. Increases of +3.0 dBA require a doubling of traffic volumes on already noise-impacted roadways. Projects usually do not, by themselves, cause traffic volumes to double. Offsite traffic noise impacts are therefore almost always cumulative in nature rather than individually significant.

### Project Specific Impacts

- a, c) Noises associated with operation of the proposed project may be periodically audible at adjacent uses. The closest sensitive receptor to the project site is a single-family residence located approximately 50 feet to the east, across Kellogg Way. A mobile home park is also located approximately 350 feet to the west of the site. Noise events that are typical of residential developments include music, conversations, doors slamming, and children playing. On-site operations are expected to also involve noise associated with rooftop ventilation, heating systems, and trash hauling. However, activities associated with operation of the proposed project are not expected to generate high levels of noise, and on-site noise would be comparable to those of existing residential uses near the project site.

The proposed project would also generate traffic that could increase the exposure of existing sensitive receptors in Old Town Goleta to roadway noise. According to 2013 traffic counts by the California Department of Transportation (Caltrans), the segment of State Route 217 between Sandspit Road and Hollister Avenue currently has 2,200 peak-hour trips. The *Traffic, Circulation, and Parking Study prepared by Associated Traffic Engineers (Appendix H)* for the proposed project estimates that 10% of the 106 net new trips during PM peak hours would occur on State Route 217. The proposed project would add about 11 net trips to peak-hour traffic on State Route 217. This would represent a minimal 0.5% increase in peak-hour traffic. However, project-generated traffic would result in an estimated 66.2% increase in traffic volume on S. Kellogg Avenue south of Hollister Avenue (Associated Transportation Engineers, 2014).

To evaluate the project’s effect on the exposure of existing sensitive receptors to noise, traffic noise was modeled at the single-family residence located across Kellogg Way to the east of the project site. Traffic noise was modeled using the Federal Highway Administration’s Traffic Noise Model (TNM), version 2.5, which calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions.<sup>15</sup> Traffic noise from State Route 217 and S. Kellogg Avenue was modeled under two scenarios: existing traffic volumes and with-project traffic volumes. Traffic counts from Caltrans in 2013 provided peak-hour traffic volumes on the segment of State Route 217 between Hollister Avenue and Sandspit

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<sup>15</sup> Davy & Associates also modeled traffic noise; however, its modeling was based on noise measurements taken outside of peak hours and does not reflect the highest sustained noise levels during peak-hour traffic. Therefore, this analysis does not rely on the noise modeling performed by Davy & Associates.



Road. The City of Goleta provided average daily traffic levels for S. Kellogg Avenue from 2013 (Appendix H). To represent traffic during peak hours, the number of average daily trips on S. Kellogg Avenue was divided by a factor of 10. This is a commonly-used conversion factor for estimating peak hour trips in traffic noise modeling. The *Traffic, Circulation, and Parking Study* for the proposed project provided estimates of project-generated traffic.

On State Route 217, based on counts of passenger vehicles and truck traffic conducted by Caltrans in 2012 as described in a 2013 report, the modal distribution was assumed to be 97% passenger vehicles, 1.5% medium trucks, and 1.5% heavy trucks (Caltrans, 2013). On S. Kellogg Avenue, passenger vehicles were assumed to account for 95% of all vehicle trips, with medium and heavy trucks splitting the remaining trips. Vehicle speeds were based on the speed limits for each modeled roadway.

The model was calibrated based on the modeled existing noise level at the southeast edge of the project site to the measured noise level at that location during peak-hour traffic. Traffic noise was modeled at 66.3 dBA Leq, which is within 1.8 dBA of the measured noise level of 68.1 dBA Leq. The similarity between modeled and measured noise at this location indicates that the model provides a relatively accurate representation of acoustic conditions in the project vicinity.

Table 9 shows the results of noise modeling at four receptor locations: the single-family residence located across Kellogg Way to the east, the southeast edge of the site at ground level, the southeast edge of the site at the approximate elevation of proposed 2<sup>nd</sup>-floor decks facing State Route 217, and the northeast edge of the site along the proposed Building VII. For the proposed 2<sup>nd</sup>- floor decks, traffic noise was only modeled under the Existing + Project scenario which includes the project's proposed six-foot block wall fronting on Kellogg Way.

As shown in Table 9, project-generated traffic would increase noise levels by an estimated 0.1 dBA Leq at the Kellogg Way residence and 0.4 dBA Leq at the southeast edge of the site (ground level). The proposed project would not generate a significant increase of 3 dBA CNEL in traffic noise at the Kellogg Way residence and therefore would not substantially increase the exposure of nearby sensitive receptors to traffic noise.



**Table 9  
Roadway Noise Exposure**

Location	Projected Noise Level (dBA Leq) <sup>1</sup>		Change in Noise Level (dBA Leq)
	Existing	Existing + Project	
Kellogg Way residence	65.4	65.5	+0.1
Southeast edge of site (ground level)	66.3	66.7	+0.4
Southeast edge of site (2 <sup>nd</sup> floor deck)	-	<b>69.8</b>	-
Northeast edge of site	61.3	52.0 <sup>2</sup>	-9.3

<sup>1</sup> Leq is the equivalent noise level over a period of time, typically one hour. Estimates of noise generated by traffic are from the centerlines of northbound/eastbound and southbound/westbound lanes on road segments during peak-hour traffic conditions. Refer to Appendix G for full noise model output. **BOLD** values indicate exceedances of City standards for outdoor living areas.

<sup>2</sup> The proposed sound barrier along the northeast property line would decrease the noise level by an estimated 9.3 dBA from existing conditions.

Source: Federal Highway Administration, Traffic Noise Model Version 2.5.

Proposed residences on-site would be subject to exterior noise levels of approximately 52.0 dBA Leq at the northeast edge of the site, 66.7 dBA Leq at ground level on the southeast edge of the site, and 69.8 dBA Leq at 2<sup>nd</sup>-floor decks on the southeast edge of the site. The proposed installation of a six-foot block wall fronting on Kellogg Way would result in an estimated 9.3 dBA Leq reduction from the existing noise level at the northeast edge of the site (from 61.3 to 52.0 dBA Leq). Outdoor living areas at proposed residences adjacent to Kellogg Way would not be subject to noise exceeding the City's standard of 65 dBA CNEL. Without a sound barrier to protect the six proposed shopkeeper units on the southeast edge of the site, noise levels under the Existing + Project scenario are projected to rise to 66.7 dBA Leq at ground level and 69.8 dBA Leq at the proposed 2<sup>nd</sup>-floor decks. Outdoor yards at these shopkeeper units would be part of a pedestrian-friendly interface with ground-floor commercial space and would not serve as outdoor living areas. Therefore, exterior noise at the ground level would not be subject to the City's standard of 65 dBA CNEL for outdoor living areas. However, 2<sup>nd</sup>-floor decks would serve residential space at the shopkeeper units and could be subject to noise levels exceeding the 65 dBA CNEL standard.

Proposed sound walls along the northeastern and southern property lines, and attenuation of traffic noise by proposed buildings fronting on Kellogg Way and S. Kellogg Avenue would effectively reduce exterior noise to less than 65 dBA CNEL on the remainder of the project site. Furthermore, the exterior-to-interior reduction of newer residential units and office buildings is generally 30 dBA or more, which would reduce



interior noise throughout the project site to less than the City's standard of 45 dBA CNEL (FTA, 2006).

Impacts from operational traffic noise would be less than significant with mitigation incorporated to install sound attenuation barriers that protect 2<sup>nd</sup>-floor decks at the shopkeeper units along Kellogg Avenue.

- b) Vibration energy is carried through buildings, structures, and the ground, whereas ambient noise is carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise, such as the rattling of windows from truck pass-bys. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases and vibration rapidly diminishes in amplitude with distance from the source. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Significant impacts occur when vibration or groundborne noise levels exceed the Federal Railroad Administration (FRA) maximum acceptable level threshold of 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools).

Construction activities that would occur on the project site have the potential to generate groundborne vibration. Table 10 identifies vibration velocity levels for the types of construction equipment that are likely to operate at the project site during construction, as received by the nearest sensitive receptors. Vibrating-generating construction equipment on the project site could be located as near as 65 feet from the single-family residence across Kellogg Way, 350 feet from mobile homes to the west, and 500 feet from a school to the north. Bulldozers could be used for site grading, and loaded trucks could be needed to transport building materials.



**Table 10  
Vibration Source Levels for  
Construction Equipment**

Equipment	Approximate VdB		
	65 Feet	350 Feet	500 Feet
Large Bulldozer	79	64	61
Loaded Trucks	78	63	60
Jackhammer	71	56	53
Small Bulldozer	50	35	32

*Source: Federal Railroad Administration, 1998.*

As shown in Table 10, vibration levels could be approximately 79 VdB at the existing single-family residence on Kellogg Way. Vibration levels are assumed to attenuate by 6 VdB per doubling of distance (Federal Transit Administration, 2006). Based on this assumption vibration levels from construction activity within approximately 150 feet of this residence could exceed the FRA's threshold of 72 VdB. However, because construction activity would be restricted to the hours of 8:00 AM to 5:00 PM Monday through Friday, it would not occur during nighttime hours and would not result in disturbance of sleep. Furthermore, most construction activity would occur across the site and not just focused near the eastern property line and would not result in significant vibration levels at sensitive receptors. Therefore, because vibration would only occur in short durations, only during daytime hours, and spread across the entire site, impacts from vibration on nearby sensitive receptors would be less than significant.

- c) Construction of the proposed 175 townhomes and traffic noise from construction vehicles could generate temporary noise that is perceptible to nearby sensitive receptors. Goleta's *Environmental Thresholds and Guidelines Manual* defines 1,600 feet as the distance that would be affected by noise levels over 65 dBA. Construction within 1,600 feet of sensitive receptors on weekdays outside of the hours of 8:00AM to 5:00PM and on weekends would generally be presumed to have a significant effect. The nearest sensitive receptors within 1,600 feet of the project site include a single-family residence (with an outdoor living area located approximately 50 feet east of the site) across Kellogg Way, mobile homes located 350 feet to the west, and the Rainbow School 500 feet to the north. Noise impacts are a function of the type of activity being undertaken and the distance to the receptor location. The grading phase of project construction tends to create the highest construction noise levels because of the operation of heavy equipment. As shown in Table 11, noise levels associated with heavy equipment typically range from about 76 to 88 dBA at 50 feet from the source, 59 to 71 dBA at 350 feet from the source, and 56 to 68 dBA at a distance of 500 feet (representing the nearest sensitive receptors).



**Table 11  
Typical Noise Levels from  
Construction Sites**

Equipment	Typical Noise Level		
	At 50 Feet	At 350 Feet	At 500 Feet
Air Compressor	81 dBA	64 dBA	61 dBA
Backhoe	80 dBA	63 dBA	60 dBA
Concrete Mixer	85 dBA	68 dBA	65 dBA
Dozer	85 dBA	68 dBA	65 dBA
Saw	76 dBA	59 dBA	56 dBA
Truck	88 dBA	71 dBA	68 dBA

*Source: FTA, 2006.*

The General Plan's Noise Element restricts construction activities near or adjacent to residential buildings and other sensitive receptors to the hours of 8:00 AM to 5:00 PM Monday through Friday, which would limit noise exposure to sensitive receptors outside those hours in the mornings, evenings and weekends. However, based on the typical noise levels from construction sites shown in Table 11, construction activities could exceed 65 dBA within 1,600 feet of sensitive receptors during permitted weekday hours. As such, short-term noise impacts from construction would be potentially significant. With the inclusion of the mitigation measures below, the potential impacts would be less than significant.

- e,f) Pursuant to the Table 9-2 in the General Plan's Noise Element, the project site is located outside of the 60 dB CNEL noise contour for the SBMA. Noise levels below 60 dB CNEL would be acceptable for residents on the project site. There are no private airstrips within the vicinity of the project site. As such, the proposed project would have less than significant impacts for people residing or working in the project area.

Cumulative Impacts

The Goleta GP/CLUP Final EIR found that implementation of the GP/CLUP would result in significant cumulative impacts from increased traffic noise along roadways with adjacent residential uses where traffic noise would 65 dBA CNEL. With implementation of Mitigation Measure N-1 for attenuation of traffic noise in outdoor living areas, the proposed project would not result in the exposure of new residences to exterior noise exceeding 65 dBA CNEL. Traffic generated by the proposed project also would increase the exposure of existing sensitive receptors in Goleta to traffic noise. However, the proposed project would not generate a significant increase of 3 dBA CNEL in traffic noise at the nearby sensitive receptors. Therefore,



the project would not have a considerable contribution to a significant cumulative impact related to noise.

### Required Mitigation Measures

**N-1 Outdoor Living Area Noise Attenuation.** Second-floor decks associated with six shopkeeper units located at the southeastern edge of the project site, fronting on S. Kellogg Avenue, must be protected from sound intrusion so that they meet the City's standard of 65 dBA CNEL for outdoor living spaces. Sound attenuation barriers must be placed along the perimeter of decks at the shopkeeper units adjacent to S. Kellogg Avenue and shall consist of Plexiglas or a similar transparent material that does not obstruct views from the residences. The sound attenuation barriers must be of a size and material to adequately mitigate this impact as determined by an acoustical study to be performed by an environmental/acoustical consultant as approved by the Planning and Environmental Review Director, or designee, to determine project-specific requirements for affected residences. Failure to conclusively demonstrate the effectiveness of the proposed noise attenuation measures must result in the denial of a permit to build the affected unit, redesign of the affected unit(s) to remove the proposed private outdoor living space.

**Plan Requirements and Timing:** These requirements must be incorporated into all construction documents submitted for approval before the issuance of a Building Permit for the shopkeeper units adjacent to S. Kellogg Avenue.

**Monitoring:** The Planning and Environmental Review Director, or designee, must verify compliance before the issuance of a Building Permit for the shopkeeper units adjacent to S. Kellogg Avenue. The City building inspectors must verify compliance in the field before the City issues a certificate of occupancy for an affected unit. No certificate of occupancy may be issued unless compliance is achieved.

**N-2 Construction Timing and Signage.** All noise-generating project construction activities is limited to Monday thru Friday, 8:00 a.m. to 5:00 p.m. Construction will not generally 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 Review, or designee. The applicant must 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 must be provided by the applicant and posted on site. Such signs must be a minimum size of 24" x 48." All such signs must be in place before commencing any grading/demolition and maintained through to occupancy clearance. Violations may result in suspension of permits.



**Monitoring:** The Planning and Environmental Review Director, or designee, will monitor compliance with restrictions on construction hours and promptly investigate and respond to all complaints.

- N-3 Shielding of Construction Equipment.** Stationary construction equipment that generates noise which exceeds 65 dB(A) measured 50-feet from the source in an unattenuated condition must be shielded to reduce such noise levels to no more than 65 dB(A) at project boundaries.

**Plan Requirements and Timing:** The applicant must submit a list of all stationary equipment to be used in project construction which includes manufacturer specifications on equipment noise levels as well as recommendations from the project acoustical engineer for shielding such stationary equipment so that it complies with this requirement for review and approval by the Planning and Environmental Review Director, or designee. This information must be reviewed and approved by the Planning and Environmental Review Director, or designee, before the City issues a LUP. All City approved noise attenuation measures for stationary equipment used in any construction and/or demolition activities must be implemented and maintained for the duration of the period when such equipment is onsite.

**Monitoring:** The Planning and Environmental Review Director, or designee, will periodically inspect the site to ensure compliance with all noise attenuation requirements.

- N-4 Acoustical Blankets.** Construction fencing shall be lined with acoustical blankets during grading/demolition and construction to further minimize noise impacts to nearby sensitive receptors.

**Plan Requirements and Timing:** Acoustical blankets must be installed prior to beginning commencement of any grading/demolition and maintained through to occupancy clearance. Violations may result in suspension of permits

**Monitoring:** The Planning and Environmental Review Director, or designee, will periodically inspect the site to ensure compliance with use of acoustical blankets.

#### Residual Impact

With implementation of the required mitigation measures, the residual short-term construction and long-term operational impacts of the proposed project would be less than significant.





## POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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

The project site is currently in agricultural use and contains no housing. Agricultural employees reside locally either in the City of Goleta or nearby communities.

### 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 proposed project would include a rezone and General Plan Amendment to allow residential uses on the project site. The project would generate additional housing with the City that was not previously anticipated in the GP/CLUP. The new housing would provide a benefit to the south coast region by helping to improve the existing jobs-housing imbalance on the south coast and provide opportunities for workers who presently commute to relocate to the region. As a result, commute patterns for workers in the area would be shortened, which benefits the City and the region through a reduction in vehicle miles traveled and air pollutant emissions.

Applying the City's average household size of 2.72 persons/household, the proposed 175 townhomes on the project site would support an estimated 476 additional residents (City of Goleta, 2015). This number of residents represents a 1.6 percent increase in the City's existing population of 30,202. SBCAG's 2010-2040 regional growth forecast projects Goleta's population to be 30,000 in 2015, 33,900 in 2035, and 34,600 in 2040. The proposed project is not expected to be operational until after 2015. Consequently, the proposed project was compared to the 2035 and 2040 forecasts. Population generated by the proposed project would not exceed SBCAG's 2035 growth forecast of 33,900 and would not exceed the 2040 growth forecast of 34,588 for the City of Goleta (SBCAG, December 2012). Additionally, previously approved housing projects within the



City, have been approved for development at densities below what was foreseen in the City's GP/CLUP. These projects include Cortona Apartments, the Hideaways, Village at Los Carneros, and Westar. The proposed project would therefore generate housing for growth that was anticipated in the GP/CLUP but on a site that was originally envisioned for commercial use. Because the growth in population anticipated from the proposed project is accounted for in the regional growth forecasts and the GP/CLUP, the proposed project would have less than significant impacts on population and growth.

- b,c) The proposed project would not displace any existing housing units or require the displacement of any people. Because the project would not necessitate the construction of replacement housing, no impact would occur.

### Cumulative Impacts

Cumulative development under buildout of the Goleta GP/CLUP would address a substantial shortage in affordable housing in Santa Barbara County, thereby having a less than significant impact on housing supply (GP/CLUP Final EIR). Because population increases under buildout of the Goleta GP/CLUP have been projected and considered in regional growth plans, cumulative impacts associated with an inducement of substantial population growth also would be less than significant. As discussed above, the proposed project would not displace any existing housing and would generate an increase in population that is consistent with long-term regional growth plans. Therefore, the proposed project would not have a considerable contribution to a significant cumulative impact on population and housing.

### Required/Recommended Mitigation Measures

No mitigation measures are required or recommended.

### Residual Impact

Residual impacts on population growth and the area's housing supply, as well as the project's contribution to such cumulative impacts would be less than significant (population) or non-existent (displacement).



## PUBLIC SERVICES

Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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

#### *Fire Protection*

Fire protection services would be provided by the Santa Barbara County Fire Protection District (“SBCFD”) which was formed in 1957 and is governed by the Fire Protection District Law of 1987 (Health and Safety Code §§ 13800, *et seq.*). The closest fire station to the project site is Station #12, located at 5330 Calle Real to the north of U.S. Highway 101, which is approximately 0.9 miles northeast of the site.

The National Fire Protection Association (NFPA) and SBCFD identify the following three guidelines regarding the provision of fire protection services:

1. 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 should be served.
2. A ratio of one engine company per 12,000 persons, assuming three firefighters per station (or 16,000 persons assuming four firefighters per station), represents the maximum population that should be served by a three-person crew.
3. A five-minute response time in urban areas.

The mandated California Division of Occupational Safety and Health (Cal-OSHA) requirement for firefighter safety, known as the “two-in-two-out rule,” is also applicable. This rule requires a minimum of two personnel to be available outside a structure before firefighters enter it to provide an immediate rescue for trapped or fallen firefighters, as well as immediate assistance in rescue operations.



The SBCFD has implemented a dynamic deployment system for its fire engines, in addition to the traditional static deployment system from fire stations when the station's engine is in-house. Dynamic deployment allows for the dispatching of engines already on the road to emergency calls rather than dispatching by a station's "first in area," as has been the previous practice. Basically, dynamic deployment uses a Global Positioning System (GPS) to monitor the exact location of each engine in real time. Previously, when an engine was out on routine (nonemergency) activities, such as inspections or training, the engine company was considered in-service and its exact location at any given moment in time was not known to County Dispatch. However, with dynamic deployment using the County's GPS, County dispatch has real-time information on the exact location of each engine at all times and can dispatch the closest, un-engaged engine to an emergency incident, regardless of which fire station's service area the call originates from (Ron Pepin, Captain, Santa Barbara County Fire Protection District, personal communications, May 16, 2013). This precludes the need for an in-service engine to have extended run times when another fire engine would be closer. The SBCFD has also added a battalion chief as the fourth firefighter on scene, in order to meet the "two-in-two-out" rule.

Station #12 has an engine company with a staff of four personnel, consisting of an engine company captain, engineer, firefighter and battalion chief. This engine company provides immediate response on incidents as determined by the type of call.

#### *Police Protection*

Police services are provided by the Santa Barbara County Sheriff's Department under contract with the City. The City is divided into 3 patrol units, with 1 police car assigned to each unit. The Sheriff's Department currently maintains a staff of approximately 34 sworn officers assigned to the City of Goleta. Additional police services are available from Santa Barbara County to supplement City police in an emergency. City police operate from three locations: the City offices at 130 Cremona Drive, an office located in Old Town Goleta on Hollister Avenue, and a third location at the Camino Real Marketplace. The closest location to the project site is in Old Town Goleta.

#### *Schools*

Public education services are provided by the Goleta Union School District (GUSD) and the Santa Barbara Unified School District (SBUSD). In general, enrollments in the area school system have been declining for the past several years and area schools serving the project vicinity are operating below capacity. Future students who might reside at the proposed project would likely attend these schools, which include La Patera Elementary School at 555 N. La Patera Lane, Goleta Valley Junior High at 6100 Stow Canyon Road, and Dos Pueblos High School at 7266 Alameda Avenue.

#### *Parks*

The park nearest to the project site is the 1.63-acre Armitos Park, a neighborhood park with a playground, which is approximately 0.4 miles northeast of the site (Goleta GP/CLUP, Open Space Element). The nearest existing bikeway to the project site is located approximately 0.35 miles to the west on Fairview Avenue.



## *Libraries*

Services at the Goleta Public Library are provided by contract with the City of Santa Barbara in a facility owned by the City at 500 North Fairview Avenue. The 2-acre library site includes a 15,437 square foot (SF) building and parking areas. The facility provides services to the City and nearby unincorporated areas. In 2010/2011, library visits were 256,996 and circulation was 606,741. Services were provided by 5 full-time and 2 part-time employees.

## 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 *Environmental Thresholds and Guidelines Manual* includes thresholds of significance for potential impacts on area schools. Specifically, under these thresholds, any project that would result in 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. The *Environmental Thresholds and Guidelines Manual* notes current State standards are: Grades K-2, 20 students per classroom; Grades 3 -8, 29 students per classroom; and Grades 9 – 12, 28 students per classroom.

## Project Specific Impacts

### a) *Fire Protection*

Being within one mile of Fire Station 12, the project site is central to the Station's service area. Given its close proximity to the station, along with the implementation of the dynamic deployment system, the 5-minute response guideline would be met. In the event Fire Station 12 would need back-up, other available engine companies would respond via static and/or dynamic deployment. Fire protection requirements for the proposed project would include, without limitation, structural fires, emergency medical services, public assistance, and other requests. To ensure fire safety, the proposed project would have to comply with SBCFD's requirements pertaining to building construction, site access, adequacy of flows, and fire hydrants. Additionally, pursuant to Policy PF 3.3 in the Goleta GP/CLUP the applicant would be required to pay a Development Impact Fee (DIF) toward fire protection for replacement of fire apparatus and equipment and a Fire Facility Fee to assist in financing fire protection capital facilities. Because no new or expanded facilities would be required to serve the project, and payment of a DIF toward fire protection would occur, impacts would be less than significant.

### *Police Services*

The Santa Barbara County Sheriff's Department provides 24-hour police protection services to the area under contract to the City of Goleta. The City of Goleta police operate from three locations: the City of Goleta offices, an office located in Old Town on Hollister Avenue, and a third location at the Camino Real Marketplace. The current service ratio, with 34 officers working in the City, is 1:900. Per the General Plan Final EIR, the Sheriff's Department recommends that additional officers be assigned to the City at a range of 1:750 to 1:1,070 new residents. Given this recommended service level and the estimated 480 residents that the project could add to the City population, the proposed project would not trigger the need for additional police officers and/or



equipment, nor would it create the need for new or expanded police protection facilities. In addition, consistent with Policy PF 3.8 in the Goleta GP/CLUP the City would require that the project pay a DIF to provide revenue for capital facilities for police services. New or expanded police facilities would not be needed to serve the project. Therefore, project impacts related to the provision of adequate police services to serve the project would be less than significant.

*Schools*

Table 12 shows the existing enrollment and capacity at each school that would serve the proposed project.

**Table 12  
Existing School Enrollment and Capacity**

School	Enrollment	Capacity	Capacity Utilization
La Patera Elementary	421 <sup>1</sup>	456 <sup>1</sup>	92%
Goleta Valley Junior High	763 <sup>2</sup>	1,000	76%
Dos Pueblos High	2,191 <sup>2</sup>	2,565	85%

Sources:

<sup>1</sup>. Pachter, personal communications, January 15, 2015.

<sup>2</sup>. Hernandez, personal communications, January 15, 2015.

Using student generation factors provided by GUSD and SBUSD, the proposed project would generate an estimated 35 new students at La Patera Elementary School, 18 new students at Goleta Valley Junior High School, and 35 new students at Dos Pueblos High School. Table 13 shows the number of students generated by the project, the with-project student enrollment at local schools, and the percent of utilization of capacity after implementation of the project.

**Table 13  
GUSD and SBUSD Student Generation**

School	Generation Factor <sup>1</sup>	Units	Students Generated by Project	Enrollment Plus Project	Percent Capacity Utilization with Project
La Patera Elementary	0.2 students/unit	175	35	456	96%
Goleta Valley Junior High	0.1 students/unit	175	18	781	78%
Dos Pueblos High	0.2 students/unit	175	35	2,226	87%

Sources:

<sup>1</sup>. City of Goleta, Harvest Hill Ranch Initial Study, March 2014.

As shown in Table 13, the addition of students from the proposed 175 townhomes would result in utilization of 96% of the capacity at La Patera Elementary School, 78% at Goleta Valley Junior High School, and 87% at Dos Pueblos High School. None of these



schools would exceed their capacities with the addition of project-generated increases in students. Furthermore, in accordance with State law the applicant would be required to pay school impact fees. Pursuant to Government Code § 65995, the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Payment of the development fees is considered full mitigation for the proposed project's impacts under CEQA and impacts would be less than significant.

#### *Parks*

Impacts to parks are discussed in the Recreation Section.

#### *Other Public Facilities*

Residents on the project site would have access to other public services such as the Goleta Branch Library. The increase in demand for public library facilities resulting from the anticipated addition of 480 residents on-site would have an adverse, but less than significant impact on library services and other public facilities.

#### Cumulative Impacts

The Goleta GP/CLUP Final EIR found that buildout under the Goleta GP/CLUP would result in less than significant cumulative impacts on public services including fire protection, police protection, schools, and libraries. Previously approved housing projects within the City have been approved for development at densities below what was foreseen in the City's GP/CLUP. These projects include Cortona Apartments, the Hideaways, Village at Los Carneros, and Westar. The proposed project would therefore generate housing for growth that was anticipated in the GP/CLUP but on a site that was originally envisioned for commercial use. The proposed project's contribution to the cumulative demand for fire protection, police protection, schools, and public facilities such as libraries would be offset by the required payment of DIFs prior to occupancy of buildings. As a result of payment of these fees, the project's contribution to cumulative impacts on public services would be less than cumulatively considerable and is considered less than significant.

#### Required Mitigation Measures

Based on the above analysis, no mitigation measures would be required.

#### Residual Impact

With implementation of this mitigation measure, residual impacts on public services and facilities would be less than significant.



## RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 of Goleta currently has 14 public parks, four private parks, and 15 public open space areas comprising a total of 476.7 acres (Andrea Moreno, Office Specialist, City of Goleta, personal communication, June 7, 2013). This equates to approximately 15.9 acres per 1,000 residents. According to the Goleta GP/CLUP three City-owned regional open space preserves – Sperling Preserve, Santa Barbara Shores Park, and Lake Los Carneros Natural and Historical Preserve – collectively account for 363 acres of the total acreage. In addition to park and open space areas, approximately 40 percent of Goleta’s two miles of Pacific shoreline is in City ownership. Furthermore, hiking trails and recreational areas in the Los Padres National Forest are located within a few miles of the City.

While recognizing the many acres of open space available for passive recreation, the Goleta GP/CLUP identified a deficit in active public recreational space. In 2005, when the GP/CLUP was drafted, the City had approximately 3 acres of active recreational area per thousand residents. In the public workshop process that preceded the General Plan’s adoption, residents indicated that increasing the number of active parks was an important community need. The City’s single community center, the Goleta Valley Community Center, is insufficient to satisfy all of the needs of community groups and residents seeking to access the facility. In addition, although the privately owned and managed Girsh Park provides much-needed facilities for active recreation, there continues to be a shortage of publicly owned and managed active recreation facilities such as sports fields, tennis courts, and dedicated trails. The City has adopted a goal of providing 4.7 acres of parkland (open space lands whose primary purpose is recreation) per thousand residents. In an effort to meet this goal, the City purchased a 4-acre site near the corner of Hollister and Kellogg Avenues, for the purpose of developing an active recreation park. This park would be located approximately 0.4 miles north of the project site. However, the development of this park has been delayed as a result of the continuing drought emergency.

The recreational facility closest to the project site is the Goleta Valley Community Center, located adjacent and to the north. The closest park is the 1.63-acre Armitos Park, located 0.4 miles to the northeast of the site (Goleta GP/CLUP, Open Space Element). The nearest existing bikeway to the project site is located approximately 0.35 miles to the west on Fairview Avenue.





## Thresholds of Significance

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

## Project Specific Impacts

- a) The proposed project is anticipated to accommodate 480 residents when fully occupied. This represents a 1.6 percent increase in the City's population, which would generate a corresponding increase in demand for recreational facilities, opportunities, and open space. Absent new active park space, the 480 residents anticipated for the project site would reduce the per person park space level in the City to 2.96 acres per resident. Furthermore, project-generated demand would exacerbate an existing deficit in active public recreational space.

For new developments and subdivisions that increase recreational demand, GMC § 16.14.060 requires a dedication of 0.0128 acres per dwelling unit to neighborhood and community park and recreation purposes. According to this ratio, the proposed project must devote 2.24 acres to park and recreation purposes. Alternatively, when filing a tentative map application for approvals, the applicant may choose to pay the City an in-lieu fee. The proposed project would provide 2.17 acres of open space and landscaped areas, including a passive pocket park at the main entrance to the site, a central green space with a shade structure and entertainment area, and a pocket park with a tot lot near the Ekwil Street entrance.

As these recreational facilities would not be available for public use, they do not count fully toward the required dedication of park and recreational facilities for neighborhood or community use. However, pursuant to GMC Chapter 16.14, the provision of private developed parkland within common open space can be credited towards offsetting public parkland impacts in the form of reduced in-lieu fees. The credit toward in-lieu fees may not exceed 50 percent.

The increase in demand for recreational facilities from future residents on the project site would exacerbate the City's existing deficiency in parkland with active recreational amenities. Thus, the proposed project could further contribute to physical deterioration, or accelerate deterioration, of the City's existing inventory of active recreational facilities. Nevertheless, given that GMC Chapter 16.14 would require the applicant to pay in-lieu park and recreation fees, which would be used to fund public park facilities, the project's impact on recreational facilities would be less than significant.

- b) The proposed project would involve construction of recreational facilities with the 9.84-acre portion of the site to the south of the future Ekwil Street extension. This portion of the site is currently under agricultural cultivation and does have sensitive resource areas. Therefore, the provision of recreational amenities would not result in any impact on sensitive resources or the physical environment.



### Cumulative Impacts

Although cumulative development under the Goleta GP/CLUP would result in an increase in use intensity at existing recreational facilities, the Goleta GP/CLUP Final EIR found that future planned recreational facilities, including the proposed Kellogg park, and in-lieu fees for parks or the donation of parkland would reduce potential cumulative impacts to a less than significant level. The project's population would result in a contribution to a cumulative impact on active recreation ~~facilities~~facilities. However, with the required payment of park and recreation fees as per GMC Chapter 16.14, which would be used to fund public park facilities that would meet the incremental demand for recreational facilities created by the project, the project's incremental contribution to this cumulative impact would be less than significant.

### Required/Recommended Mitigation Measures

No additional mitigation is recommended or required.

### Residual Impact

Residual demand for parks and recreational facilities generated by the proposed project would be adverse but less than significant.



## TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		■		
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 traffic/circulation setting information is derived from the *Old Town Village Mixed-Use Project Traffic, Circulation, and Parking Study*, which was prepared by Associated Transportation Engineers, on October 1, 2014 which can be found in Appendix H. The study was peer reviewed by Linscott, Law, and Greenspan, Engineers (LLG) on January 12, 2015 and can also be found in Appendix H.

## *Existing Roadway Operations*

Associated Traffic Engineers obtained existing average daily traffic (ADT) volumes from counts conducted in 2013 by the City of Goleta and compared the existing traffic volumes to the capacity of the critical roadway segments in the study area. Table 14 shows existing average daily roadway volumes.

**Table 14**  
**Existing Average Daily Roadway Volumes**

Roadway Segment	Classification	Geometry	Acceptable Capacity	Existing ADT
Calle Real e/o Fairview Avenue	Major Arterial	4 lanes	34,000	14,300
Fairview Avenue n/o Hollister Avenue	Major Arterial	4 lanes	34,000	23,700
Fairview Avenue s/o Hollister Avenue	Major Arterial	4 lanes 3 lanes	34,000 25,500	9,000
Hollister Avenue e/o Fairview Avenue	Major Arterial	4 lanes	34,000	20,100
Hollister Avenue e/o Pine Avenue	Major Arterial	4 lanes	34,000	20,200
Hollister Avenue e/o S. Kellogg Avenue	Major Arterial	4 lanes	34,000	20,400
Hollister Avenue e/o Ward Drive	Major Arterial	4 lanes	34,000	13,800
S. Kellogg Avenue s/o Hollister Avenue	Collector Street	2 lanes	9,280	1,700

Source: Associated Traffic Engineers, October 2014.

## *Existing Intersection Operations*

The following nine intersections were included in the traffic analysis:

1. Calle Real/Fairview Avenue;
2. U.S. 101 NB Ramps/Fairview Avenue;
3. U.S. 101 SB Ramps/Fairview Avenue;
4. Hollister Avenue/Fairview Avenue;
5. Hollister Avenue/Pine Avenue;
6. Hollister Avenue/S. Kellogg Avenue;
7. SB 217 SB Ramps/Hollister Avenue;
8. SB 217 NM Ramps-Ward Drive/Hollister Avenue; and



9. Hollister Avenue/Patterson Avenue.

Existing peak-hour volumes for intersections in the study area were obtained from traffic counts conducted by the City of Goleta in 2013. Levels of service were calculated for the signalized intersections using the “Intersection Capacity Utilization” (ICU) methodology. Table 15 presents the existing levels of service for intersections in the study area.

**Table 15**  
**Existing Intersection Levels of Service**

Intersection	Traffic Control	AM Peak		PM Peak	
		ICU	LOS	ICU	LOS
Calle Real/Fairview Avenue	Signal	0.618	B	0.732	C
U.S. 101 NB Ramps/Fairview Avenue	Signal	0.735	C	0.650	B
U.S. 101 SB Ramps/Fairview Avenue	Signal	0.618	B	0.634	B
Hollister Avenue/Fairview Avenue	Signal	0.493	A	0.612	B
Hollister Avenue/Pine Avenue	Signal	0.406	A	0.472	A
Hollister Avenue/S. Kellogg Avenue	Signal	0.524	A	0.556	A
SR 217 SB Ramps/Hollister Avenue	Signal	0.583	A	0.637	B
SR 217 NB Ramps-Ward Drive/Hollister Avenue	Signal	0.431	A	0.546	A
Hollister Avenue/Patterson Avenue	Signal	0.518	A	0.657	B

Source: Associated Traffic Engineers, October 2014.

The data presented in Table 15 show that all nine intersections in the study area currently operate at LOS C or better during the AM and PM peak-hour periods. These operations are acceptable based on the City’s LOS C operating standard.

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) Traffic generated by the proposed project would increase the volume to capacity (V/C) ratio at local intersections by the values provided in Table 16.
- 2) The project’s access to a major road or arterial road would require access that would create an unsafe situation, a new traffic signal, or major revisions to an existing traffic signal.
- 3) The project would add traffic to a roadway that has design features (e.g., narrow width, road-side ditches, sharp curves, poor sight distance, inadequate pavement structure) that would become a potential safety problems with the addition of project 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 0.80) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85, a change of 0.02 for an intersection which would operate from 0.86 to 0.90, and a change of 0.01 for an intersection which would operate greater than 0.90 (LOS E or worse).

**Table 16  
Significant Changes in Levels of Service**

<b>Intersection Level of Service (Including Project)</b>	<b>Increase in V/C or Trips Greater Than</b>
LOS A	0.20
LOS B	0.15
LOS C	0.10
LOS D	15 trips
LOS E	10 trips
LOS F	5 trips

*Source: Associated Traffic Engineers, October 2014.*

The City of Goleta’s roadway impact threshold defines a significant impact if a project would increase traffic volumes by more than 1.0 percent (either project-specific or project contribution to cumulative impacts) on a roadway that currently exceeds its Acceptable Capacity or its forecast to exceed its Acceptable Capacity under cumulative conditions.

Project Specific Impacts

- a, c) Trip generation estimates were developed for the proposed project based on rates presented in the Institute of Transportation Engineers’ (*Trip Generation Manual*) 9<sup>th</sup> Edition, for Residential Town Home/Condominium (Land Use Code #231) and General Office (Land Use Code #710) uses. The Trip General Manual does not contain estimates for agricultural uses. Associated Transportation Engineers completed counts for the existing agricultural use as part of the *Traffic, Circulation, and Parking Study*. Table 17 shows the trip generation rates used in this analysis.



**Table 17  
Trip Generation Rates**

<b>Land Use</b>	<b>Mixed-Use Factor</b>	<b>Daily Trip Rate</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
<i>Proposed Land Uses</i>				
Condominium <sup>1</sup>	-	5.81	0.44	0.52
Office	15%	11.03	0.65	1.49

*Source: Associated Traffic Engineers, October 2014.*

<sup>1</sup> *Includes townhomes, the 28 shopkeeper units and 34 live-work flex units.*

The trip generation analysis assumes that the 7,700 square feet of commercial space in the shopkeeper units and 6,528 square feet of flex space in the live-work units would be fully occupied with office uses in order to provide conservative trip forecasts (14,228 square feet of total office space). A 15% mixed-use reduction was applied to the office trips to account for residents that would live and work on-site. The mixed-use factor was not applied to the residential trip forecasts in order to provide a conservative analysis. Table 18 presents the trip generation estimates for the project.

**Table 18  
Project Trip Generation**

<b>Land Use</b>	<b>Size</b>	<b>ADT</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
Condominium <sup>1</sup>	175 units	1,017	77	91
Office	14,228 SF	133	19	18
<b>Total Project Trip Generation</b>		<b>1,150</b>	<b>96</b>	<b>109</b>
<i>Existing Agricultural Uses</i>	<i>-12.36 acres</i>	<i>-20</i>	<i>-2</i>	<i>-0</i>
<b>Net New Trips</b>		<b>1,130</b>	<b>94</b>	<b>109</b>

*Source: Associated Traffic Engineers, October 2014.*

As shown in Table 18, the project is forecast to generate 1,130 average daily trips, 94 AM peak-hour trips, and 109 PM peak-hour trips.

*Roadway Volumes Analysis*

Trip distribution percentages were developed for the project based on existing traffic flows, data from the City's traffic model, and input provided by City staff. The distribution percentages are applied to the new trips identified in Table 18 to determine on what roadway segments these trips will occur. Table 19 presents traffic volumes on roadway



segments in the study area under the Existing and Existing + Project scenarios, and identifies potential impacts based on the City of Goleta’s Acceptable Capacity thresholds. For the purposes of this traffic analysis, the Existing + Project scenario assumes completion of the Ekwil Street extension between S. Kellogg Avenue and Fairview Avenue which the City anticipates construction will commence in spring 2016 (pers. communication, Rosemarie Gaglione, Public Works Director, April 2015).

**Table 19  
Existing + Project Roadway Operations**

<b>Roadway Segment</b>	<b>Acceptable Capacity</b>	<b>Existing ADT</b>	<b>Existing + Project ADT</b>	<b>% Change</b>	<b>Significant Impact?</b>
Calle Real e/o Fairview Avenue	34,000	14,300	14,353	0.4%	No
Fairview Avenue n/o Hollister Avenue	34,000	23,700	23,864	0.7%	No
Fairview Avenue s/o Hollister Avenue	34,000 25,500	9,000	9,343	3.8%	No
Hollister Avenue e/o Fairview Avenue	34,000	20,100	20,167	0.3%	No
Hollister Avenue e/o Pine Avenue	34,000	20,200	20,268	0.3%	No
Hollister Avenue e/o S. Kellogg Avenue	34,000	20,400	21,047	3.2%	No
Hollister Avenue e/o Ward Drive	34,000	13,800	13,946	1.1%	No
S. Kellogg Avenue s/o Hollister Avenue	9,280	1,700	2,415	42.1%	No

*Source: Associated Traffic Engineers, October 2014.*

As shown in Table 19, the Existing + Project roadway volumes would remain within the City’s Acceptable Capacity ratings with the addition of project traffic. The project would therefore not generate project-specific impacts on roadway segments in the study area.

*Intersection Analysis*

Tables 20 and 21 compare the Existing and Existing + Project levels of service for AM and PM peak-hour periods, respectively, and identify project-specific impacts based on City thresholds.





**Table 20  
Existing + Project Intersection Operations – AM Peak Hour**

Intersection	Existing		Existing + Project		Change in V/C	Significant Impact?
	ICU	LOS	ICU	LOS		
Calle Real/Fairview Avenue	0.618	B	0.619	B	0.001	No
U.S. 101 NB Ramps/Fairview Avenue	0.735	C	0.737	C	0.002	No
U.S. 101 SB Ramps/Fairview Avenue	0.618	B	0.620	B	0.002	No
Hollister Avenue/Fairview Avenue	0.493	A	0.500	A	0.007	No
Hollister Avenue/Pine Avenue	0.406	A	0.409	A	0.003	No
Hollister Avenue/S. Kellogg Avenue	0.524	A	0.546	A	0.022	No
SR 217 SB Ramps/Hollister Avenue	0.583	A	0.597	A	0.014	No
SR 217 NB Ramps-Ward Drive/Hollister Avenue	0.431	A	0.441	A	0.01	No
Hollister Avenue/Patterson Avenue	0.518	A	0.519	A	0.001	No

*Source: Associated Traffic Engineers, October 2014.*

**Table 21  
Existing + Project Intersection Operations – PM Peak Hour**

Intersection	Existing		Existing + Project		Change in V/C	Significant Impact?
	ICU	LOS	ICU	LOS		
Calle Real/Fairview Avenue	0.732	C	0.734	C	0.002	No
U.S. 101 NB Ramps/Fairview Avenue	0.650	B	0.651	B	0.001	No
U.S. 101 SB Ramps/Fairview Avenue	0.634	B	0.634	B	0.000	No
Hollister Avenue/Fairview Avenue	0.612	B	0.614	B	0.002	No
Hollister Avenue/Pine Avenue	0.472	A	0.475	A	0.003	No
Hollister Avenue/S. Kellogg Avenue	0.556	A	0.587	A	0.031	No
SR 217 SB Ramps/Hollister Avenue	0.637	B	0.651	B	0.014	No
SR 217 NB Ramps-Ward Drive/Hollister Avenue	0.546	A	0.555	A	0.009	No
Hollister Avenue/Patterson Avenue	0.657	B	0.659	B	0.002	No

*Source: Associated Traffic Engineers, October 2014.*

Tables 20 and 21 show that intersections in the study area are forecast to operate at LOS C or better during peak hours with the addition of traffic generated by the proposed project. Based on the City's LOS C operating standard, the project would not generate significant impacts at these intersections.

- b, d) SBCAG has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion Management Program (CMP) roadway system. The following guidelines were developed by SBCAG to determine the significance of project-generated traffic impacts on the regional CMP system:



- 1) For any roadway or intersection operating at LOS A or B, a decrease of two levels of service from the addition of project-generated traffic;
- 2) For any roadway or intersection operating at LOS C, project-added traffic that results in LOS D or worse;
- 3) For intersections on the CMP system with existing congestion, the following constitute significant impacts:
  - For LOS D, 20 project-added peak-hour trips;
  - For LOS E, 10 project-added peak-hour trips; and
  - For LOS F, 10 project-added peak-hour trips.
- 4) For freeway or highway segments with existing congestion, the following constitute significant impacts:
  - For LOS D, 100 project-added peak-hour trips;
  - For LOS E, 50 project-added peak-hour trips; and
  - For LOS F, 50 project-added peak-hour trips.

#### *CMP Intersections*

The Fairview Avenue/U.S. 101 NB Ramps, Fairview Avenue/U.S. 101 SB Ramps, Fairview Avenue/Hollister Avenue, Hollister Avenue/SR 217 NB Ramps, Hollister Avenue/SR 217 SB Ramps, and Hollister Avenue/Patterson Avenue intersections are located within the CMP network. As shown in Tables 20 and 21, under Existing + Project conditions, the CMP intersections are forecast to operate at LOS C or better, and no CMP intersections operating at LOS A or B are forecast to worsen by two levels of service. The project would therefore not generate a significant impact to the CMP network based on CMP impact criteria.

Table 21 shows that the SR 217 SB Ramps/Hollister Avenue intersection is forecast to operate at LOS B during the PM peak hour. The project is forecast to add 13 PM peak-hour trips to this intersection, which would not constitute a significant impact based on CMP impact criteria.

The City's programmed improvement to install roundabouts at the SR 217/Hollister Avenue interchange would provide for LOS A operations at the SR 217 NB Ramps/Hollister Avenue and SR 217 SB Ramps/Hollister Avenue intersections. The programmed improvements would therefore mitigate for cumulative CMP impacts.

#### *CMP Freeway Segments*

The proposed project is forecast to add 10 PM peak-hour trips to U.S. 101 north of Fairview Avenue and 37 PM peak-hour trips to U.S. 101 south of Patterson Avenue. The CMP threshold for freeway impacts is 50 trips for segments operating at LOS E or F, and 100 trips for segments operating at LOS D. Based on these CMP impact criteria, the project would not generate a significant impact to the freeway segments in the study area.



- e) As discussed in the Hazards/Hazardous Materials section, the project site lies to the east of the Santa Barbara Municipal Airport (SBMA), outside of the Clear Zone and Approach Zone for this facility (Goleta, Final GP/CLUP EIR). The project would not generate any changes to existing air traffic patterns or impact access to the terminal. Given the project's distance from the airport, there is a less than significant impact in safety risks.
- f) Access to the project site would be provided via a driveway connection to S. Kellogg Avenue and a driveway connection to the future extension of Ekwill Street. The segment of S. Kellogg Avenue adjacent to the site is both flat and straight, providing adequate site distance to allow vehicles to safely enter and exit the site. The Ekwill Street extension will be constructed to have the same characteristics (the extension of Ekwill Street was evaluated in a FEIR certified in November 2011). Therefore, the proposed project would not result in hazards from design features.
- g) The proposed circulation system on the project site has been designed to encourage slow speeds while meeting City and SBCFC standards for emergency access. The entrances to the project site would be 30 feet wide, the internal road would be 24 feet wide, and alleys would be about 27 feet wide. Turning radii in the proposed circulation system also meet City and SBCFD standards. Therefore, the project would provide adequate emergency access and have a less than significant impact.
- h) The proposed project would provide pedestrian access on a network of interior pathways. The project site also would connect with Class II bike lanes on the future extension of Ekwill Street, as shown in Figure 7-6 in the Transportation Element of the GP/CLUP. Transit access would be available within walking distance on three Santa Barbara Municipal Transit District (MTD) bus lines that stop at the Hollister Avenue/S. Kellogg Avenue intersection: 9 (Calle Real/Old Town Shuttle), 11 (UCSB), and 12x (Goleta Express) (MTD, 2014). These MTB bus lines would provide access to commercial areas in Old Town Goleta, to the University of California at Santa Barbara campus, and to Santa Barbara. As such, project impacts on alternative transportation modes would be less than significant.

## Cumulative Impacts

### *Cumulative Plus Project Roadway Operations*

Cumulative traffic volumes were forecast using the Goleta Travel Model<sup>16</sup>, including traffic generated by the approved and pending projects proposed within the City of Goleta (identified in Appendix H, development of the UCSB Long Range Development Plan, the Santa Barbara Airport Specific Plan and terminal expansion, and regional growth forecasted in the 2035 Goleta Travel Model. The cumulative scenarios assume implementation of the planned Ekwill Street extension and Fowler Road extension from S. Kellogg Avenue to Fairview Avenue.

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<sup>16</sup> Page 7-3 of the GP/CLUP describes the Goleta Travel Model as follows: "The Goleta Travel Model, a detailed transportation model encompassing 162 traffic analysis zones and 29 land-use variables within the city and surrounding portions of the Goleta Valley, was developed for the General Plan by PTV America based on VISUM model software."



Table 22 compares the Cumulative and Cumulative + Project roadway volumes and identifies the impact of project-added traffic based on the City of Goleta's Acceptable Capacity thresholds.

**Table 22  
Cumulative + Project Roadway Operations**

Roadway Segment	Acceptable Capacity	Cumulative ADT	Cumulative + Project ADT	% Change	Impact?
Calle Real e/o Fairview Avenue	34,000	14,940	14,993	0.4%	No
Fairview Avenue n/o Hollister Avenue	34,000	25,480	25,644	0.6%	No
Fairview Avenue s/o Hollister Avenue	34,000 25,500	14,980	15,323	2.3%	No
Hollister Avenue e/o Fairview Avenue	34,000	19,010	19,077	0.4%	No
Hollister Avenue e/o Pine Avenue	34,000	20,420	20,488	0.3%	No
Hollister Avenue e/o S. Kellogg Avenue	34,000	26,320	26,967	2.5%	No
Hollister Avenue e/o Ward Drive	34,000	20,720	20,866	0.7%	No
S. Kellogg Avenue s/o Hollister Avenue	9,280	7,570	8,285	9.5%	No

*Source: Associated Traffic Engineers, October 2014.*

The data presented in Table 22 show that the Cumulative + Project roadway volumes would remain within the City's Acceptable Capacity ratings with the addition of project traffic. The project would therefore not make a considerable contribution to a cumulative impact on roadway segments in the study area.

*Cumulative Plus Project Intersection Operations*

Levels of service were calculated for intersections in the study area assuming the Cumulative and Cumulative + Project traffic volumes presented above. Tables 23 and 24 compare the Cumulative and Cumulative + Project levels of service for studied intersections and identify cumulative impacts based on City thresholds.



**Table 23**  
**Cumulative + Project Intersection Operations – AM Peak Hour**

Intersection	Cumulative		Cumulative + Project		Change in V/C	Impact?
	ICU	LOS	ICU	LOS		
Calle Real/Fairview Avenue	0.638	B	0.639	B	0.001	No
U.S. 101 NB Ramps/Fairview Avenue	0.762	C	0.764	C	0.002	No
U.S. 101 SB Ramps/Fairview Avenue	0.722	C	0.724	C	0.002	No
Hollister Avenue/Fairview Avenue	0.613	B	0.620	B	0.007	No
Hollister Avenue/Pine Avenue	0.444	A	0.447	A	0.003	No
Hollister Avenue/S. Kellogg Avenue	0.675	B	0.698	B	0.023	No
SR 217 SB Ramps/Hollister Avenue	0.779	C	0.792	C	0.013	No
SR 217 NB Ramps-Ward Drive/Hollister Avenue	0.566	A	0.578	A	0.012	No
Hollister Avenue/Patterson Avenue	0.659	B	0.660	B	0.001	No

Source: Associated Traffic Engineers, October 2014.

**Table 24**  
**Cumulative + Project Intersection Operations – PM Peak Hour**

Intersection	Cumulative		Cumulative + Project		Change in V/C	Impact?
	ICU	LOS	ICU	LOS		
Calle Real/Fairview Avenue	0.757	C	0.760	C	0.003	No
U.S. 101 NB Ramps/Fairview Avenue	0.692	B	0.693	B	0.001	No
U.S. 101 SB Ramps/Fairview Avenue	0.658	B	0.658	B	0.000	No
Hollister Avenue/Fairview Avenue	0.708	C	0.715	C	0.007	No
Hollister Avenue/Pine Avenue	0.530	A	0.533	A	0.003	No
Hollister Avenue/S. Kellogg Avenue	<b>0.818</b>	<b>D</b>	<b>0.851</b>	<b>D</b>	<b>0.033</b>	<b>Yes</b>
SR 217 SB Ramps/Hollister Avenue	<b>0.851</b>	<b>D</b>	<b>0.865</b>	<b>D</b>	0.014	No
SR 217 NB Ramps-Ward Drive/Hollister Avenue	0.665	B	0.670	B	0.005	No
Hollister Avenue/Patterson Avenue	<b>0.808</b>	<b>D</b>	<b>0.810</b>	<b>D</b>	0.002	No

**Bolded** values exceed the City's LOS C operating standard.

Source: Associated Traffic Engineers, October 2014.

As shown in Tables 23 and 24, the intersections of Hollister Avenue/S. Kellogg Avenue, SR 217 SB Ramps/Hollister Avenue, and Hollister Avenue/Patterson Avenue are forecast to operate at LOS D with Cumulative and Cumulative + Project traffic volumes. These operations would exceed the City's LOS C operating standard. However, the project's traffic contributions to these intersections would not change the Level of Service they are operating under.

The project would make a substantial contribution to a significant cumulative impact to the Hollister Avenue/S. Kellogg Avenue intersection because project-generated traffic would increase the V/C ratio by more than the City's threshold of 0.03 for intersections forecast to



operate at LOS D (V/C 0.80 to 0.85). Additionally, the Cumulative + Project conditions results in LOS D at SR 217 SB Ramps/Hollister Avenue and Hollister Avenue/Patterson Avenue.

The City has identified several programmed improvements within the area including installing roundabouts at the SR 217 SB Ramps/Hollister Avenue and SR 217 NB Ramps/Hollister Avenue intersections and constructing a free right-turn lane on the northbound approach of the Kellogg Avenue/Hollister Avenue intersection. These improvements would provide for LOS C operations or better at Hollister Avenue/S. Kellogg Avenue, SR 217 SB Ramps/Hollister Avenue, and Hollister Avenue/Patterson Avenue. The project would be required to comply with mitigation measure T-1 below regarding payment of a fair share of fees toward implementing the SR 217 SB Ramps/Hollister Avenue roundabout. Because of the planned improvements along with project's fair share contribution to pay for these improvements, the project's impacts can be reduced to less than significant after mitigation. No mitigation measure is needed for Hollister/Patterson as the LOS does not change in the cumulative plus project scenario.

#### Required Project-Specific and Cumulative Mitigation Measures

**T-1 Hollister Avenue/S. Kellogg Avenue.** The applicant must pay Goleta Transportation Improvement Program (GTIP) fees which will contribute to the costs of implementing the City's programmed improvement of installing a free right-turn lane to the northbound approach of this intersection.

**Plan Requirements and Timing:** The applicant must pay a monetary contribution for the additional northbound through lane improvements per the current GTIP resolution and before the City issues any Certificate of Occupancy.

**Monitoring.** The Public Works Director, or designee, must verify such contribution was consistent with the reimbursement agreement or applicable GTIP fees.

~~**T-2 Hollister Avenue/Patterson Avenue.** The applicant must pay a fair share contribution to the cost of improvements to mitigate cumulative impacts at the intersection of Hollister Avenue/Patterson Avenue.~~

~~**Plan Requirements and Timing:** The applicant must pay a monetary fair share contribution before the City issues any Certificate of Occupancy.~~

~~**Monitoring.** The Public Works Director, or designee, must verify such contribution was consistent with the determined fair share value.~~

#### Residual Impact

With implementation of this mitigation measure, residual impacts to traffic and transportation systems would be less than significant.



## UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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*

Wastewater in the project area is collected and treated by the Goleta Sanitary District (GSD) at the Goleta Wastewater Treatment Plant (GWWTP). The GWWTP has a design capacity of 9.7 million gallons per day (mgd), based on an average daily flow rate. However, the discharge is restricted under the facility's National Pollution Discharge Elimination System (NPDES) permit (Permit No. CA0048160) (a Clean Water Act Requirement by the U.S. EPA), to a daily dry weather discharge of 7.64 mgd (RWQCB, 2010). This permit can be renewed regularly to reconsider discharge needs of the facility. It was last renewed in September 2010 and will be reconsidered in 2015 (GSD, 2014).

GSD owns 47.87 percent of the capacity rights at the GWWTP, which equates to about 4.64 million gallons per day (mgd). The remaining 52.13 percent of the capacity rights are as follows: 40.78 percent to Goleta West Sanitary District, 7.09 percent to University of California Santa Barbara, 2.84 percent to City of Santa Barbara (airport), and 1.42 percent to County of Santa



Barbara (GWSD, 2014). Based on GSD's most recent data from the year 2013, GSD contributes 3.00 mgd in flow to the GWWTP, leaving GSD 1.64 mgd of remaining permitted capacity (Robert Hidalgo, Plant Superintendent, personal communications, January 15, 2015).

In September 2013, the GWWTP completed a major voluntary upgrade from a partial secondary blended process to full secondary treatment, which consists of removing or reducing contaminants or growths that are left in the wastewater from the partial secondary treatment process (Robert Hidalgo, Plant Superintendent, personal communications, January 15, 2015). With this upgrade, the plant is able to discharge effluent that has been treated to full secondary standards and has the capacity to treat wastewater to the tertiary standards required for recycled water use. Treated wastewater is discharged to the Pacific Ocean through a diffuser 5,912 feet offshore at a depth of approximately 87 feet.

#### *Water Sources, Supply, and Demand*

The Goleta Water District (GWD) is the water purveyor for the City of Goleta and surrounding areas. The GWD service area is located in the southern portion of Santa Barbara County with its western border adjacent to the El Capitan State Park, its northern border along the foothills of the Santa Ynez Mountains and the Los Padres National Forest, the City of Santa Barbara to the east, and the Pacific Ocean to the south. The service area encompasses approximately 29,000 acres and includes the City of Goleta, University of California, and Santa Barbara Airport (City of Santa Barbara property); the remainder of the service area is located in the unincorporated County of Santa Barbara. GWD provides water service to approximately 86,946 people through a distribution system that includes over 270 miles of pipeline, as well as eight reservoirs ranging in individual capacity from 0.3 million gallons to over 6 million gallons, with a total combined capacity of approximately 20.2 million gallons.

The GWD draws its existing water supplies from three primary sources: Lake Cachuma surface water, the State Water Project, and the Goleta Groundwater Basin.

In July, 2014 and in response to recent drought conditions, the State Water Resources Control Board (SWRCB) adopted new water conservation regulations (Resolution 2014-0038), including select prohibitions for all water users and required actions for all water agencies. Because of the restriction in water supply during ongoing drought conditions, the GWD Board adopted a resolution for a temporary halt on new water services, effective October 1, 2014. However, this action includes an exemption for parties who have a valid executed agreement with the GWD that entitles them to potable water.

Table 25 shows the GWD's water supply from each of these sources during a normal year and projected water supply under current drought conditions, and compares overall water supplies to the normal 12-month supply.





**Table 25**  
**Water Supply and Demand**  
**for the Goleta Water District**

<b>Supply and Demand</b>	<b>Normal Supply (AFY)</b>	<b>Projected 2014-15 Conditions</b>	<b>Projected 2015-16 Conditions</b>
Total Demand	13,770	10,801	8,523
<b>Supply Sources</b>			
Cachuma Entitlement	9,322	4,195	3,000
Cachuma Carry Over	-	3,128	2,250
Groundwater	2,350	5,163	5,554
State Water Delivered	3,800	497	373
Total Supply	15,472	12,983	11,177
<b>% of Normal 12-month Supply</b>	<b>100%</b>	<b>84%</b>	<b>72%</b>

*Source: City of Goleta, Errata to the Cortona Apartments Project Final EIR, October 2014.*

As shown in Table 25, the GWD projects that the water supply will decrease to 84% of normal volume in 2014-15 and to 72% of normal volume in 2015-16. Because of the restriction in water supply during ongoing drought conditions, the GWD Board adopted a resolution for a temporary halt on new water services, effective October 1, 2014. However, as described above, the GWD action for a temporary halt on new water services includes an exemption for parties who have a valid executed agreement with the GWD that entitles them to potable water. The existing Water Service Agreement No. 98-047899, recorded on June 26, 1998, entitles the project site to an amount of potable water of potentially up to 86.30 AFY. An October 30, 2014, letter from GWD confirms that the existing agreement applies to the proposed project, and that the agency's moratorium on new water service connections does not apply to the site.

On April 1, 2015, Governor Brown issued an Executive Order directing the first ever state-wide mandatory water reductions. Some of the new reductions include:

- Targeted 25% statewide reduction in water use.
- Replacement of 50 million square feet of lawns throughout the state with drought tolerant landscaping in partnership with local governments.
- The creation of a temporary, statewide consumer rebate program to replace old appliances with more water and energy efficient models.
- Requirement for campuses, golf courses, cemeteries and other large landscapes to make significant cuts in water use.
- Prohibition of new homes and developments irrigating with potable water unless water-efficient drip irrigation systems are used, and a ban of watering ornamental grass on public street medians.
- Adjustment of rate structures and adoption of drought surcharges and fees to implement conservation pricing, recognized as an effective way to realize water reductions and discourage water waste.



The GWD's Board of Directors will be considering a Stage III Declaration at its meeting in May in May of 2015 ( Goleta Water District, 2015).

### *Drainage Facilities*

Currently, stormwater runoff sheet flows across the project site. Because of the site's average slope of 1.94% to the south and east, surface runoff drains toward the San Jose Creek Improvement Channel.

### *Solid Waste*

Solid waste collection services in Goleta are provided by Marborg Industries. All nonhazardous solid waste in the City and the surrounding South Coast area is handled at two local facilities: the South Coast Recycling and Transfer Station (SCRTS) and Tajiguas Landfill. Both sites are owned and operated by the Santa Barbara County Public Works Department, Resource Recovery and Waste Management Division.

The annual per capita residential waste generation in Goleta is estimated to be 0.95 tons per person. The City averages about 2,400 tons each month, which is approximately 8 percent of the solid waste that goes to the Tajiguas Landfill where solid waste generated within the City is disposed.<sup>17</sup> The Tajiguas Landfill is located approximately 26 miles west of Santa Barbara and is one of five landfills currently operating in the County. The Landfill's total permitted operation area is 357 acres, with an approved and permitted waste disposal footprint of 118 acres comprised of both lined and unlined areas. Waste filling operations are currently being conducted in both the unlined and the lined lateral expansion areas. Santa Barbara County Environmental Health Services permits the landfill to accept up to 1,500 tons per day of municipal solid waste and yard waste (CalRecycle, 2014).<sup>18</sup> Based on current waste disposal rates, the landfill would reach permitted capacity in approximately 2023. The currently permitted landfill disposal capacity is 23.3 million cubic yards of waste, of which 71 percent is already utilized.

### 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.

### Project Specific Impacts

#### *a,b,e) Wastewater Treatment*

The proposed mixed-use neighborhood would generate wastewater for treatment at the GWWTP. The GSD assumes that residential uses generate from 184 to 220 gallons of wastewater per day, while commercial uses generates 100 gallons per day (gpd) per 1,000 square feet. Although the proposed 34 live-work flex units and 28 shopkeeper units would include both residential and commercial space, this analysis makes a conservative assumption that a residential wastewater generation factor of 220 gpd

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<sup>17</sup> City of Goleta General Plan/Coastal Land Use Plan FEIR, page 3.12-5.

<sup>18</sup> Tajiguas Landfill operates 307 days per year and is closed on Sundays, and major holidays.



would apply to all 175 units on-site. Table 26 shows existing plus project-generated wastewater generation in GSD’s service area.

**Table 26  
Existing + Project Wastewater Generation  
and Allocated Capacity**

<b>Wastewater Generation</b>	<b>Allocated Capacity</b>	<b>% of Capacity</b>
<u>Existing in GSD Service Area</u> 2.54 mgd	-	54.7%
<u>Project</u> 0.04 mgd	-	0.9%
<u>Existing + Project</u> <b>2.58 mgd</b>	<b>4.64 mgd</b>	<b>55.6%</b>

*Notes: gpd = gallons per day*

As shown in Table 26, applying the GSD’s most conservative wastewater generation factor for residential uses, the proposed GSD project would generate wastewater effluent of approximately 0.04 mgd. This represents approximately 0.9% of the GSD’s allocated capacity of 4.64 mgd. With implementation of the project, GSD would retain 44.4% of its allocated capacity at the wastewater treatment plant. Therefore, because with implementation of the project the GSD would retain sufficient capacity, the project’s incremental contribution to increased effluent flows into the GSD treatment plant would be less than significant.

c) *Drainage Facilities*

Stormwater runoff currently sheet flows across the project site. Implementation of proposed stormwater management facilities would increase the on-site retention of runoff, thereby reducing the volume of runoff that enters the City’s stormwater drainage system. As discussed in the Hydrology and Water Quality section, post-development stormwater flows from the project site for 100-year storm events would not exceed pre-development conditions. Therefore, the project will not result in the need for new construction of storm water drainage facilities and/or expansion and would have less than significant impacts.

d) *Water Supplies and Service*

The project would be served by the GWD and would not involve the use of groundwater pumped from private wells. The proposed residences, shopkeeper units, and live-work units would generate an estimated 0.16 acre-feet per year of water demand totalling of 28.0 acre-feet per year (AFY) water demand from GWD (City Ventures, 2014), which is substantially less than the site is entitled to under the existing agreements. As discussed above, the project site has a prior agreement that entitles it to receive potable water from the GWD. Additionally, the project proposes to install reclaimed water infrastructure throughout the project for future use to use reclaimed water to water landscaped areas



thereby reducing potable water use. Therefore, the GWD's current moratorium on new water service connections during drought conditions would not apply to the project site and adequate water supply would be available to serve the site (GWD, 2014). Impacts on the water supply would be less than significant.

- f, g) The City's *Environmental Thresholds and Guidelines Manual* provides solid waste generation factors. Using the formula for attached residential units (2.65 people/unit x # of units x 0.95 tons/year), the proposed 175 units would generate an estimated 44.6 tons of solid waste. The City's *Environmental Thresholds and Guidelines Manual* estimates the quantity of solid waste to be disposed of at landfills (non-recycled waste) at 50 percent of the total volume of solid waste generated. The non-recycled waste from the proposed project would therefore be estimated at 22.3 tons per year. This amount would not exceed the City's project-specific threshold of 196 tons per year. Therefore, the proposed project would have a less than significant impact on solid waste disposal capacity at the Tajiguas Landfill.

### Cumulative Impacts

The Goleta GP/CLUP Final EIR found that water use under cumulative development would not substantially deplete groundwater supplies, resulting in less than significant cumulative impacts. Although the City is experiencing drought conditions and the proposed project would contribute to water demand, the project site has a prior agreement that entitles it to receive potable water from the GWD. Furthermore, as shown above in Table 25, the GWD projects increases in groundwater supplies during the current drought. Therefore, the proposed project would not result in a considerable contribution to a significant cumulative impact on water supply.

The Goleta GP/CLUP Final EIR also identified cumulative impacts related to wastewater and solid waste as less than significant. With implementation of the proposed project, the GWWTP and Tajiguas Landfill would retain sufficient capacity. Therefore, the project would not contribute to a significant cumulative impact related to these utilities.

### Required/Recommended Mitigation Measures

Based on the above analysis and nature of the project, no mitigation measures are necessary.

### Residual Impact

Residual impacts on utilities and services, as well as residual contributions to cumulative utilities and services impacts would be less than significant.



## MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 an 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?		■		

- a) The proposed project has the potential to adversely affect Monarch butterflies, nesting birds and raptors, and aquatic species and habitat in Old San Jose Creek. However, implementation of protections for Monarch butterflies and nesting birds and raptors (BIO-1 and BIO-2), sediment control and washing of equipment during construction (BIO-3 and BIO-4), reduction of light pollution at Old San Jose Creek (BIO-5), and preventative measures for invasive species (BIO-6) would reduce impacts on biological resources to a less than significant level.

Furthermore, the proposed project would not impair or eliminate any known prehistoric or historic resources. Impacts on unanticipated cultural resources would be less than significant with implementation of Mitigation Measures CR-1, requiring adherence to the City’s Archaeological Guidelines related to the discovery of any unanticipated cultural resources during construction activity. Therefore, impacts would be less than significant with the above mitigation measures incorporated.

- b) All potential environmental impacts of the project have been determined in this Initial Study to have either no impact, a less than significant impact, or a less than significant impact with mitigation incorporated. Cumulative impacts in the following resource areas have been quantitatively analyzed in the individual resource sections above: Air Quality, Greenhouse Gases, and Transportation/Traffic. As discussed in the Air Quality section, the project would not exceed state or regional thresholds for the emission of criteria air



pollutants with the incorporation of Mitigation Measure AQ-1 for off-road diesel equipment used during paving to meet the U.S. Environmental Protection Agency's Tier 1 standards. Cumulative impacts to biological resources would be reduced to a less than significant level with the implementation of mitigation measures BIO-1 through BIO-6. Although vehicle trips generated by the proposed project would contribute to a significant cumulative traffic impact to the Hollister Avenue/S. Kellogg Avenue intersection, as discussed in the Transportation/Traffic section, the payment of GTIP fees as required by Mitigation Measure T-1 would reduce impacts to a less than significant level.

The proposed project also would contribute to significant cumulative impacts on agricultural resources, due to the loss of prime agricultural soils. However, because the project site is relatively small, surrounded by urban uses, and zoned for urban development, the project would not have a considerable contribution to a cumulative agricultural impact. Some of the other resource areas, such as Mineral Resources, were determined to have no impact and therefore would not contribute to cumulative impacts. Therefore, in connection with the effects of any past projects, current projects, and probable future projects, the proposed project would have less than significant cumulative impacts (i.e., impacts would not be cumulatively considerable).

- c) In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. With implementation of Mitigation Measure AQ-1 for offroad diesel equipment used during paving to meet the U.S. Environmental Protection Agency's Tier 1 standards, impacts on air quality would be less than significant. As discussed in the Hazards and Hazardous Materials section, all impacts related to hazardous materials would be less than significant. Noise impacts also would be less than significant with implementation of Mitigation Measure N-1 to install sound attenuation barriers on 2<sup>nd</sup>-floor decks of proposed shopkeeper units adjacent to S. Kellogg Avenue, and mitigation measures N-1 and N-2 to reduce construction noise. Therefore, impacts to human beings would be less than significant with mitigation incorporated.



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

This document was prepared by Rincon Consultants, Inc. under contract for the City of Goleta. Mary Chang served as the project manager for the City of Goleta.

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## 16. MITIGATION MONITORING AND REPORTING PROGRAM:

This section is the Mitigation Monitoring and Reporting Program (MMRP) for the Old Town Village Mixed-Use Project, proposed in the City of Goleta, California. This entire section was added in for the Final Mitigated Negative Declaration (MND). Public Resources Code Section 21081.6(a)(1) requires that a Lead Agency adopt an MMRP before approving a project in order to mitigate or avoid significant impacts that have been identified in an Initial Study-Mitigated Negative Declaration (IS-MND). The purpose of the MMRP is to ensure that the required mitigation measures identified in the IS-MND are implemented as part of the overall project development process. In addition to ensuring implementation of mitigation measures, the MMRP provides guidance to agency staff and decision-makers during project implementation, and identifies the need for enforcement action before irreversible environmental damage occurs.

The following table summarizes the mitigation measures for each issue area identified in the IS-MND for the Old Town Village Mixed Use project. The proposed project would consist of 113 traditional townhomes, 34 live-work townhomes, 28 shopkeeper townhomes, and a community center. The table identifies each mitigation measure; the action required for the measure to be implemented; the time at which the monitoring is to occur; the monitoring frequency; and the agency or party responsible for ensuring that the monitoring is performed. In addition, the table includes columns for compliance verification. Where an impact was identified to be less than significant, no mitigation measures were required.



Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
<b>AESTHETICS</b>							
<p><b>AES-1 Lighting Specifications</b> Any exterior lighting installed on the project site must be low intensity; low glare design; be hooded to direct light downward onto the subject parcel and prevent spill-over onto adjacent parcels; and must otherwise meet dark night sky requirements. Exterior lighting fixtures must be kept to the minimum lighting level and intensity needed to ensure public safety. These lights must be dimmed after 11 PM to the maximum extent practical without compromising public safety as determined by the Planning and Environmental Review Director, or designee. Upward directed exterior lighting is prohibited. Lighting fixtures must be appropriate for the architectural style of the structure and surrounding area. The final lighting plan must be amended to include identification of all types, sizes, and intensities of wall mounted building lights and landscape accent lighting, and a photometric map must be provided. "Moonlighting" type fixtures that illuminate entire tree canopies should also be avoided.</p>	<p>Review the locations of all exterior lighting fixtures, complete review and approval of 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.</p> <p>Inspect exterior lighting features to ensure that they have been installed consistent with approved plans.</p>	<p>Prior to issuance of a Building Permit for construction.</p> <p>Prior to issuance of certificate of occupancy.</p>	<p>One time activity prior to the issuance of a Building Permit for construction.</p> <p>One time activity prior to certificate of occupancy.</p>	City of Goleta Planning and Environmental Review Director, or designee.			
<b>AIR QUALITY</b>							
<p><b>AQ-1 Diesel Equipment Standards</b> Any diesel construction equipment used during paving of the project site must meet or exceed the U.S. Environmental Protection Agency's Tier 1 emission standard for offroad equipment.</p>	<p>Submit a list of all stationary equipment to be used in project construction. This information must be reviewed and approved by the Planning and Environmental Review Director, or designee. All City-approved diesel</p>	<p>Prior to issuance of a Land Use Permit.</p>	<p>Periodically during construction.</p>	City of Goleta Planning and Environmental Review Director, or designee.			



Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
	<p>construction equipment must be used for the duration of paving on-site.</p> <p>Inspect the project site to ensure equipment use is consistent with Mitigation Measure N-3.</p>						
<b>BIOLOGICAL RESOURCES</b>							
<p><b>BIO-1 Conduct Monarch Butterfly Surveys and Avoidance</b></p> <p>Consistent with GGP/CLUP Policy CE 4.6, if an active aggregation (present for one week or more) is present on the project site, all construction, grading, or noise-generating work associated with this project must be seasonally timed to avoid noise- and human activity-related impacts to aggregating monarch butterflies. If work must occur during the overwintering season (generally between October and March), before work, a biologist approved by the Planning and Environmental Review Director, or designee, must survey all habitat trees (e.g., eucalyptus, coast live oak) within 100 feet of the residential development area to determine use by monarchs. If the eucalyptus groves in the project area are found to serve as monarch butterfly aggregation site, indirect impacts must be minimized to the extent practicable. Construction within 100 feet of an aggregation must be delayed until the butterflies abandon the aggregation. With approval of the Director, construction activities may occur within 100 feet of aggregations under the direction of a</p>	<p>Verify through site inspection that construction and grading is occurring outside the winter roosting season, or that monarch surveys have been conducted, and buffer requirements specified above are in place (if applicable). Prepare and submit a written report of the findings of the pre-construction survey to the City for review prior to finalization. This measure, including the fencing location, must be incorporated into the grading plans for the Project.</p>	<p>Prior to issuance of grading or building permit (whichever occurs first) and during construction.</p>	<p>Periodically throughout the construction period if monarch aggregations are detected.</p>	<p>City of Goleta Planning and Environmental Review Director, or designee.</p>			





Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
biological monitor. Surveys must be conducted in favorable conditions to identify any monarch aggregations within 100 feet of the area proposed for disturbance seven days before construction activities commence. If no aggregations are observed, no further mitigation is required. If monarch aggregations are detected, a temporary fence must be installed along the outer boundary of the buffer zone prior to and during any grading and construction activities on the site.							
<p><b>BIO-2 Nesting Birds and Raptors.</b>  To avoid construction impacts to nesting birds and raptors, vegetation removal and initial ground disturbance must occur outside the bird and raptor breeding season, which is typically February 1 through August 31, but can vary based on local and annual climatic conditions. If construction must begin within this breeding season, then not more than two weeks before ground disturbance and/or vegetation removal commences, a bird and raptor pre-construction survey must be conducted by a City-approved biologist within the disturbance footprint plus a 300-foot buffer, as feasible. If the project is phased, a subsequent pre-construction nesting bird and raptor survey is required before each phase of construction within the project site. If no raptor or other bird nests are observed no further mitigation is required. Pre-construction nesting bird and raptor surveys must be conducted during the time of day when bird species are active and be of sufficient duration to reliably conclude</p>	Verify through field inspection that construction and grading is occurring outside the nesting season, or that nesting bird and raptor surveys have been conducted, and buffer requirements specified above are in place (if applicable). This measure, and any buffer requirements, must be incorporated into the grading plans for the Project.	Prior to issuance of any grading or building permit (whichever occurs first).	Periodically throughout the construction period if nests are detected.	City of Goleta Planning and Environmental Review Director, or designee.			



<i>Mitigation Measure/Condition of Approval</i>	<b>Action Required</b>	<b>When Monitoring to Occur</b>	<b>Monitoring Frequency</b>	<b>Responsible Agency or Party</b>	<b>Compliance Verification</b>		
					<b>Initial</b>	<b>Date</b>	<b>Comments</b>
<p>presence/absence of nesting birds and raptors within the 300 foot buffer. A report of the nesting bird and raptor survey results, if applicable, be submitted to the Planning and Environmental Review Director, or designee, for review and approval before the City issues grading permits.</p> <p>If active raptor or Migratory Bird Treaty Act protected bird nests are found within 300 feet of the project site, their locations must be flagged and then mapped onto an aerial photograph of the project site at a scale no less than 1"=200' and/or recorded with the use of a GPS unit. If active raptor nests are detected the map will include topographic lines, parcel boundaries, adjacent roads, known historical nests for protected nesting species, and known roosting or foraging areas, as required by Conservation Element Policy CE 8.3 of the Goleta Community Plan /Coastal Land Use Plan. If feasible, the buffer must be 300 feet in compliance with Conservation Element Policy CE 8.4 of the Goleta General Plan/Coastal Land Use Plan. If the 300-foot buffer is infeasible, the City approved biologist may reduce the buffer distance as appropriate, dependent upon the species and the proposed work activities. If any active non-raptor bird nests are found, a suitable buffer area (varying from 25-300 feet), depending on the particular species found, shall be established by the City approved biologist. No ground disturbance can occur within the buffer until the City-approved biologist confirms that the breeding/nesting is completed and all the young have fledged.</p>							



<i>Mitigation Measure/Condition of Approval</i>	<b>Action Required</b>	<b>When Monitoring to Occur</b>	<b>Monitoring Frequency</b>	<b>Responsible Agency or Party</b>	<b>Compliance Verification</b>		
					<b>Initial</b>	<b>Date</b>	<b>Comments</b>
Alternately, a City approved biologist must monitor the active nest full-time during construction activities within the buffer to ensure project activities are not indirectly impacting protected nesting birds and raptors.							
<b>BIO-3 Sediment Control.</b> To avoid wetland impacts, the Stormwater Pollution Prevention Plan (SWPPP) and Erosion Control Plans must be augmented by best management practices (BMPs) recognized in the industry and aimed at reducing sediment erosion into the creek (e.g., straw wattles, silt fencing between the creek and construction area, erosion control blankets, hydroseeding) must be installed around the project site before the onset of construction activities. If no runoff to the jurisdictional water is present, no further mitigation is required.	Verify that this measure has been incorporated into the grading plans for the Project.	Prior to issuance of any grading or building permit (whichever is first) and during construction.	Periodically during construction period.	City of Goleta Planning and Environmental Review Director, or designee.			
<b>BIO-4 Washing of Materials.</b> During construction, washing of concrete, paint, or equipment can occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Washing is not allowed in the dripline of a native tree or non-native specimen tree. An area designated for washing functions must be identified on all plans submitted for issuance of any grading and/or building permit(s).	Designate a wash off area on all plans submitted for issuance of any grading or building permit(s). The washoff area must be in place throughout construction. Conduct site inspections to confirm compliance throughout construction period.	Prior to issuance of any grading or building permit (whichever occurs first).	Periodically during construction.	City of Goleta Planning and Environmental Review Director, or designee.			
<b>BIO-5 Lighting Plan.</b> In addition to the lighting specifications in Mitigation Measures AES-1, light and glare from new development must be controlled and directed away from the Old San Jose	Review the locations of all exterior lighting fixtures, complete review and approval of cut-sheets of all exterior lighting	Prior to issuance of a building permit and prior to issuance of certificate of	Once time prior to building permit and one time prior to certificate of	City of Goleta Planning and Environmental Review Director, or			



<i>Mitigation Measure/Condition of Approval</i>	<b>Action Required</b>	<b>When Monitoring to Occur</b>	<b>Monitoring Frequency</b>	<b>Responsible Agency or Party</b>	<b>Compliance Verification</b>		
					<b>Initial</b>	<b>Date</b>	<b>Comments</b>
Creek Corridor. Exterior night lighting must be minimized, restricted to low intensity fixtures, shielded, and directed away from ESHAs.	<p>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.</p> <p>Confirm that exterior lighting fixtures have been installed consistent with approved plans.</p>	occupancy.	occupancy.	designee.			
<b>BIO-6 Invasive Species.</b> Nonnative, invasive plant species cannot be included in any erosion control seed mixes and/or landscaping plants associated with the proposed project. The California Invasive Plant Inventory Database contains a list of nonnative, invasive plants (California Invasive Plant Council, 2006, Updated 2011).	Review and approve final landscape plan. Inspect landscape plantings features to ensure that they have been installed consistent with approved plans.	Prior to issuance of any grading or building permit (whichever is first) and prior to issuance of certificate of occupancy.	<p>One time prior to grading/building permit.</p> <p>One time prior to certificate of occupancy.</p>	City of Goleta Planning and Environmental Review Director, or designee			
<b>CULTURAL RESOURCES</b>							
<b>CR-1 Discovery of Cultural Resources.</b> In the event that archaeological resources are encountered during grading, work must be stopped immediately or redirected until the City-approved archaeologist and Native American representative can evaluate the significance of the find pursuant to Phase 2 investigation standards set forth in the City Archaeological Guidelines. The Phase 2 study must be funded by the applicant. If resources are found to be significant, they must be subject to a Phase 3 mitigation	Must be printed on all plans submitted for any planning, building, grading, or demolition permits.	During all project site excavation, grading, or construction.	Periodically during ground disturbing activities.	City of Goleta Staff.			



<i>Mitigation Measure/Condition of Approval</i>	<b>Action Required</b>	<b>When Monitoring to Occur</b>	<b>Monitoring Frequency</b>	<b>Responsible Agency or Party</b>	<b>Compliance Verification</b>		
					<b>Initial</b>	<b>Date</b>	<b>Comments</b>
program consistent with City Archaeological Guidelines. The Phase 3 mitigation program must be funded by the applicant.							
<b>HYDROLOGY AND WATER QUALITY</b>							
<b>HYD-1 Flood Protection.</b> The following mitigation must be implemented if the Flood Insurance Rate Map has not been amended by the Federal Emergency Management Agency to remove the AE zone from the project site before the City issues any building or grading permits. The finished floor elevation of the buildings within the AE zone must be a minimum of 1' above existing adjacent grade or a design such as a berm can be considered and approved by the Planning and Environmental Review Director, or designee, as a temporary measure until the AE zone is removed.	Must be reviewed and approved by the Planning and Environmental Review Director, or designee.	Prior to issuance of any grading or building permit (whichever occurs first).	One time activity.	City of Goleta Planning and Environmental Review Director, or designee.			
<b>NOISE</b>							
<b>N-1 Outdoor Living Area Noise Attenuation.</b> Second-floor decks associated with six shopkeeper units located at the southeastern edge of the project site, fronting on S. Kellogg Avenue, must be protected from sound intrusion so that they meet the City's standard of 65 dBA CNEL for outdoor living spaces. Sound attenuation barriers must be placed along the perimeter of decks at the shopkeeper units adjacent to S. Kellogg Avenue and shall consist of Plexiglas or a similar transparent material that does not obstruct views from the residences. The sound attenuation barriers	Requirements must be incorporated into all construction documents submitted for approval before the issuance of a Building Permit for the shopkeeper units adjacent to S. Kellogg Avenue.	Prior to the issuance of a Building Permit and certificate of occupancy.	One time activity prior to the issuance of a Building Permit for construction.  One time activity prior to certificate of occupancy.	City of Goleta Planning and Environmental Review Director, or designee.			



<i>Mitigation Measure/Condition of Approval</i>	<b>Action Required</b>	<b>When Monitoring to Occur</b>	<b>Monitoring Frequency</b>	<b>Responsible Agency or Party</b>	<b>Compliance Verification</b>		
					<b>Initial</b>	<b>Date</b>	<b>Comments</b>
must be of a size and material to adequately mitigate this impact as determined by an acoustical study to be performed by an environmental/acoustical consultant as approved by the Planning and Environmental Review Director, or designee, to determine project-specific requirements for affected residences. Failure to conclusively demonstrate the effectiveness of the proposed noise attenuation measures must result in the redesign of the affected unit(s) to remove the proposed private outdoor living space.							
<p><b>N-2 Construction Timing and Signage.</b></p> <p>All noise-generating project construction activities is limited to Monday thru Friday, 8:00 a.m. to 5:00 p.m. Construction will not generally 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 Review, or designee. The applicant must post the allowed hours of operation near the entrance to the site, so that workers on site are aware of this limitation.</p>	Provide three (3) signs stating restrictions and post on site. Signs must be a minimum size of 24" x 48." All such signs must be in place before commencing any grading/demolition and maintained through to occupancy clearance.	During all project site excavation, grading, or construction.	Periodically during construction.	City of Goleta Planning and Environmental Review Director, or designee.			
<p><b>N-3 Shielding of Construction Equipment.</b></p> <p>Stationary construction equipment that generates noise which exceeds 65 dB(A) measured 50-feet from the source in an unattenuated condition must be shielded to</p>	Submit a list of all stationary equipment to be used in project construction which includes manufacturer specifications on equipment noise levels as	Prior to the issuance of Land Use Permit.	Periodically inspect the site to ensure compliance with all noise attenuation requirements.	City of Goleta Planning and Environmental Review Director, or designee.			

<i>Mitigation Measure/Condition of Approval</i>	<b>Action Required</b>	<b>When Monitoring to Occur</b>	<b>Monitoring Frequency</b>	<b>Responsible Agency or Party</b>	<b>Compliance Verification</b>		
					<b>Initial</b>	<b>Date</b>	<b>Comments</b>
reduce such noise levels to no more than 65 dB(A) at project boundaries.	well as recommendations from the project acoustical engineer for shielding such stationary equipment so that it complies with this requirement for review and approval. All City approved noise attenuation measures for stationary equipment used in any construction and/or demolition activities must be implemented and maintained for the duration of the period when such equipment is onsite.						
<b>N-4 Acoustical Blankets.</b> Construction fencing shall be lined with acoustical blankets during grading/demolition and construction to further minimize noise impacts to nearby sensitive receptors.	Acoustical blankets must be installed prior to beginning commencement of any grading/demolition and maintained through to occupancy clearance.	During all project site excavation, grading, or construction.	Periodically during construction.	City of Goleta Planning and Environmental Review Director, or designee.			
<b>TRANSPORTATION AND TRAFFIC</b>							
<b>T-1 Hollister Avenue/S. Kellogg Avenue.</b> The applicant must pay Goleta Transportation Improvement Program (GTIP) fees which will contribute to the costs of implementing the City's programmed improvement of installing a free right-turn lane to the northbound approach of this intersection.	Pay a monetary contribution for the additional northbound through lane improvements per the current GTIP resolution.	Prior to issuance of any certificate of occupancy	Once time prior to certificate of occupancy.	City of Goleta Public Works Director.			



**17. APPENDICES:**

- A. Air Quality Calculations
- B. Biological Resource Assessment
- C. Phase I Archaeological Investigation and Peer Review
- D. Geotechnical Site Evaluation and Peer Review
- E. Phase I and II Environmental Site Assessment
- F. Stormwater Management Requirements and Peer Review
- G. Acoustical Analysis
- H. Traffic, Circulation, and Parking Study
- I. Applicant's Description of Unit Types
- J. Responses to Comments

