



Revised Draft

Heritage Ridge Residential Project EIR

SCH # 2015041014

Lead Agency: City of Goleta



Prepared with the assistance of:
Rincon Consultants, Inc.

Volume I: Report

April 2021

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Heritage Ridge Residential Project

Revised Draft **Environmental Impact Report**

SCH #2015041014

Volume I: Report

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1.0 INTRODUCTION

1.1 PREFACE FOR REVISED DRAFT EIR

Consistent with Section 15088.5 of the California Environmental Quality Act (CEQA) Guidelines, this recirculated portion of the Draft Environmental Impact Report (EIR) for the Heritage Ridge Residential Project (the “Project”) includes both revised and new sections to account for changes to the Project Description and CEQA guidelines. As described in the CEQA Guidelines, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR for public review but before certification. As stated in the CEQA Guidelines, “If the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.”

1.2 BACKGROUND

The original Draft EIR for the Project was circulated for a 52-day public review period between June 17, 2016 and August 8, 2016. The original 45-day comment period was scheduled to end on August 1, 2016, but was extended one calendar week at the request of the California Department of Fish and Wildlife. The City of Goleta also held an Environmental Hearing Officer meeting on July 20, 2016 to receive verbal public comments on the Draft EIR. In accordance with CEQA Guidelines Section 15088, the City reviewed the comments received on the Draft EIR and prepared written responses to both the written comments received and oral comments made at the Environmental Hearing Officer public hearing for the project. The Draft EIR and the Response to Comments document collectively comprised the administrative draft Final EIR, completed in 2018. The Final EIR has not been certified by the City.

1.3 CHANGES REQUIRING RECIRCULATION AND ORGANIZATION OF THE REVISED EIR

Since the Draft EIR was circulated for public review in 2016 and the administrative draft Final EIR was completed in 2018, the Project has been revised to include an affordable housing component, reduce the total number of housing units from 353 to 332 units, and provide increased right-of-way along Los Carneros Road, resulting in a building setback shift along this roadway. These changes required revision to the EIR Project Description as well as updated discussion and analysis in the following issue areas: air quality, greenhouse gas emissions, land use, noise, public services, transportation, and utilities and service systems. The proposed revisions to the project would not result in a substantial change in the overall development footprint or the project footprint relative to identified tribal cultural resources on the project site. Accordingly, changes to the EIR to address minor regulatory updates related to issues including biological resources, paleontological resources, hydrology/water quality, and other environmental topics not specifically addressed herein would not result in the need for new analysis or identification of new significant impacts that would require recirculation of these sections of the EIR.

Other important changes since completion of the administrative draft Final EIR include new regulatory requirements and updated CEQA guidelines and thresholds (updated in late-2018), as well as changes to the project-level environmental and cumulative setting in the vicinity of the Project. As a result of these changes, additional discussion and analysis of topics, including air quality and greenhouse gas emissions thresholds, transportation impacts from vehicles miles traveled, energy demand, tribal cultural

resources, and wildfire risk, were added to the EIR. In addition, an updated site survey and records search was conducted to confirm the biological resources present on the Project site. New and revised Project details are reflected in Section 2.0, Project Description. Updated and supplemental discussion and analysis in the areas of air quality, biological resources, greenhouse gas emissions, land use, noise, public services, transportation, tribal cultural resources, and utilities and service systems has been added to Sections 4.2, 4.3, 4.4, 4.6, 4.9, 4.10, 4.11, 4.13, and 4.14 of Draft EIR. The cumulative setting/baseline has also been updated in Section 3.0, Related Projects. New sections (Sections 4.16 and 4.17) have been added to the Revised Draft EIR for recirculation for the energy and wildfire issue areas that were not included in the original Draft EIR. This recirculation also includes the relevant portions of appendices as originally contained in the Draft EIR and supplemented, as necessary, as a result of updates to the Project.

The revised Project Description, new regulatory requirements, and updated CEQA guidelines and thresholds do not substantially change the information, analysis, or significance conclusions in the remaining sections of the Draft EIR. Therefore, these sections are not included in the Revised Draft EIR.

1.4 PUBLIC REVIEW OF THE REVISED DRAFT EIR

The Revised Draft EIR is available for a 45-day public review period from April 29, 2021 to June 14, 2021. The Revised Draft EIR is available on the City's website at <https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/ceqa-review>. Reviewers of this recirculated document should limit their comments to those that relate to the following chapters and sections of the Revised Draft EIR that have been revised or added and recirculated:

- 2.0 Project Description
- 3.0 Related Projects
- 4.2 Air Quality
- 4.3 Biological Resources
- 4.4 Cultural and Tribal Cultural Resources
- 4.6 Greenhouse Gas Emissions
- 4.9 Land Use
- 4.10 Noise
- 4.11 Public Services
- 4.13 Transportation/Circulation
- 4.14 Utilities and Service Systems
- 4.16 Energy
- 4.17 Wildfire

Responses will be provided for all comments received on the recirculated portions of the Revised Draft EIR during the additional public review period. However, responses will not be provided for additional comments on the remainder of the Draft EIR to which modifications have not been made. Although not subject to additional comment, the Draft EIR is available for reference at: <https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/ceqa-review/heritage-ridge>.

2.0 PROJECT DESCRIPTION

The Heritage Ridge Residential Project (the “Project”) involves a proposal to develop 332 housing units and a two-acre neighborhood park on a 17.36 gross acre site within the Inland Area of the City of Goleta (“City”). This section describes the Project location, characteristics of the site and the Project, Project objectives, and the approvals needed to implement the Project.

2.1 PROJECT APPLICANT

Project Applicant:

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Applicant’s Representatives:

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33 East Carrill, Suite 200
Santa Barbara, CA 93101

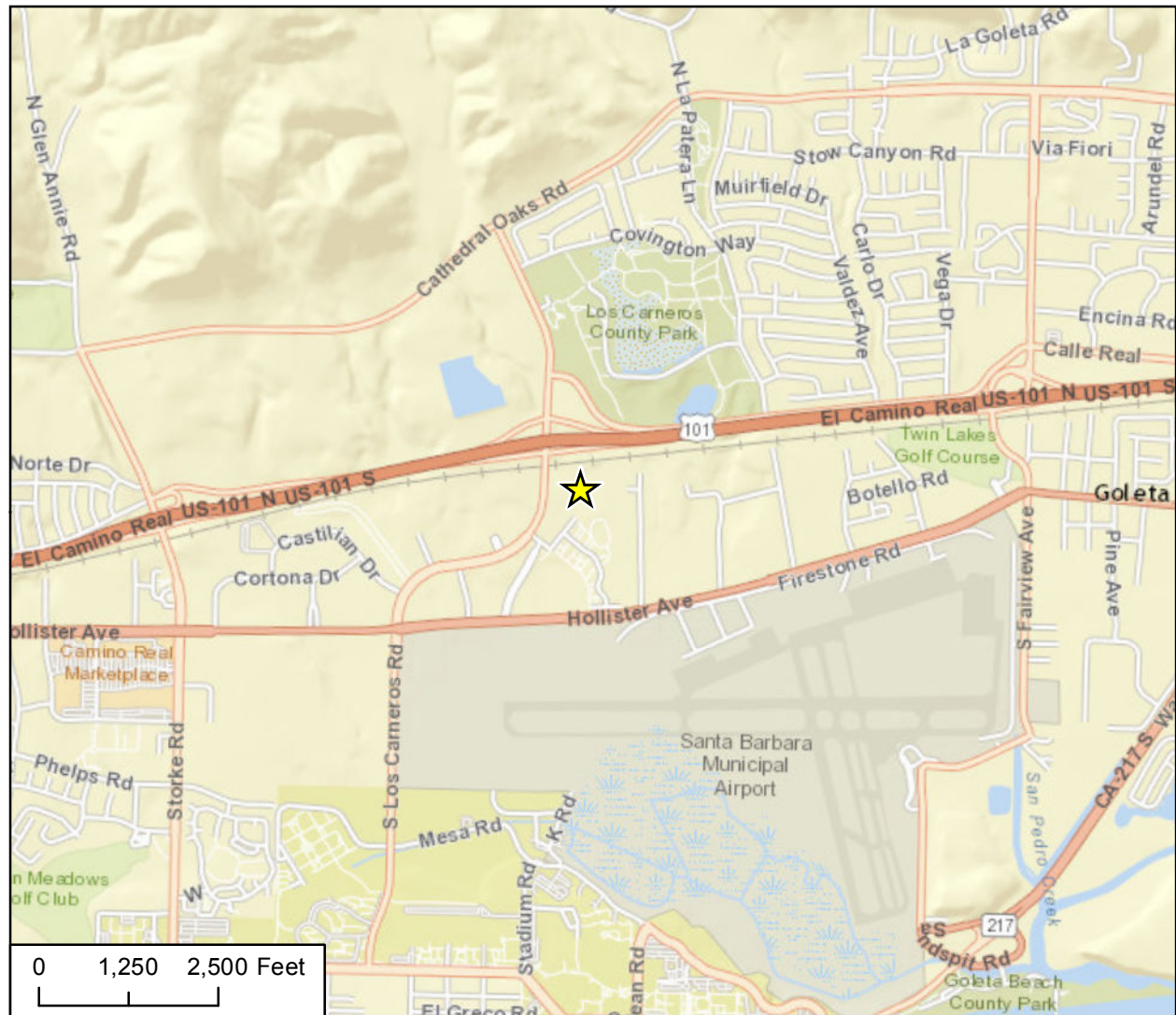
John Polanskey
Housing Authority of the County of Santa Barbara
815 W Ocean Aveue
Lompoc CA 93436

2.2 PROJECT SITE

2.2.1 Project Location and Surrounding Land Uses

The Project site is a currently vacant site north of Camino Vista and east of South Los Carneros Road within the City of Goleta, in Santa Barbara County. The site encompasses 17.36 gross acres (16.05 net acres). The net developable area is 14.05 acres which excludes the 3.31 acres within the archaeological constraint area. The site is currently comprised of lots 1 through 13 of Tract No. 13646 in the City of Goleta, California, as per map recorded in book 150, pages 92 through 98 in the Office of the County Recorder of Santa Barbara County. These lots are also identified with assessor’s parcel numbers (APN) 073-060-031 through -043. Additional site information is provided in Table 2-1. Figure 2-1 shows the site’s location within the region, while Figure 2-2 illustrates the location of the site within the City of Goleta.

To the north of the Project site, the Union Pacific Railroad tracks are located approximately 50 feet from the site’s northern property line. The U.S. Highway 101 (U.S. 101) southbound freeway on-ramp from South Los Carneros Road is immediately north of the railroad tracks, which is approximately 160 feet from the sites’ northern property line. Highway U.S. 101 is located north of the on-ramp, approximately 250 feet from the northern property line. Calle Koral and South Los Carneros Road are located west of the Project site. A residential development (Village at Los Carneros) with 465 residential units has recently been constructed on a formerly vacant site west of South Los Carneros Road. To the east of the Project site, industrial businesses are located along Aero Camino. Across Camino Vista to the south of the Project site are 335 multi-family residential units (Willow Springs I and II) previously constructed and currently



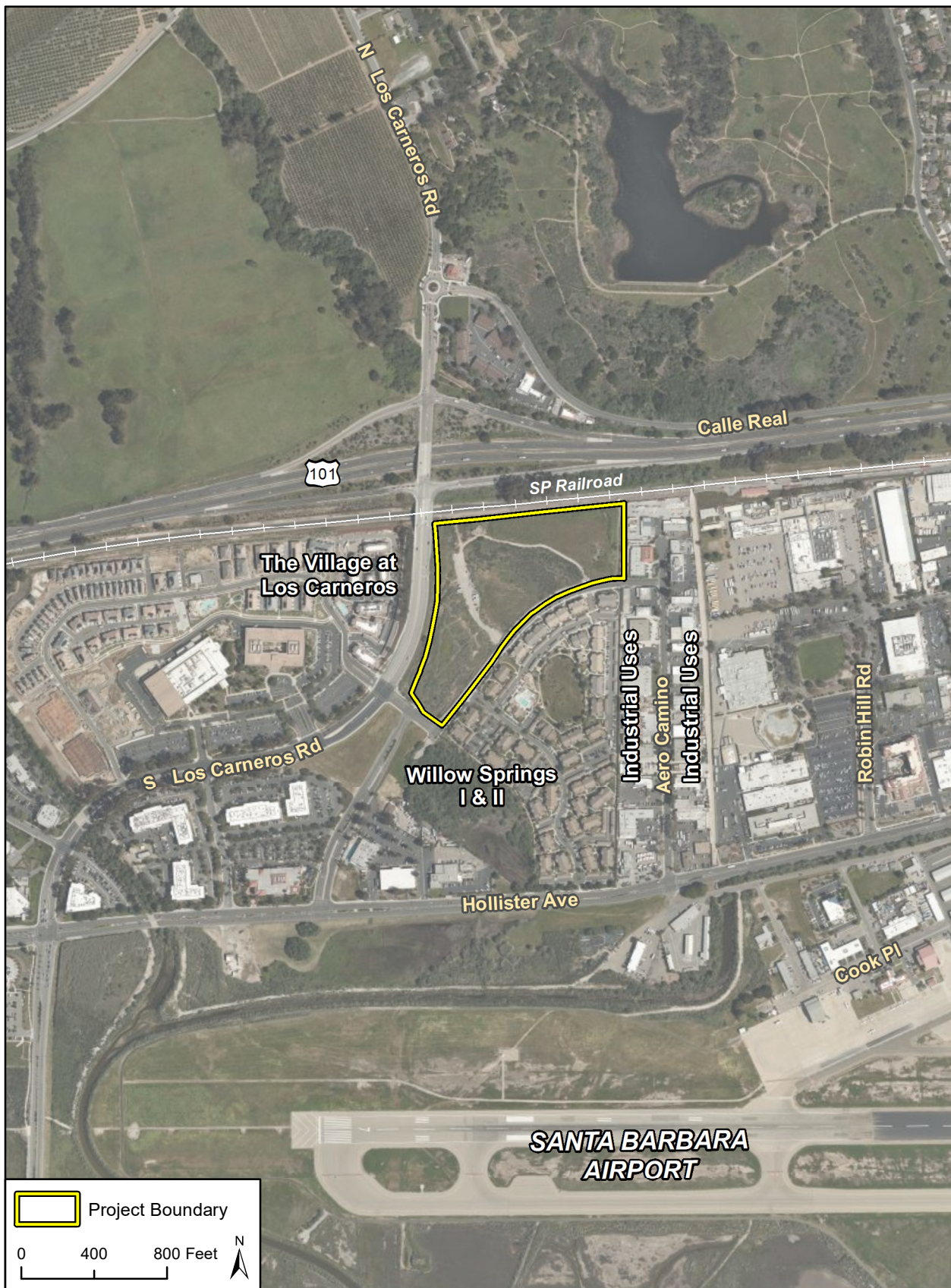
Imagery provided by ESRI and its licensors © 2015.

★ Project Location



Regional Location

Figure 2-1



Imagery provided by Microsoft Bing and its licensors © 2021.

Site Location

Figure 2-2
 City of Goleta

managed by the Towbes Group. Surrounding land uses are labeled on the aerial view of the Project site shown on Figure 2-2.

2.2.2 Land Use Designation and Zoning

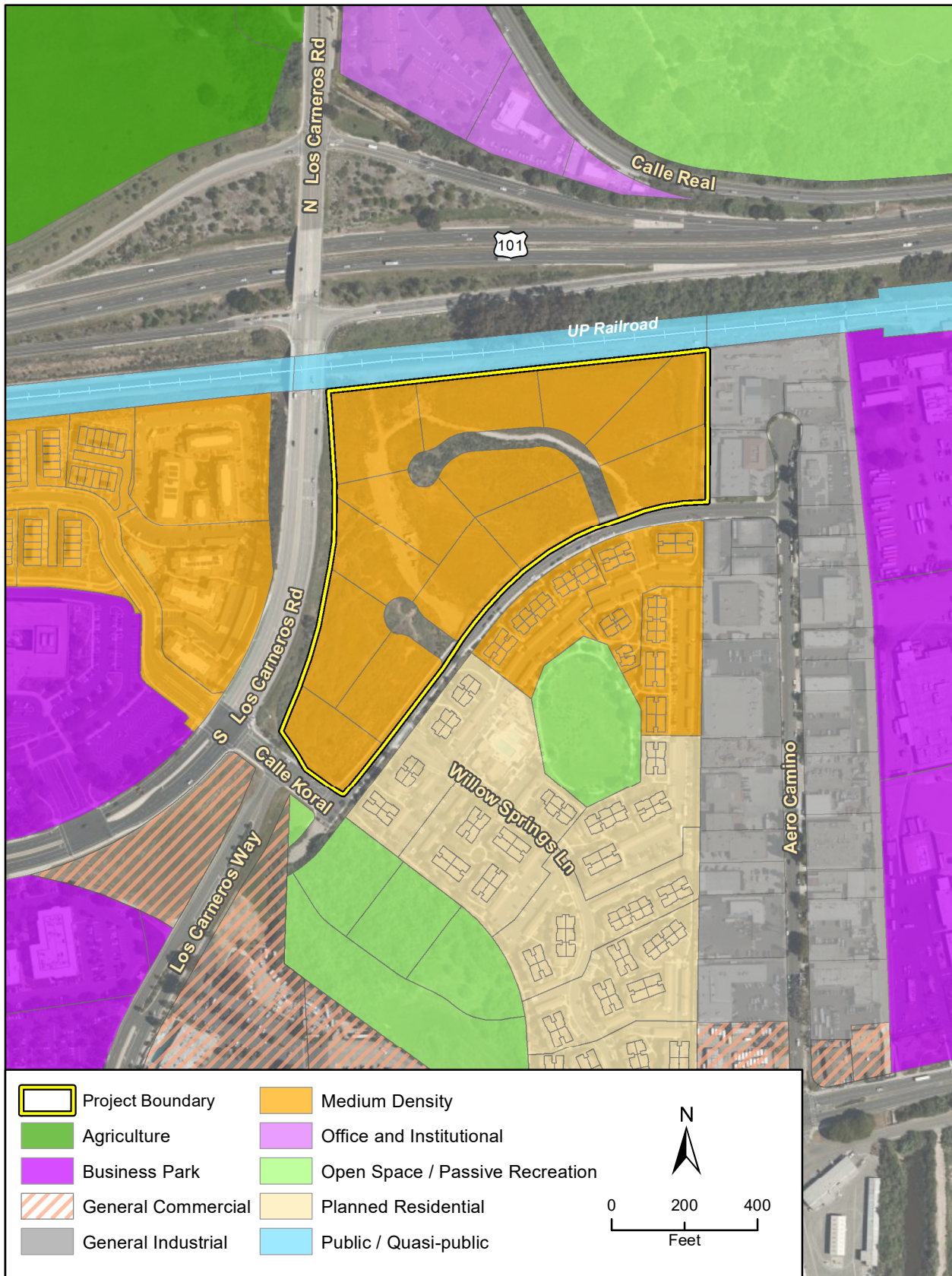
The Project site has a Goleta General Plan/Coastal Land Use Plan (“General Plan”) land use designation of Medium-Density Residential (R-MD) and is located in the “Central Hollister Residential Development Area” with a corresponding designation as an Affordable Housing Opportunity Site. This designation requires a minimum residential density of 20 units per acre and a maximum density of 25 units per acre. The Inland Zoning Ordinance as adopted by the Goleta Municipal Code (“GMC”) designation of Design Residential (DR-20) permits up to a maximum of 20 units per acre.¹ Figure 2-3 identifies the General Plan land use designations for the Project site and surrounding properties. Figure 2-4 provides the zoning designations for the Project site and the surrounding properties. Table 2-1 provides site and surrounding land use information.

**Table 2-1
Existing Site and Surrounding Uses**

Existing General Plan Land Use Designation	Medium Density (R-MD), Central Hollister Residential Development Area, Affordable Housing Opportunity Site, maximum 25 units/acre; minimum 20 units/acre; Planned 2-acre Neighborhood Park Site (Open Space Element Figure 3-2).
Zoning Regulations, Zone District	Article III, Chapter 35 of the Goleta Municipal Code (Inland Zoning Ordinance) zoned Design Residential, 20 units/acre (Zoned Residential Medium (RM) under the current zoning code)
Site Size	17.36 gross acres
Developable Area (minus archeological site)	14.05 net developable acres
Present Use and Development	Undeveloped
Surrounding Uses/Zoning	North: UPRR tracks, U.S. 101 southbound on-ramp, U.S. 101 South: Camino Vista and multifamily residential development (Willow Springs I and II) zoned PRD (zoned Planned Residential [PR] under the current zoning code) East: Commercial and Industrial Businesses zoned M-1 (zoned Business Park [BP] under the current zoning code) West: Los Carneros and Calle Koral with land beyond which has recently been developed as a residential development (Villages at Los Carneros) zoned PRD (zoned Medium Density Residential [RM] under the current zoning code)
Access	Primary: Camino Vista Secondary: Calle Koral/South Los Carneros Road and Aero Camino
Public Services	Police: Santa Barbara County Sheriff’s Department Fire: Santa Barbara County Fire Department; Station 14 School Districts: Santa Barbara Unified School District/Goleta Union School District

¹ The Project site is currently zoned Medium Density Residential (RM). However, the Project application was deemed complete prior to September 2019, when the new zoning code (Title 17) took effect in April 2020. Therefore, the Project is being processed under the previous zoning code (Article III, Inland Zoning Code).

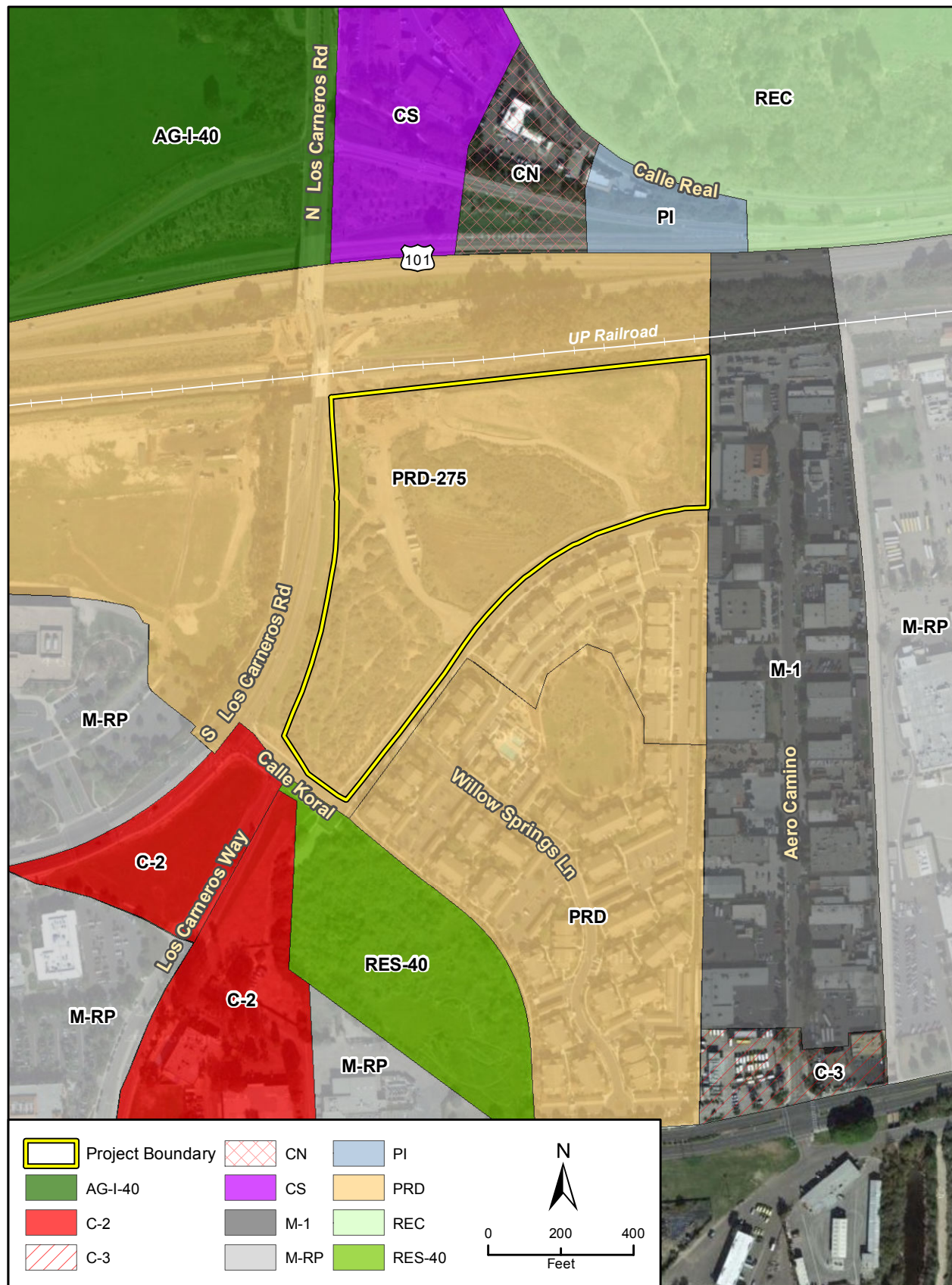




Imagery provided by Microsoft Bing and its licensors © 2021. Land Use data from City of Goleta, 2019.

**Existing General Plan Land Use Designation
in Project Vicinity**

**Figure 2-3
City of Goleta**



Existing Zoning in Project Vicinity

Figure 2-4
City of Goleta

2.3 SITE CHARACTERISTICS AND USES

The current characteristics of the Project site are summarized in the discussion that follows. Additional details of the current site setting can be found in Section 3.0, *Environmental Setting*, and in the individual issue area discussions in Section 4.0, *Environmental Impact Analysis*.

2.3.1 Historic and Current Uses

Historically, the Project site and vicinity were in agricultural production. Before 1928, the Project area was used for agriculture and grazing. An archaeologically sensitive site was identified on, and directly adjacent to the Project site. This prehistoric archaeological site was originally recorded by David Banks Rogers (1929). Based on the excavation of 46 trenches, Rogers characterized the very dense archaeological deposits associated with a village site dating to the Early Period ("Oak Grove," 8,000 to 3,350 years before present [B.P.]), and Late Period ("Canalino," 800 to 150 B.P.). Excavations conducted in 1982 (Gerstle and Serena, 1982) resulted in a determination that the on-site archaeological deposits were eligible for listing on the National Register of Historic Places.

In 1986, a mass grading plan for the Project site was submitted, approved, and initiated (Mac Design Associates, 1997). Initial grading on-site consisted of clearing and grubbing of orchard trees and root structures. Surface material was scraped and placed in windrows. Investigations of prehistoric cultural resources were undertaken and grading resumed outside of fenced sensitive archaeological areas (Mac Design Associates, 1997). The northwest corner of the Project site was used as a staging area for fill during the Los Carneros Road/U.S. 101 interchange construction (Mac Design Associates, 1997). Ongoing activity associated with two stockpile permits first issued in 2002 avoided the fenced archaeological area and 50-foot buffer.

Currently, the Project site consists of 13 undeveloped lots. There is no structural development on site; however, there are pieces of construction equipment and containers stored on site, as well as approximately 293,000 cubic yards of stockpiled soil.

2.3.2 Existing Topography, Drainage, and Vegetation

The Project site is relatively flat to gently sloping with the exception of the moderately steep slopes that define the boundary of the stockpile soils along the perimeter of the archaeological area and the eastern, western, northern, and southwestern property lines. Topography within the archaeological area is characterized by a modest ridge that trends generally northwest to southeast between 25 and 36 feet above sea level (ASL). Low-lying level soils drain generally to the south. Soil stockpiling has resulted in elevating surrounding topography to approximately 43 ASL. As a result, the central portion of the site has the highest elevations on the property and forms a ridge that divides the site drainage, with approximately half of the site draining in a westerly direction and half of the site draining in an easterly direction from the higher, center portion of the site. Ultimately, all runoff from the site drains through existing storm drains and into a 7.25-acre treatment wetland located south of the Willow Springs property. Runoff entering the treatment wetland drains across 500 feet and 950 feet of wetland vegetation before leaving the Willow Springs property at Hollister Avenue.

Soils in the Project area are mapped as Goleta fine sandy loam, 0% to 2% slopes, Milpitas-Positas fine sandy loam, 2% to 9% slopes, and Xerorthents cut and fill areas (United States Geological Survey 1982). A sparse to moderate growth of weeds and brush covers the site. Vegetative cover on the property is variable and dependent upon the activity of the stockpile (Mac Design Associates 2014).

2.3.3 On-Site Stockpiled Soil

Based on information provided in the Project grading plan, the amount of stockpiled dirt on the Project site totals 293,100 cubic yards. Of these 293,100 cubic yards, 115,000 cubic yards of soil would be exported off-site before construction of the Project. The removal of this soil is expected to follow one of two pre-construction export scenarios (City of Goleta, 2015):

1. Pre-Construction Export Scenario 1: Total of 25,556 one-way haul truck trips (12,778 round truck trips) assuming a truck capacity of 9 CY over a 27-week export phase.
2. Pre-Construction Export Scenario 2: Total of 11,500 one-way haul truck trips (5,750 round truck trips) assuming a truck capacity of 20 CY over a 24-week export phase.

Soil hauling activities would also require three workers on site to load material and two trucks driven to the site daily.

2.4 PROJECT OBJECTIVES

The applicant's objectives for the Project are to:

1. *Complete development of residential units in the Central Hollister Residential Development area on Affordable Housing Opportunity Site.*
2. *Assist City in providing supportive/affordable housing and complying with Regional Housing Needs Allocation (RHNA) requirements*
3. *Construct 41 senior affordable apartment units, 63 family affordable apartment units, and 228 market-rate apartment units.*
4. *Create an infill development of medium density supportive/affordable and market-rate rental housing.*
5. *Fully utilize the existing public infrastructure (Camino Vista and all utilities) provided by Willow Springs and Willow Springs II.*
6. *Promote City planning goals by developing a medium density residential project located conveniently close to a major transportation corridor and to employment and recreational areas.*
7. *Provide a public neighborhood park in the location shown in General Plan Figure 3-2 (Park and Recreation Plan Map).*
8. *Protect, and preserve on-site cultural resources.*
9. *Develop multifamily residential housing while maintaining visual resources.*

2.5 PROJECT

The Heritage Ridge Residential Project involves a Vesting Tentative Map to merge 13 existing lots into three-lots for residential use and one lot for a two-acre public park. This includes abandonment of the associated undeveloped road parcels for Via Maya and Via Luisa. The Project also includes a request for the City to vacate the easement for South Los Carneros Road which crosses the northwestern corner of the site and the slope easement along South Los Carneros Road and Calle Koral.

A Development Plan is proposed for 332 residential apartment units in ten buildings, as well as two recreational buildings. The western portion of the Project (Area A) would be up to a 100% supportive



housing project comprised of both senior affordable housing and family affordable housing units. The supportive housing component would be comprised of three residential buildings with a total of 104 units and one recreation building with a gym, plus outdoor recreation and barbecue facilities. While all of the units would be in the very low/low income category, it is unknown how many of the affordable units would also be supportive units;² the developer for these units, the Housing Authority of the County of Santa Barbara, has indicated that the actual number of supportive units would be determined based on the funding secured and could be up to 100%. In addition, the Housing Authority of the County of Santa Barbara has indicated that services (i.e. individual and group counseling, life skill workshops etc.) to support the supportive housing residents would also be provided on site and would use the indoor space planned as part of the project located in Area A. However, the specifics regarding the operational characteristics (hours of operation, frequency, number of support staff etc.) for the supportive services has not been developed yet by the Housing Authority of the County of Santa Barbara for the site since they do not know the make-up of their future residents.

Building 1, which is closest to South Los Carneros Road, would be two stories in height and would house 41 senior affordable units and a 1,500 square foot community room. Of the 41 units, 37 would have one bedroom and four would have two bedrooms. Building 2 and 3 would be three-stories in height, with two stories at both ends of Building 2 and two stories on only the south end of Building 3, near Camino Vista. Both buildings would house 63 family affordable units in total. Building 2 would have 31 units, with 3 studio, 11 one-bedroom, 9 two-bedroom, and 8 three-bedroom units. Building 3 would have 32 units, with 2 studio, 12 one-bedroom, 10 two-bedroom, and 8 three-bedroom units.

The eastern portion of the Project (Area B) would be market-rate housing comprised of seven residential buildings with a total of 228 units (Buildings 4 through 10) and one recreation building with pool, spa, gym, children's play equipment and barbecue facilities. Building 7, which is closest to Camino Vista, would have no third-floor corner units facing Camino Vista. Similar to Buildings 2 and 3, the corners on this building would be two-stories in height, in order to minimize massing at Camino Vista and to facilitate mountain corridor views.

The northern portion of Area B (Buildings 4, 5, and 6) would include two-story buildings, with 84 market-rate housing units. Of the 84 units, 52 would have one bedroom, 8 would have two bedrooms, and 24 would have three bedrooms. The eastern portion of Area B would be developed with four three-story buildings (Buildings 7, 8, 9 and 10) that would include 144 market-rate housing units. Buildings 7, 8, 9 and 10 would include 92 one-bedroom units and 52 two-bedroom units. A total of 227 parking spaces would be provided for Buildings 7, 8, 9 and 10 in Area B. A pool, recreation area, and leasing office would be located to the south of Building 8. All units will be rental apartments.

The Project site would have a total density of 23.63 units per acre (net developable).

Proposed on-site parking for the total provides 271 carports, 259 uncovered parking spaces, which include three van accessible spots and 15 accessible spaces, for a total of 530 parking spaces. Additionally, there are 13 uncovered parking spaces (including 1 accessible space) provided for the public park. The affordable component provides 165 parking spaces rather than the required 172 spaces and the market-rate housing component provides 365 spaces rather than the required 370 spaces. The total amount of required parking for the residential portion of the Project per the zoning code would be 542 spaces with 530 spaces provided. This results in a 12-space deficit. A Modification from parking requirements will not

² Discussion of "affordable units" throughout this EIR includes supportive units.

be required due to State Density Bonus Law parking reduction allowances which reduces the required parking to 455 spaces (see explanation below in Section 2.5.2). Table 2-2 summarizes the Project's residential buildings and unit counts. The Project site plan is illustrated on Figure 2-5.

Table 2-2
Summary of Project Residential Building and Unit Count

Building Type	Housing Type	Number of Buildings	Total Units
2 & 3-Story Affordable Housing	Multi-family Dwelling	3 (Buildings 1, 2, and 3)	5 Studio Units 60 One-Bedroom Units 23 Two-Bedroom Units 16 Three-Bedroom Units
2-Story Market-Rate Housing	Multi-family Dwelling	3 (Buildings 4, 5, and 6)	52 One-Bedroom Units 8 Two-Bedroom Units 24 Three-Bedroom Units
3-Story Market-Rate Housing	Multi-family Dwelling	4 (Buildings 7, 8, 9 and 10)	92 One-Bedroom Units 52 Two-Bedroom Units
Total		10	332 units

Based on an average household size of 2.72 persons for market-rate housing (228 units proposed), 2.58 persons for family affordable housing (63 units proposed) and 1.36 persons for senior affordable housing (41 units proposed), the Project's estimated population would be approximately 839 persons (Department of Finance, 2020; Towbes, 2014; HACSB, 2020).

As described in Section 2.3.3, a total of 115,000 cubic yards of soil is expected to be exported off-site before construction of the Project.

The Project also includes an amendment to the General Plan that would revise Figure 3-5 of the Open Space Element and Figure 4-1 of the Conservation Element to remove an Environmentally Sensitive Habitat Area (ESHA) designation of Coastal Sage Scrub that does not occur on the property.

2.5.1 Site Layout/Coverage

The Project is divided into two areas on the site: Area A on the western portion of the Project site and Area B on the eastern portion of the Project site. Area A would be developed with one 2-Story building (Building 1) that would house 41 senior affordable apartment units, and two 2-to-3-Story buildings (Buildings 2 and 3) that would house 63 family affordable apartment units, and a recreation building on an approximately 214,000 gross square foot lot, fronting on Camino Vista. Area B on an approximately 404,000 gross square-foot lot would be developed with three 2-Story buildings (Buildings 4, 5, and 6) and four 3-Story buildings (Buildings 7, 8, 9 and 10) for the market-rate apartment units and a recreation building. Total building coverage is 23.06% of net lot area. Common open space (excluding the park) is 40.43% of net lot area. The two-acre public neighborhood park with 13 parking spaces would be located in Area B. A conceptual plan of the recreation improvements includes an activity trail, fitness stations, tot lot, benches, barbecue area, picnic tables, bicycle parking, level turf play area, and native landscaping. Table 2-3 provides a summary of the Project and its amenities.



Source: True Nature Landscape Architecture, 2021.

Figure 2-5
City of Goleta

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**Table 2-3
Project Summary Totals**

Site Coverage:	
Building Coverage	3.24 acres (23.06% of net site area)
Drive Aisles and Parking ^{1,2}	4.47 acres (approx.)
Bioretention Basin	0.69 acres (approx.)
Public Park	2.0 acres
Common Open Space ³	5.68 acres (40.43% of net site area)
Net Site Area (less public park)	14.05 acres
Residential Units	332 total units (277,919 GSF) <ul style="list-style-type: none"> • 104 affordable housing units • 228 market-rate homes
Density	23.6 dwelling units/acre
Maximum Building Height	35 feet
Parking	271 spaces - Carport 259 spaces – Open 3 spaces – Van Accessible (Included in the spaces above) 13 spaces – Public Park Open 543 spaces (Includes Park)
Community Amenities	<ul style="list-style-type: none"> • Affordable Recreation Area (approx. 4,000 GSF) <ul style="list-style-type: none"> - Pickle Ball Court, Picnic Areas, Community Garden & Orchard, Tot Lot, Dog Area, Vegetable Beds • Market-Rate Recreation Area (approx. 4,000 GSF) <ul style="list-style-type: none"> - Tot Lot, Picnic Area, Lawn Activity Area, Swimming Pool, Spas, Fire Pits, BBQ • Public Park (total 2 acres)

¹ Drive isles and parking does not include walkways

² Carport assumes 250 square feet per parking space

³ Open space includes bioretention basin

2.5.2 Site Access and Parking

The existing Camino Vista that fronts on the south side of the Project site will be widened to 43-foot curb to curb allowing on-street parking on the north side of the road. Access to the Project site would be provided via three driveway connections providing ingress and egress to Camino Vista. As shown on Figure 2-5, the eastern driveway would be aligned opposite the driveway that serves the existing Willow Springs II site and the western driveway would be aligned opposite the driveway that serves the Willow Springs I site. The middle driveway connection would provide access to the site as well as the proposed public park. The eastern and middle driveways serve the market-rate housing development on Area B. The western driveway serves the affordable housing development on Area A.

The Project includes 165 parking spaces (92 covered carport spaces and 73 uncovered surface spaces) for the affordable housing units, 365 spaces for the market-rate housing units (179 covered carport spaces and 186 uncovered surface spaces), with an additional 13 uncovered parking spaces for the park (all public park parking spaces would be signed). The parking supplied for the individual components of the Project would not be shared. Based on the City zoning regulations, the 104-unit affordable housing component is required to provide 172 spaces, and the 228-unit market-rate housing component is required to provide 370 spaces. The proposed 165 parking spaces for the affordable component and the proposed 365 parking spaces for the market-rate component do not meet the City's parking requirements of the City's zoning regulations. However, because the Project will provide approximately 31% of the total units for

lower income residents, the Project qualifies for prescriptive parking rights under the State Density Bonus Law. Under the State Density Bonus Law, the zoning required parking for the Project is one space for studio units and two spaces for two- and three-bedroom units. By applying these parking rights to the market-rate component, 312 spaces are required, where 365 are provided, resulting in a 53-space surplus for the market-rate housing. Likewise, applying these parking rights to the affordable portion of the Project results in a required 143 spaces, where 165 have been provided, resulting in a 22-space surplus for the affordable housing. Furthermore, to reduce any concerns over parking on the affordable side, parking spaces would be assigned specifically to a unit, and in some cases would require a lease addendum prohibiting the resident from owning a vehicle during their tenancy. Additionally, the affordable portion of this Project is intended to serve people with special needs who often cannot afford to own an operating/insured vehicle, as well as some seniors, some of whom cannot drive.

2.5.3 Grading/Walls

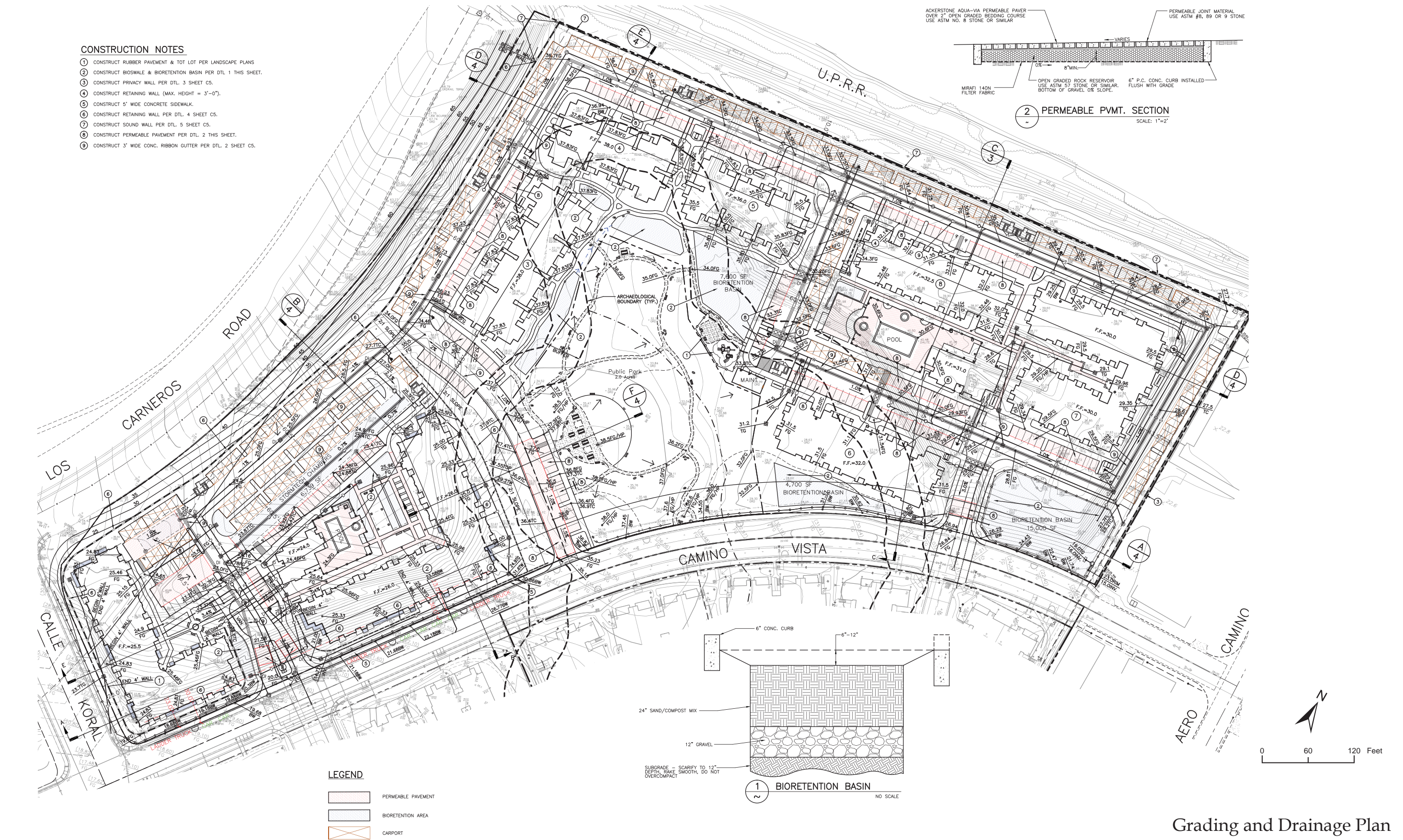
The Project would include mass grading to prepare the site to support the residential development. Grading operations would include the construction of individual building pads for each structure, over-excavation as needed for roadways and driveways, and trenching and backfilling for installation of underground utilities. Preliminary earthwork quantities are estimated at 178,000 cubic yards of cut and 15,500 cubic yards of fill. Approximately 115,000 cubic yards of export required before construction of the Project, as described in detail in Section 2.3.3, *On-Site Stockpiled Soil*.

Proposed development within the sensitive portion of the identified on-site archaeological site (CA-SBA-56 Northern Midden Area; refer to Section 4.4, *Cultural Resources*, for a detailed description of the Project site setting and on-site archaeological resources) would use protective fill soils to cap the existing cultural resource. To prevent disturbance of the soil at this location, existing vegetation within the boundary of the archaeological site would be removed by hand, remaining root balls and masses would be sprayed with a topical herbicide to ensure no further growth, and the resulting dead masses of vegetation would be left in place. A geotextile tensor fabric (Tensor BX1200 or equivalent) would be placed on top of the existing ground surface to reduce the force of compaction from overlying fill soils and redistribute the compaction load force over a wider area, thereby minimizing the disturbance of friable (brittle) cultural remains such as shellfish and animal bone. No remedial grading, subgrade preparation or scarification would occur prior to placement of the geotextile fabric. Then the Northern Midden Area would be covered in a minimum of two feet of protective fill soil, above native grades or existing grades (whichever is lower) to prevent direct impacts to archaeological resources. Fill soils would be spread from the outside in no greater than eight-inch lifts with rubber-tired equipment, such that equipment only operates on top of the fill soils.

The Project would include a masonry wall of approximately eight feet in height along the northern, eastern, and western Project boundaries.

2.5.4 Stormwater and Drainage

The Preliminary Grading and Drainage Plans (dated September 2014) for the Project show permeable pavement and bioretention area locations, as shown on Figure 2-6. The Project site includes three primary bioretention basins, as well as other smaller bioretention areas and permeable pavement throughout the Project site. The three primary bioretention basins include a 6,900 square foot basin south of Building 6, a 4,700 square foot basin south of Building 7 along the southeast border of the Project site, and a 15,000 square foot basin east of Building 7. The Project would be required to incorporate best management



Source: MAC Design Associates, March 2, 2018.

Figure 2-6
City of Goleta

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practices (BMPs) to reduce stormwater runoff from the site, consistent with the County of Santa Barbara's Storm Water Technical Guide, which the City adopted in March 2014 (County of Santa Barbara, 2014).

An existing bioretention basin is located west of the Willow Springs I development to the south of the Project site. Drainage from the Project site is tributary to the previously constructed Willow Springs I & II developments and Camino Vista, a public road. Therefore, storm drains that would be constructed as a part of the Project would tie to the existing storm drains within Willow Springs I & II, and Camino Vista, which ultimately drain to the existing retention basin located along the west boundary of Willow Springs I. The hydrological plan for the Willow Springs I & II projects accounted for the future phased development of the Project site in the design of their storm drains and the bio-retention basin. This bio-retention area is maintained in perpetuity as a wetland in accordance with the Army Corps of Engineers (ACOE) 404 permit (associated with Willow Springs I development. This wetland anticipates stormwater flow associated with Willow Springs I, Willow Springs II and Heritage Ridge (Willow Springs North). The development of the Project site will not significantly change the amount of stormwater run-off planned to sustain the wetland (Table 4.8-1, Section 4.8 *Hydrology and Water Quality*).

2.5.5 Landscaping

Figure 2-7 shows the Preliminary Landscape Plan for the Project, which provides a suggested plant palette and layout for the Project site. The landscape plan is comprised primarily of native or climate appropriate plants with some small turf areas for recreation purposes. Plant species in the plant palette include but are not limited to coast live oak, California sycamore, fruitless olive, dwarf bottle brush, and dwarf coyote bush. Trees, shrubs and other vegetation would be planted throughout the development as well as low-water-use, Mediterranean and wildlife habitat plant species. Landscape treatments would be provided between buildings, curb bump-outs throughout parking areas, along common walkway areas, within the neighborhood park, recreation areas, and around the perimeter of the two development sites. Within the park, a turf area is proposed on the western side adjacent to picnic tables, and a meadow with native plantings is proposed in the center of the Project site. A portion of the park area where sensitive archeological resources are located would be capped but would not be fenced. Based on the Project site plan, the total landscaped area for the Project is approximately 1.6 acres, excluding the 2.0-acre park area, or about 10% of the 17.36-gross-acre Project site.

2.5.6 Lighting

The Exterior Lighting Report, prepared by Alan Noelle Engineering on May 20, 2015, describes the proposed exterior lighting concepts and fixtures for the Project. LED lighting will be the primary source of exterior lighting unless a necessary fixture is not available. LED lighting possess very efficient production of light, allows for directed light to only areas where it is needed and uses less electricity than other lighting sources. Elimination of decorative fixtures allows for the primary use of LED lighting.

Pole Lighting. Due to the relatively large size (17.36 acres) of the Project site, it is necessary to utilize poles for lighting. However, the architectural design of the site limits the number of poles needed. Pole lighting will be largely limited to the proposed parking areas and the proposed neighborhood park area. The proposed poles would be slim and dark with a shallow (thin) type wedge or box type fixture at around 12'-14' in height, eliminating them from sight.

Pedestrian Level Lighting. For walkways, pathways, and other areas of pedestrian traffic, lower level type bollard lighting is proposed. This type of lighting would possess simple shapes (round housing)

with fixtures at about 42 inches tall. The light from these fixtures would be aimed downwards and outwards and would be colored to match surrounding features (i.e. benches, railing).

Site Structure Lighting. Structures on the Project site would include downlighting for security and usability. These structures include carports, trash enclosures, mailbox kiosks, and directory signs.

Visible Building Lighting. A small number of decorative lights are included in the conceptual plans for the proposed Project. These lights are to serve as visual elements, assist in determining one's location, as well as help with safety. These fixtures are proposed primarily for aesthetics and would be simple vertical shapes that would not generate significant lighting.

Hidden Building Lighting. Each proposed building would possess structurally hidden light fixtures. Downlighting or full cut-off style wall mounted fixtures would be included at every building entrance.

Park Area Lighting. The proposed lighting for the park area of the Project would include LED lighting and design features that merge the new building styles with those of the existing surrounding uses.

2.5.7 Utilities

Table 2-4 summarizes the utility service providers for the Project. Water would be provided by the Goleta Water District. Sewer would be provided by the Goleta Sanitary District. Utility easements would be recorded for utility services. A portion of the Goleta West Sanitary Sewer line which is now in an easement at the eastern property boundary would be relocated into the proposed driveway at the west side of the site. All electrical distribution lines, fiber optic lines, cable television lines, phone lines, gas lines, water lines, and sewer lines would be undergrounded. Other components of the site's utility infrastructure, such as backflow preventers, transformers, water meter assemblies, gas meters, power meters, cable TV pedestals, etc. would be installed above ground. Mechanical equipment would be ground-mounted on concrete pads adjacent to the residential structures.

Table 2-4
Utility Service Providers

Utility	Service Provider
Water Service	Goleta Water District
Sewer	Goleta West Sanitary District
Natural Gas	Southern California Gas Company
Electricity	Southern California Edison
Cable Television	Cox Communications
Telephone	Verizon, Qwest, AT&T, Level 3
Solid Waste Pick-up	Marborg Industries



2-19

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A temporary halt on new water services are in effect by the Goleta Water District; however, the *Judgement Upon Arbitration Award*, Santa Barbara Superior Court Case Number 232281, states that water service may be installed for the Project subject to an existing entitlement to water as set forth in the judgement (refer to Section 4.14, *Utilities and Service Systems*, for more detail regarding water supply to the Project site). Therefore, the temporary halt on new services does not apply to the Project.

2.6 CONSTRUCTION

Construction activities would include site preparation, export of excess dirt, grading, building construction, paving, architectural coating, and landscaping phases. Construction of the proposed Project is estimated to take approximately 3 years. Pre-construction removal of the stockpiled soil on the Project site, described in detail in Section 2.3.3, is estimated to take up to 24-27 weeks and require between 5,750 and 12,778 round truck trips (depending on whether 20 CY or 9 CY haul trucks are used). No phasing plan is proposed at this time. Public infrastructure improvements would include fire hydrants, sidewalks, curb and gutter.

2.7 REQUIRED APPROVALS

The Project requires City approval of the following applications:

- ***Vesting Tentative Map (14-049-VTM):*** A vesting tentative map is proposed to combine 13 existing lots plus the existing two street parcels into four parcels comprising of Areas A and B (senior affordable housing/family affordable housing and market-rate housing, respectively) and the neighborhood public park. The tentative parcel map also includes the vacation of a road easement for South Los Carneros Road and an easement for landscape purposes along South Los Carneros Road and Calle Koral.
- ***Development Plan (14-049-DP):*** A Development Plan would provide project-specific development standards for the Project components including site layout, building architecture, parking and landscaping.
- ***General Plan Amendment (14-049-GPA):*** Amendments to General Plan Figures 3-5 and 4-1 (Open Space and Conservation Elements) to remove an Environmentally Sensitive Habitat Area (ESHA) designation of Coastal Sage Scrub that does not occur on the property.

Other public agencies whose approval may be required include:

- *State Water Resources Control Board – National Pollutant Discharge Elimination System (NPDES) Construction General Permit*
- *U.S. Army Corps of Engineers – Section 404 Clean Water Act Permit*
- *Santa Barbara County Fire Department – Access and storage of hazardous materials, which can include cleaning products, pesticides, chlorine and other swimming pool chemicals, and other materials*

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3.0 RELATED PROJECTS

Cumulative impacts are defined as two or more individual events that, when evaluated together, are significant or would compound other environmental impacts. Cumulative impacts are the changes in the environment that result from the incremental impact of the development of a proposed project and other nearby projects. For example, traffic impacts of two nearby projects may be inconsequential when analyzed separately, but could have a substantial impact when analyzed together.

CEQA Guidelines § 15130 requires a discussion of cumulative impacts. The discussion of related or cumulative projects may be drawn from either a “list of past, present, and probable future projects producing related or cumulative impacts” or a “summary of projections contained in an adopted general plan or related planning document or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.”

The cumulative analysis in this EIR considers a list of recently approved, under construction, recently completed, currently planned, and pending projects in the area, shown in Table 3-1. This City of Goleta’s list is dated January 4, 2021 and the County of Santa Barbara’s list is dated January 28, 2021, and are the most up-to-date lists available at the time of the preparation of this Revised Draft EIR (2021). Therefore, this list of related projects was determined to be appropriate for use at the time the technical analysis for this Revised Draft EIR was conducted. The location of these projects is shown in Figure 3-1. These related projects are considered in the cumulative analyses in Section 4.0, *Environmental Impact Analysis*.

Table 3-1
Cumulative Projects in the Goleta Area

Project Name	Description	Location	Project Status
City of Goleta Projects			
Cox Communications Building	Removal of two buildings, and the construction of a new 6,519 sf Telecommunications building.	22 South Fairview Avenue	Under construction
Cortona Apartments	176 residential units.	6830 Cortona Drive	Under construction
Beach Hazards Removal	Removal of remnant oil and gas infrastructure hazards along City coastline.	N/A	Under construction
Citrus Village	10 residential units.	7388 Calle Real	Under construction
Winslowe (Formerly Old Town Village)	Mixed Use of 175 townhomes with shopkeeper/live work units.	South Kellogg Avenue	Under construction
Cabrillo Business Park, Lot 9	New 44,924-sf building within Cabrillo Business Park.	301 Coromar Drive	Certification of occupancy issued
Cabrillo Business Park, Lot 6	New 16,750-sf building within Cabrillo Business Park.	6765 Navigator Way	Under construction
Cabrillo Business Park, Lot 7	New 31,584-sf building within Cabrillo Business Park.	6759 Navigator Way	Under construction
Hollister Village Apartments	27 Apartments and Park	7000 Hollister Avenue	Certification of occupancy issued



**Table 3-1
Cumulative Projects in the Goleta Area**

Project Name	Description	Location	Project Status
Site Improvements	768-sf elevator addition, and 314-sf addition to rear of building, plus a 1,100-sf new building.	130 Robin Hill Road	Under construction
Security Paving (former Highway Recycling)	Concrete and asphalt recycling facility with temporary and permanent equipment. Includes creek/SPA restoration, fencing, landscaping, trash enclosure, retaining wall, and drainage improvements.	909 South Kellogg Avenue	Under construction
MOU Agreement No. 2018-081	Plug and abandon 2 existing oil wells.	Pacific Ocean- Intertidal Zone.	Plugging complete, abandonment forthcoming
MOU Agreement No. 2018-081	Plug and abandon 32 existing oil wells.	Pacific Ocean- 2 miles from shore.	In progress
Cottage Medical Office Building	20,000 sf net new medical/dental office building.	454 S. Patterson Avenue	Under construction
Ellwood Tree Safety Emergency Permit and Ellwood North Restoration	Emergency Tree Removal for safety reasons by habitat enhancements in monarch butterfly aggregation sites.	N/A	Approved by Coastal Commission
NRG Battery Storage	Install 1 new 500KW battery storage system.	30 Las Armas Road	Approved by City; pending SCE approval
Cabrillo Business Park, Lot 5	New 23,882-sf building within Cabrillo Business Park.	6789 Navigator Way	Approved
Pacific Beverage at Cabrillo Business Park	98,780 sf warehouse/office building.	355 Coromar Drive	Approved
Kellogg Crossing Self Storage (Formerly Schwan Self Storage)	New 136,067 sf self storage facility containing 1,043 units.	10 South Kellogg Avenue	Approved
Bacara Beach House Relocation	Demolition of existing beach house and relocating/constructing new beach house.	8301 Hollister Avenue	Approved by the City; pending California Coastal Commission action
Fuel Depot	2,396 sf convenience store. No changes to existing fueling stations or canopy.	180 N. Fairview Avenue	Approved
New 7,390-sf Synagogue	New 7,390 sf Synagogue and 841 sf storage building, with sanctuary, event hall, office spaces, and kitchen. Revised parking, landscaping, and hardscaping also included.	6045 Stow Canyon Road	Approved

**Table 3-1
Cumulative Projects in the Goleta Area**

Project Name	Description	Location	Project Status
Log Me In Parcel Map	Subdivision of existing lot into 3 separate lots, each containing 1 existing building , and 3 new Development Plans for each new lot.	7414 and 7418 Hollister Avenue	Approved
Ellwood Butterfly Habitat Management Plan Implementation	Implement management program to restore Monarch aggregation sites, enhance biodiversity, and maintain public access, and other management plan activities.	N/A	Approved by City; Pending – California Coastal Commission approval
Kellogg Auto Center Parcel Maps and Development Plans	Façade improvements, additions, and new structures for Toyota, Honda, and Nissan dealerships. Sudivide into 3 lots for each dealership and create development plans for each new lot.	425 South Kellogg Avenue, 475 South Kellogg Avenue, 495 South Kellogg Avenue, & 5611 Hollister Avenue	Approved
General Plan Amendment Initiation	Initiation of a General Plan Amendment to Change Land Use from Single-Family Residential (R-sf) to Multi-Family Residential (R-MD)	625 Dara Road	Initiation Approved
Shelby	60 residential units.	7400 Cathedral Oaks Road	Pending/On Hold – due to water availability
Kenwood Village	60 residential units.	Calle Real w/o Calaveras Avenue	Pending/On Hold – due to water availability
Goleta Battery Energy Storage Facility	New 60 megawatt (240 mega watt hour) battery energy storage facility; lot split into two lots	6868 & 6864 Cortona Drive	Pending – Environmental Review
Calle Real Hotel	132-room 3-story hotel.	5955 Calle Real	Pending – Environmental Review
Sywest	70,594 sf high cube industrial building.	907 South Kellogg Avenue	Pending selection of EIR Consultant – On hold per applicant
Sun Group General Plan Amendment Initiation	Change designated Land Use and Zoning from Public/Quasi-Public (P- QP) to Community Commercial (CC).	5631 Calle Real	Approved
GVCH DPAM for Permanent Hollipat Parking Lot	Approve the existing, temporary parking lot for permanent use.	334 S. Patterson Ave.	Pending – CEQA review and decisions
GVCH DPRV New Rehabilitation Pool/Center	Interior remodel of the main hospital building and the construction of an aquatic facility in the southern parking lot.	351 S. Patterson Ave	Pending – CEQA review and decisions

**Table 3-1
Cumulative Projects in the Goleta Area**

Project Name	Description	Location	Project Status
The Grange	Demolition of existing pumphouse/equipment building and construction of a 1,339 sf commercial building. The addition of two new elevators to serve 250 and 270 Storke Road, as well as facade improvements.	250, 260, 270 Storke Road	Approved
Verizon Antenna Faux Water Tank	42' Faux Water Tank for Verizon Wireless Antenna	Fairview Avenue and Hollister Avenue	Pending – Waiting on applicant to submit revised plans
Battery Energy Storage Facility	Conditional Use Permit for a 10-megawatt (MW)/40-megawatt hour (MWh) battery-based energy storage system within a 14,400 sf portion of an existing 57,600 sf building addressed as 80 Coromar Drive.	82 Coromar Drive	Pending – City issued Incomplete Letter on 12/12/2019. Waiting on applicant's resubmittal
The Hollister: Hotel and Apartments	11, 556 sf hotel, café, and 8 residential units.	5392 and 5400 Hollister Avenue	Pending – City issued Incomplete Letter on 1/29/18
Distribution/Delivery Facility	Application for a Project Clearance within the Cabrillo Business Park Specific Plan area for a new 54,080 sf distribution/delivery facility.	355 Coromar Drive	Pending – City issued Incomplete Letter on 12/17/20
Seymour Duncan Office and R and D Buildings	New parcel map with two proposed buildings. (1) 98,780 sf warehouse/office building; and (2) 98,780 sf warehouse/office building.	5385 Hollister Avenue	Pending – City issued Incomplete Letter on 11/12/20
Camino Real Marketplace Specific Plan Initiation	Amendment to existing Camino Real Marketplace Specific Plan.	7060 Marketplace Drive	Deemed Complete March 2021 – Pending Council hearing
City of Goleta Subtotal		<i>516 residential units 726,444 sf non-residential</i>	
Non-City of Goleta Projects in the Goleta Vicinity			
Montessori Center School	New 55,779 sf Montessori Center School, including a Development Plan and lot line adjustment.	5052 Hollister Avenue, Santa Barbara, Ca (APNs 065-080-009 and 065-080-024)	In process
Abid Tract Map	One new net lot, 2 residential units	Via Valverde, Santa Barbara, Ca (APN 065-280-017)	Approved
Hourigan Development Plan	6 new residential lots, divide property into 9 parcels	1118 N Patterson Avenue, Santa Barbara, Ca (APN 069-060-044)	Approved
Galileo Pisa, LLC Apartment Building	27 unit apartment building	99 N Patterson Avenue, Santa Barbara, Ca (APNs 069-160-051 and 069-525-022)	In Process



**Table 3-1
Cumulative Projects in the Goleta Area**

Project Name	Description	Location	Project Status
Hourigan Development Plan	6 new residential units, divide property into 9 parcels	N Patterson Avenue, Santa Barbara, Ca (APN 069-060-040)	Approved
The Knoll Subdivision	12 single-family homes, divide parcel into 16 lots	533 N Patterson Avenue, Santa Barbara, Ca (APN 069-172-059)	Completed
Cavaletto/Noel Housing	Residential community with 134 new homes (net 132) comprised of 24 attached units, apartments, town homes or condos or affordable housing, 30 triplex units, 43 detached courtyard homes, 26 single family homes	560 Merida Drive, Santa Barbara, Ca (APNs 069-100-006, 069-100-051, 069-100-054, 069-100-057)	Completed
Glen Annie Water Well	Agricultural water well	405 Glen Annie Road, Santa Barbara, Ca (APN 077-530-021)	Approved
Ocean Meadows Residential Development	38 residential units	Elkus Walk, Santa Barbara, Ca (APN 073-090-072)	In Process
Non-City of Goleta Subtotal		<i>225 residential units (223 net) 55,779 sf non-residential</i>	

Note: sf = square foot

Source: City of Goleta Planning Staff, February 2021; County of Santa Barbara, 2021

Table 3-2 summarizes the total amount of development currently planned and pending within the Goleta area as listed in Table 3-1.

**Table 3-2
Total Cumulative Development**

Type of Development	Total
Residential	741 units
Commercial/Retail	782,223 SF





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Cumulative Projects in the Goleta Area

Figure 3-1
City of Goleta

4.0 ENVIRONMENTAL IMPACT ANALYSIS

This section discusses the possible environmental effects of the proposed project for the specific issue areas that were identified through the Initial Study and NOP process as having the potential to experience significant impacts. “Significant effect” is defined by CEQA Guidelines § 15382 as:

“a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant.”

The assessment of each issue area begins with a discussion of the setting relevant to that issue area. Following the setting is a discussion of the project’s impacts relative to the issue area. Within the impact analysis, the first subsection identifies the methodologies used and the “significance thresholds.” The criteria used to establish thresholds of significance are based primarily on Appendix G of the CEQA Guidelines and thresholds included in the City’s *Environmental Thresholds and Guidelines Manual*. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each impact under consideration for an issue area is separately listed in bold text, with the discussion of the impact and its significance following. Each bolded impact listing also contains a statement of the significance determination for the environmental impact as follows:

Class I, Significant and Unavoidable: An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved.

Class II, Significant but Mitigable: An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made.

Class III, Not Significant: An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.

Class IV, Beneficial: An impact that would reduce existing environmental problems or hazards.

Following each environmental impact discussion is a listing of required and/or recommended mitigation measures and the residual effects or level of significance remaining after the implementation of the measures. In those cases where implementation of the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect.

The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other recently approved, planned and pending development in the area.



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4.2 AIR QUALITY

This section discusses the Project's potential impacts to regional and local air quality. Both temporary impacts related to construction and long-term impacts associated with the Project are discussed. Traffic projections used in emissions estimates are based on the *Updated Traffic and Circulation Study* dated March 2021 and the *VMT Calculations* dated April 2021 prepared by Associated Transportation Engineers (ATE). The traffic and circulation study and VMT calculations are included as Appendix I to this EIR. Air quality model results and calculations are based on calculations completed by Rincon Consultants and are included as Appendix B. The *Heritage Ridge Residential Project Health Risk Assessment* (HRA) prepared by Rincon Consultants dated January 2016, is included as Appendix C.

4.2.1 Setting

a. Climate and Topography. The City of Goleta is located within the South Central Coast Air Basin (SCCAB) which includes all of San Luis Obispo, Santa Barbara, and Ventura counties. The climate of the SCCAB is strongly influenced by its proximity to the Pacific Ocean and the location of the semi-permanent high-pressure cell in the northeastern Pacific. With a Mediterranean-type climate, the Project area is characterized by warm, dry summers and cool winters with occasional rainy periods. Annual precipitation averages 16 inches, with most rainfall between November and March. Average monthly temperatures range from a high of 79 degrees Fahrenheit (°F) in August to a low of 40°F in December.

Cool, humid marine air causes frequent fog and low clouds along the coast, generally during the night and morning hours in the late spring and early summer months. The region is subject to a diurnal cycle in which daily onshore winds from the west and northwest are replaced by mild offshore breezes flowing from warm inland valleys during night and early morning hours. This alternating cycle can create a situation where suspended pollutants are swept offshore at night, and then carried back onshore the following day. Dispersion of pollutants is further degraded when the wind velocity for both day and nighttime breezes is low.

The region is also subject to seasonal Santa Ana winds, which are strong northerly to northeasterly winds that originate from high-pressure areas centered over the desert of the Great Basin. These winds are usually warm, dry, and often full of dust. They are particularly strong in the mountain passes and at the mouths of canyons.

Two types of temperature inversions (warmer air on top of cooler air) are created in the area: subsidence and radiational. The subsidence inversion is a regional effect created by the Pacific high in which air is heated as it is compressed when it flows from the high-pressure area to the low-pressure areas inland. This type of inversion generally forms at about 1,000 to 2,000 feet and can occur throughout the year, but it is most evident during the summer months. Surface inversions are formed by the more rapid cooling of air near the ground at night, especially during winter. This type of inversion is typically lower (0 to 500 feet at Vandenberg Air Force Base (AFB), for example) and is generally accompanied by stable air. Both types of inversions limit the dispersal of air pollutants within the regional airshed, with the more stable the air (low wind speeds, uniform temperatures), the lower the amount of pollutant dispersion.

b. Local Regulatory Framework. The federal and state governments have been empowered by the federal and state Clean Air Acts (42 United States Code § 7401 *et seq.* and California Health and



Safety Code § 40910, *et seq.*) to regulate emissions of airborne pollutants and have established ambient air quality standards for the protection of public health. The U.S. Environmental Protection Agency (USEPA) is the federal agency designated to administer federal air quality regulation, while the California Air Resources Board (CARB) is the state equivalent and operates under the auspices of the California Environmental Protection Agency (CalEPA). Local control in air quality management is provided by the CARB through county-level or regional (multi-county) air pollution control districts (APCDs). The CARB establishes statewide air quality standards and is responsible for control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The CARB has established 15 air basins statewide. Goleta is located in the SCCAB, in the portion that is within the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD).

Federal and state standards have been established for six criteria pollutants, including ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulates less than 10 and 2.5 microns in diameter (PM₁₀ and PM_{2.5}), and lead (Pb) (refer to Table 4.2-1). California air quality standards are identical to or stricter than federal standards for all criteria pollutants. Table 4.2-1 illustrates the current Federal and State Ambient Air Quality Standards.

Table 4.2-1
Current Federal and State Ambient Air Quality Standards

Pollutant	Federal Standard	California Standard
Ozone	0.070 ppm (8-hr avg)	0.070 ppm (8-hr avg) 0.09 ppm (1-hr avg)
Carbon Monoxide	9 ppm (8-hr avg) 35 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20 ppm (1-hr avg)
Nitrogen Dioxide	0.100 ppm (1-hr avg) 0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.030 ppm (annual avg)
Sulfur Dioxide	0.075 ppm (1-hr avg)	0.25 ppm (1-hr avg) 0.04 ppm (24-hr avg)
Lead	1.5 µg/m ³ (calendar quarter) 0.15 µg/m ³ (rolling 3-month avg)	1.5 µg/m ³ (30-day avg)
Particulate Matter (PM ₁₀)	150 µg/m ³ (24-hr avg)	50 µg/m ³ (24-hr avg) 20 µg/m ³ (annual avg)
Particulate Matter (PM _{2.5})	12.0 µg/m ³ (annual avg) 35 µg/m ³ (24-hr avg)	12 µg/m ³ (annual avg)

ppm= parts per million

µg/m³ = micrograms per cubic meter

avg = average

Sources: California Air Resources Board, May 4, 2016. <https://ww2.arb.ca.gov/sites/default/files/2020-07/aags2.pdf>.

c. Current Ambient Air Quality. The SBCAPCD monitors air pollutant levels and develops strategies to ensure that air quality standards are met. Depending on whether or not the standards are met or exceeded, Santa Barbara County is classified as being in “attainment” or as “non-attainment.” Santa Barbara County is in non-attainment for the state standard for PM₁₀. The County is unclassified (meaning there is insufficient data to designate the area or designations have yet to be made) for the state PM_{2.5} standard and the federal lead standard. The County is in attainment (or unclassified/attainment) for all other standards (SBCAPCD 2021).



Non-attainment status within Santa Barbara County is a result of several factors, primarily the natural meteorological conditions that limit the dispersion and diffusion of pollutants (surface and subsidence inversions), the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the air basin. The potential health effects of pollutants for which the County is in nonattainment are described below.

Suspended Particulates. PM₁₀ is small particulate matter measuring 10 microns or less in diameter. PM₁₀ is comprised mostly of dust particles, nitrates, and sulfates. PM₁₀ is a by-product of fuel combustion and wind erosion of soil and unpaved roads, and is directly emitted into the atmosphere through these processes. PM₁₀ is also created in the atmosphere through chemical reactions. Fine particulate matter poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

An important fraction of the particulate matter emission inventory is that formed by diesel engine fuel combustion. Particulates in diesel emissions are very small and readily respirable. The particles have hundreds of chemicals adsorbed onto their surfaces, including many known or suspected mutagens or carcinogens. Diesel PM emissions are estimated to be responsible for about 70 percent of the total ambient air toxics risk. In addition to these general risks, diesel PM can also be responsible for elevated localized or near-source exposures ("hot spots"). Depending on the activity and proximity to receptors, these potential risks can be as high as 1,500 excess cancer cases per million (CARB, October 2000). Risk characterization scenarios have been conducted by the CARB staff to determine the potential excess cancer risks involved due to the location of individuals near to various sources of diesel engine emissions, ranging from school buses to high volume freeways.

Table 4.2-2 summarizes the annual air quality data for Goleta's local airshed, collected at the Goleta-Fairview station, located at 380 N. Fairview Avenue in Goleta. The data collected at this station is considered to be representative of the baseline air quality experienced in the City.

As shown in Table 4.2-2, between 2017 and 2019 the state one-hour ozone standard was exceeded once in 2017. The state PM₁₀ standard was exceeded 12 times in 2017, four times in 2018, and twice in 2019, and the federal PM₁₀ standard was exceeded once in 2017. Additionally, the federal PM_{2.5} standard was exceeded nine times in 2017 and once in 2018. The standards for ozone (8-hour), CO, and NO₂ have not been exceeded in the last three years.

**Table 4.2-2
Ambient Air Quality Data**

Pollutant	2017	2018	2019
Ozone, ppm - Worst Hour	0.100	0.077	0.072
Number of days of State exceedances (>0.09 ppm)	1	0	0
Ozone, ppm – Worst 8 Hours	0.068	0.056	0.062
Number of days of Federal/State exceedances (>0.070 ppm)	0	0	0
Carbon Monoxide, ppm - Worst 8 Hours ¹	1.9	0.9	*
Number of days of State/Federal exceedances (>9.0 ppm)	0	0	*
Nitrogen Dioxide, ppm - Worst Hour	0.035	0.029	0.027
Number of days of State exceedances (>0.18 ppm)	0	0	0
Particulate Matter <10 microns, µg/m ³ - Worst 24 Hours	189.0	72.5	63.3
Number of samples of State exceedances (>50 µg/m ³)	12	4	2
Number of samples of Federal exceedances (>150 µg/m ³)	1	0	0
Particulate Matter <2.5 microns, µg/m ³ - Worst 24 Hours	130.5	35.6	26.3
Number of days Federal exceedances (>35 µg/m ³)	9	1	0

¹ CO data from the 380 North Fairview Avenue USEPA monitoring station in Goleta. Accessed February 2021. Retrieved from <https://www.epa.gov/outdoor-air-quality-data/monitor-values-report>.

* There was no data available for the closest monitoring station.

ppm = parts per million; µg/m³ = micrograms per cubic meter

Goleta-Fairview Station

Source: CARB Air Quality Data Statistics. Top four Summary. Accessed February 2021. Retrieved from: <http://www.arb.ca.gov/adam/topfour/topfour1.php>

d. Air Quality Planning. Under the California Clean Air Act, the SBCAPCD is required to prepare an overall plan for air quality improvement. The most recent iteration of SBCAPCD's air quality management plan is the 2019 Ozone Plan, adopted in December 2019, which represents the ninth triennial update to the SBCAPCD Air Quality Attainment Plan. The 2019 Ozone Plan only addresses nonattainment with the state ozone standard, as SBCAPCD was designated in attainment with the federal ozone standard in December 2015. The 2019 Ozone Plan states that no violations in the state ozone standards have occurred in the County in the previous three years, and SBCAPCD is in the process of modifying its designation to "attainment." In July 1, 2020, CARB officially designated the county as attainment for state ozone standards.

e. Sensitive Receptors. Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. The majority of sensitive receptor locations are therefore residences, schools and hospitals.

The Project site vicinity is primarily occupied by residential and light industrial development. Sensitive receptors near the Project site include residential uses (Willow Springs I and II) to the south of the project site across Camino Vista. Also, beyond S. Los Carneros Road to the west is a recently-constructed residential development.

4.2.2 Impact Analysis

a. Methodology and Significance Thresholds. The air quality analysis is based on CalEEMod outputs included in Appendix B. The City has not established thresholds of its own, and instead uses the significance thresholds recommended by Santa Barbara County (County of Santa Barbara Planning and Development, January 2021) as guidance for the analysis of air quality impacts, as described below. The City's adopted thresholds are provided in its Environmental Thresholds and Guidelines Manual (2002).

Significance Thresholds. According to the *Environmental Thresholds and Guidelines Manual* (County of Santa Barbara Planning and Development, January 2021), a significant adverse air quality impact may occur when a project, individually or cumulatively:

- *Interferes with progress toward the attainment of the ozone standard by releasing emissions which equal or exceed the established long-term quantitative thresholds for NO_x and ROC; or*
- *Equals or exceeds the state or federal ambient air quality standards for any criteria pollutant (as determined by modeling).*
- *Results in toxic or hazardous pollutants in amounts which may increase cancer risks for the affected population.*
- *Causes an odor nuisance problem impacting a considerable number of people*

The City's Environmental Thresholds and Guidelines Manual (2002) is consistent with the first two bullet points provided above regarding air quality impacts.

Cumulative air quality impacts and consistency with the 2019 Ozone Plan should be determined for all projects (i.e., whether Project-generated emissions exceed the 2019 Ozone Plan emission projections or growth assumptions).

Based on Appendix G of the *CEQA Guidelines*, a significant impact related to air quality could occur if the Project would:

1. *Conflict with or obstruct implementation of the applicable air quality plan.*
2. *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.*
3. *Expose sensitive receptors to substantial pollutant concentrations.*
4. *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.*

Impacts associated with other emissions are discussed in Section 4.15, *Effects Found Not to be Significant*.

The following significance thresholds have been recommended by the SBCAPCD (SBCAPCD 2015). While the City of Goleta has not yet adopted any new threshold criteria, these SBCAPCD thresholds are considered appropriate for use as a guideline for the impact analysis. Per the *Environmental Review Guidelines for the Santa Barbara County Air Pollution Control District* (April 2015), a proposed project will not have a significant air quality effect on the environment, if operation of the project will:



- *emit (from all project sources, mobile and stationary) less than the daily trigger for offsets set in the APCD New Source Review Rule for any pollutant; and*
- *emit less than 25 pounds per day of oxides of nitrogen (NO_x) or reactive organic compounds (ROC) from motor vehicle trips only; and*
- *not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone); and*
- *not exceed the APCD health risk public notification thresholds adopted by the APCD Board; and*
- *be consistent with the adopted federal and state Air Quality Plans.*

2019 Ozone Plan Consistency. Analysis of consistency with land use and population forecasts in local and regional plans, including the 2019 Ozone Plan, is required in the County's Environmental Thresholds Manual for all projects. In order to be consistent with the 2019 Ozone Plan, all projects involving earthmoving activities must implement SBCAPCD's standard dust control measures (SBCAPCD, June 2017). By definition, consistency with the 2019 Ozone Plan means that direct and indirect emissions associated with the Project are accounted for in the 2019 Ozone Plan's emissions growth assumptions and the Project is consistent with policies adopted in the 2019 Ozone Plan (SBCAPCD, April 2021). The 2019 Ozone Plan relies primarily on the land use and population projections provided by the Santa Barbara County Association of Governments (SBCAG) and the CARB on-road emissions forecast as a basis for vehicle emission forecasting. The 2019 Ozone Plan utilized data from the California Department of Finance, which is similar to the SBCAG Regional Growth Forecast 2050, to project population growth and associated air pollutant emissions for all of the Santa Barbara County incorporated and unincorporated areas.

Residential projects that involve population growth in an individual jurisdiction or sub-region of Santa Barbara County that would exceed the amount forecasted for that jurisdiction or sub-region would be considered inconsistent with the 2019 Ozone Plan (SBCAPCD, April 2021).

Construction Emissions Thresholds. The SBCAPCD has not adopted quantitative thresholds of significance for construction emissions since such emissions are temporary. However, according to the SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* (SBCAPCD, June 2017), construction-related NO_x, ROC, PM₁₀, and PM_{2.5} emissions from diesel and gasoline powered equipment, paving, and other activities, should be quantified in the interest of public disclosure. SBCAPCD uses 25 tons per year for NO_x, ROC, PM₁₀, and PM_{2.5} as a guideline for determining the significance of construction impacts, based on Rule 202 D.16. In addition, standard dust control measures must be implemented for any discretionary project involving earth-moving activities, regardless of size or duration. According to the SBCAPCD, proper implementation of these required measures reduces fugitive dust emissions to a level that is less than significant (SBCAPCD, June 2017). Therefore, all construction activity would be required to incorporate the SBCAPCD requirements pertaining to minimizing construction-related fugitive dust emissions.

The City does not specify quantitative thresholds of significance for short-term construction emissions because such emissions have already been accounted for in its air quality management plan. However, because the region does not meet the state standard for PM₁₀, the City of Goleta requires implementation of standard emission and dust control techniques for all construction, as outlined in the



General Plan/Community Land Use Planning Policy (GP/CLUP) Policy CE 12.3 and listed as mitigation measures in the GP/CLUP FEIR (Air Quality), to ensure that these emissions remain less than significant (City of Goleta, 2021).

Operational Emissions Thresholds. Appendix G of the CEQA Guidelines indicates that where available, the significance criteria established by the applicable air quality management district or APCD may be relied upon to determine whether the Project would have a significant impact on air quality. As described in the SBCAPCD *Scope and Content of Air Quality Sections in Environmental Documents* (SBCAPCD, June 2017), a project may have a significant air quality effect on the environment if operation of it would:

- *Emit (from all sources, both stationary and mobile) more than 240 pounds per day for ROC or NO_x, or more than 80 pounds per day for PM₁₀.*
- *Emit more than 25 pounds per day of NO_x or ROC from motor vehicle trips only.*
- *Cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone).*
- *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 chronic or acute non-cancer risk).*
- *Be inconsistent with the latest adopted federal and state air quality plans for Santa Barbara County.*

The SBCAPCD does not have a daily operational threshold for CO because the County is in attainment for this pollutant. However, the County has established criteria for triggering air quality impact modeling for CO based on the County's adopted guidance. According to the *Environmental Thresholds and Guidelines Manual*, "a project will have a significant air quality impact if it causes, by adding to the existing background CO levels, a CO 'hot spot' where the California one-hour standard of 20 parts per million carbon monoxide is exceeded" (County of Santa Barbara Planning and Development, 2021). Typically, high CO concentrations are associated with roadways or intersections operating at an unacceptable level of service (LOS) and projects contributing to adverse traffic impacts may result in the formation of CO hotspots. The screening criteria for CO impacts are as follows:

- *If a project contributes less than 800 peak hour trips, then CO modeling is not required, and*
- *Projects contributing more than 800 trips to an existing congested intersection at LOS D or below, or will cause an intersection to reach LOS D or below, may be required to model for CO impacts. However, projects that will incorporate intersection modifications to ease traffic congestion are not required to perform modeling to determine potential CO impacts.*

Construction Emissions Methodology. The California Emissions Estimator Model (CalEEMod version 2016.3.2) was used to estimate air pollutant emissions associated with Project construction. Construction activities associated with this development would result in temporary air quality impacts that may vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. Per applicant-provided information, vehicle trips on unpaved roads would be limited to speeds no greater than 10 miles per hour. Exhaust from internal combustion engines used by construction equipment and hauling trucks (dump trucks), vendor trucks (delivery trucks), and worker vehicles would result in emissions of NO_x, ROC, CO, SO_x, PM₁₀, and

PM_{2.5}. The application of architectural coatings, such as exterior/interior paint and other finishes, would also produce ROC emissions; however, the contractor is required to procure architectural coatings from a supplier in compliance with the requirements of SBCAPCD's Rule 323.1 (Architectural Coatings). Paving of the parking lot and other surfaces would similarly produce ROC emissions, but would be required to comply with Rule 329 (Cutback and Emulsified Asphalt Paving Materials), which restricts the percent by volume of ROCs in asphalt material.

The Project includes developing 332 residential units in 10 buildings, parking areas, and recreational facilities, including a community park. Construction of the Project is expected to occur over 36 months. Estimated preliminary Project grading would include approximately 178,000-cubic yards of cut and 15,500-cubic yards of fill with approximately 115,000-cubic yards of export material, as described in Section 2.3.3 of Section 2.0, *Project Description*.

Two scenarios were modeled to estimate the pre-construction emissions that would result from exporting 115,000 cubic yards of soil from the site. Scenario 1 assumes that the existing stockpiled material would be removed using 9-cubic yard (CY) trucks, which would require a total of 12,778 round-trip haul truck trips. Scenario 2 assumes that 20-CY trucks would be used to haul the material, resulting in approximately 5,750 round-trip haul truck trips.

Operational Emissions Methodology. CalEEMod was used to estimate air pollutant emissions from mobile, energy, and area sources associated with the Project. CalEEMod default data, including meteorological data, trip characteristics, emission factors, and trip distances, were used for the model inputs, with the exception of weekday vehicle trips and trip distances. Emissions for the 104-unit senior and family affordable housing development and the 228-unit market-rate housing development were based on CalEEMod defaults for low-rise apartments and mid-rise apartments¹, and emissions for a two-acre public neighborhood park were estimated using model default values for a city park. The estimate of vehicle trips and trip distances for weekday trips associated with the Project is from the *Updated Traffic and Circulation Study* dated March 2021 and the *VMT Calculations* dated April 2021 prepared by Associated Transportation Engineers (Appendix I; also refer to Section 4.13, *Transportation/Circulation*). Emission factors representing the vehicle mix and emissions for the year 2025, when the Project would be in its first year of operation, were used to estimate emissions. CalEEMod was also used to estimate emissions from the Project's area and energy sources, which include natural gas combustion for space and water heating, gasoline-powered landscape maintenance equipment, consumer products, and architectural coatings for building maintenance.

Health Risk Assessment Methodology. CARB has identified diesel particulate matter as the primary airborne carcinogen in the state (CARB, n.d.). The main sources of diesel particulate matter are exhaust from heavy-duty trucks on the interstate freeway system and diesel-powered locomotives. Due to the potential for exposure of sensitive receptors to diesel particulate matter and other toxic air contaminants, CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (June 2005) recommends avoiding siting new sensitive land uses, such as residences, schools, daycare centers, playgrounds, or medical facilities, within 500 feet of a freeway, urban roads with 100,000 vehicles/day,

¹ To input different trip generation values for the senior and family affordable housing and market-rate housing, those land uses were inputted separately in CalEEMod as low-rise apartments and mid-rise apartments, based on the proposed number of stories in each building, which ranges from 2 to 3 stories for both the proposed affordable and market-rate housing. Low-rise apartments are characterized as one or two levels, and mid-rise apartments are characterized as more than two levels and less than nine levels. It should be noted that the majority of the default values are the same for the low-rise and mid-rise apartments.

or rural roads with 50,000 vehicles/day. Based on CARB's findings, the Santa Barbara County APCD also recommends that land use policies should prohibit the construction of new residences, schools, day care centers, playgrounds, and medical facilities within 500 feet of U.S. 101 (SBCAPCD, 2014). The highway segment adjacent to the Project site has 65,800 vehicles per day (Caltrans, 2014).

The CARB Handbook found that, based on traffic-related studies, additional non-cancer health risks attributable to proximity to freeways occurs within 1,000 feet and is strongest within 300 feet. California freeway studies show about a 70 percent drop-off in particulate pollution levels at 500 feet (CARB, 2005).

The Project site is located along the south side of U.S. 101 and the Union Pacific Railroad (UPRR). Residences on-site would be located as close as approximately 50 feet from the UPRR railroad tracks and 250 feet south of the closest U.S 101 lane. In addition, nearby businesses may emit additional hazardous air pollutants. These emissions are not expected to individually cause a risk; however, these emissions could add to the cumulative risk to on-site residents in the proposed residential units when considered in combination with the TACs associated with the freeway and railroad operations.

Rincon Consultants, Inc. prepared an HRA for the Project in January 2016. The HRA used the USEPA AERMOD dispersion model and the CARB Hotspots Analysis and Reporting Program (HARP) risk analysis tool. It is based on the Project site plans that had been prepared at that time. Note that the HRA prepared in 2016 was not updated since the values computed are conservative and any refinement to the model would not increase risk and hazards. Also, an update is not necessary since no aspect of the project requires permitting from SBCAPCD. Furthermore, an operational HRA for the project's on-site sensitive receptors is not required under CEQA pursuant to the judicial decisions in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) Cal.4th (Case No. S213478). The analysis was prepared for informational purposes. A copy of the 2016 HRA is included in Appendix C.

Cancer risk is expressed as the maximum number of new cases of cancer projected to occur in a population of one million people due to exposure to the cancer-causing substance, typically over a specific exposure duration, such as the average residency (50-percentile) of 9 years or the high-end residency (95-percentile) of 30 years. For example, a cancer risk of one in one million means that in a population of one million people, not more than one additional person would be expected to develop cancer as a result of exposure to the substance causing that risk.

b. Project Impacts and Mitigation Measures.

Impact AQ-1 The Project would be consistent with the SBCAPCD 2019 Ozone Plan because it would not generate population in excess of that used in the 2019 Ozone Plan to forecast population-related emissions. This impact would be Class III, less than significant [Threshold 1].

Consistency with the applicable 2019 Ozone Plan is required under CEQA for all projects within the County. In order for a project to be found consistent with the 2019 Ozone Plan, the Project's direct and indirect emissions must be accounted for in the land use and population growth assumptions of the 2019 Ozone Plan (SBCAPCD, 2021). In addition, all projects involving earthmoving activities must implement SBCAPCD's standard dust control measures.

The 2019 Ozone Plan is based on countywide population data provided by the California Department of Finance. The 2019 Ozone Plan also states that its growth projections are similar to that of the 2019 Santa Barbara County Association of Governments (SBCAG) Regional Growth Forecast 2050, in which assumptions about future land development patterns were used to generate future housing forecasts for Santa Barbara County (SBCAG, 2019). These growth projections for Goleta are shown in Table 4.2-3.

Table 4.2-3
SBCAG Housing Projections for Goleta

Year	Population Forecast	Households ¹
2017	31,900	11,411
2020	32,200	11,500
2035	33,700	12,600
2040	34,300	13,100

Source: SBCAG Regional Growth Forecast, January 2019.

¹ Sub-regional Household forecast is calculated by dividing population growth by census 2010 household size.

The Project involves developing 332 residential rental units, which would include 104 senior and family affordable units and 228 market-rate apartment units. The current population of Goleta is 32,223 (DOF, 2020). The population for the market-rate housing was determined based on the latest persons-per-household figure from the Department of Finance (2.72 persons per dwelling unit), the population for the family affordable housing was determined based on Housing Authority of the County of Santa Barbara data (2.58 persons per dwelling unit), and the population for the senior affordable housing was determined based on the Heritage Ridge Occupant/Unit Ratio Analysis study conducted by The Towbes Group, Inc. (2014) (1.36 persons per senior dwelling unit). Development of the Project would add an estimated 839 residents $[(228 \text{ dwelling units} \times 2.72 \text{ people/dwelling unit}) + (63 \text{ dwelling units} \times 2.58 \text{ people/dwelling unit}) + (41 \text{ dwelling units} \times 1.36 \text{ people/dwelling unit})]$, thus increasing the City's population to 33,062. SBCAG's 2050 growth forecast projects Goleta's population to be approximately 33,700 in 2035, and 34,300 in 2040 (SBCAG, 2019). The Project would result in a population of 33,062 in the City (current 32,223 City population plus 839 project residents). This would not exceed SBCAG's 2035 or 2040 growth forecast for the City. The Project is not expected to be operational until after 2021. Consequently, the Project was compared to the 2035 and 2040 forecasts. Population generated by the Project would not cause an exceedance of SBCAG's 2035 growth forecast of 33,700 or the 2040 growth forecast of 34,300 for the City of Goleta (SBCAG, 2019). Development of the Project would therefore be consistent with the population forecasts contained in the 2013 CAP.

The Project would provide both affordable and market-rate housing, as well as an on-site passive recreational park. The provision of housing along with the Project site's location near several employment centers in the City, are consistent with efforts by the 2019 Ozone Plan to implement transportation performance standards that will provide a substantial reduction in the rate of increase in passenger vehicle trips and vehicle miles traveled (VMT). A reduction in County-wide VMT is identified by the 2019 Ozone Plan as a major component of an overall strategy to reduce mobile emissions of ozone precursor pollutants (NO_x and ROC). As indicated under Impact AQ-2 (Table 4.2-4, *Estimated Operational Emissions of the Project*), mobile and total emissions from the Project would be less than the ROC and NO_x thresholds of significance adopted by the SBCAPCD. In addition, the Project would include new sidewalk segments that would enhance pedestrian circulation in the Project area, which is a transportation control measure in the 2019 Ozone Plan. Therefore, the Project would be consistent with

planning efforts to reduce County-wide VMT, and Project-related emissions would not substantially interfere with the SBCAPCD's efforts to maintain attainment of the state one-hour ozone standard. In addition, as discussed in Impact AQ-3, the Project would be required to implement SBCAPCD's standard dust control measures. As a result, the Project would not conflict with or obstruct implementation of the 2019 Ozone Plan. Therefore, impacts from the Project related to 2019 Ozone Plan consistency would not be significant.

Mitigation Measures. Mitigation not required because this impact would be less than significant.

Residual Impact. Impacts would be less than significant without mitigation.

Impact AQ-2 The Project would result in operational air pollutant emissions from area sources, natural gas use, and increased vehicular traffic. However, the increase in emissions would not exceed thresholds established by SBCAPCD. This impact would be Class III, *less than significant [Threshold 2]*.

Regional Air Quality. Long-term regional emissions are generated by area, energy, and mobile sources. Area emissions are generated by the use of architectural coatings, consumer products, and landscaping maintenance equipment. Energy emissions include emissions from the use of natural gas. Mobile emissions include those produced by vehicular traffic generated by residents of the senior and family affordable housing and market-rate housing.

Table 4.2-4 summarizes the maximum daily operational emissions resulting from the Project. All details of the emission calculations are provided in Appendix B.

Table 4.2-4
Estimated Operational Emissions of the Project

Source	Maximum Emissions (lbs/day)				
	ROC	NO _x	CO	PM ₁₀	PM _{2.5}
Area Emissions	9	<1	27	<1	<1
Energy Emissions	<1	1	<1	<1	<1
Mobile Emissions	3	12	33	10	3
Combined Total Emissions	12	13	61	10	3
<i>Mobile Emissions Threshold</i>	25	25	—	N/A	—
Threshold Exceeded?	No	No		N/A	
<i>Area + Mobile Emissions Threshold</i>	240	240		80	
Threshold Exceeded?	No	No		No	

Source: Appendix B.

Emissions are based on incorporation of the proposed sustainable project design features.

Note: Emission totals shown may not sum exactly as a result of rounding.

As shown in Table 4.2-4, the Project would not generate vehicular emissions that would exceed the SBCAPCD mobile significance thresholds for ROC or NO_x of 25 pounds per day. Additionally, the Project's combined area and vehicle emissions would not exceed the SBCAPCD significance thresholds of 240

pounds per day for ROC and NO_x or the SBCAPCD significance threshold of 80 pounds per day for PM₁₀. This impact would be less than significant.

CO Hotspots. Based on the Project's *Updated Traffic and Circulation Study*, the project is forecast to generate 196 AM peak hour trips, and 196 PM peak hour trips (ATE, 2021). Because the Project would not contribute more than 800 trips to an existing congested intersection at LOS D or below, a quantitative CO hot spot impact analysis is not warranted, and impacts related to microscale CO concentrations would be less than significant. Furthermore, because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion and very low background concentrations relative to the state and federal standards, the potential for CO hot spots in the SCCAB is steadily decreasing. According to the SBCAPCD, localized CO impacts associated with congested intersections are not expected to exceed the CO health-related air quality standards due to the relatively low background ambient CO levels in the County (SBCAPCD 2014). This impact would be less than significant.

Mitigation Measures. Mitigation would not be required because Project emissions would not exceed applicable SBCAPCD thresholds.

Residual Impact. Impacts would be less than significant without mitigation.

Impact AQ-3 Project construction would generate temporary air pollutant emissions. Such emissions may result in temporary adverse impacts to local air quality, but are below SBCAPCD guideline thresholds for construction emissions. Additionally, standard dust and emissions control measures are required by the SBCAPCD. This impact would be Class III, *less than significant [Threshold 2]*.

The Project involves the development of 332 residential units, parking areas, two recreational buildings, and a two-acre public park on the 17.36-acre Project site. Construction of the Project is expected to occur over approximately 36 months. Ozone precursors NO_x and ROC, as well as CO and diesel exhaust PM, would be emitted by the operation of construction equipment such as graders, backhoes, and generators, while fugitive dust (PM₁₀) would be emitted by activities that disturb the soil, such as grading and excavation, road construction and building construction. As discussed above, the Project would include pre-construction export of stockpiled soil currently on the site (stockpiled in two locations) prior to building construction. The pre-construction soil export would proceed according to one of two potential scenarios – one based on smaller (9 CY) haul trucks and another based on larger (20 CY) haul trucks. Table 4.2-5 summarizes estimated annual pre-construction emissions associated with Scenario 1, which includes 25,556 one-way haul truck trips, worker trips, and operation of on-site equipment as well as Scenario 2, which includes 11,500 one-way haul truck trips, worker trips, and operation of on-site equipment.

Table 4.2-5
Estimated Pre-Construction Air Pollutant Emissions

ROC (tons/year)	NO _x (tons/year)	CO (tons/year)	PM ₁₀ (tons/year)	PM _{2.5} (tons/year)
Scenario 1: 9-Cubic Yard Trucks				
<1	3	1	<1	<1
Scenario 2: 20-Cubic Yard Trucks				
<1	2	1	<1	<1

Source: see Appendix B for CalEEMod outputs

As shown in Table 4.2-5, Scenario 1 would result in higher emissions of ozone precursor NO_x, with all other emissions of ROC, CO, PM₁₀, and PM_{2.5} similar to those of Scenario 2.

In addition to emissions generated by pre-construction export of stockpiled soil, annual emissions associated with the Project construction was assumed to occur over approximately 3 years. The building construction phase, which would occur over approximately two years, would be the phase with the highest emissions of NO_x, CO, PM₁₀, and PM_{2.5}. The architectural coating phase, which is assumed to occur over the last 12 months of building construction, would result in the highest emissions of ROC.

Table 4.2-6 presents estimated annual construction emissions over the 3-year construction period.

Table 4.2-6
Estimated Construction Air Pollutant Emissions

Construction Year	Emissions (tons/year)				
	ROC	NO _x	CO	PM ₁₀	PM _{2.5}
2021	<1	2	1	1	<1
2022	1	5	5	1	<1
2023	1	4	4	1	<1
2024	1	2	3	<1	<1
Worst-Year Annual Total	1	5	5	1	<1

Notes: All calculations were made using CalEEMod. See Appendix B for calculations. Site Preparation, Grading, Paving, Building Construction and Architectural Coating totals include worker trips, construction vehicle emissions and fugitive dust.
Source: Appendix B

Maximum potential annual construction emissions, which assume that the pre-construction export activity would overlap with the most intensive year of activity during the Project construction phase (as shown in Table 4.2-6, above), are presented in Table 4.2-7. To provide a conservative estimate of the potential maximum annual emissions associated with the pre-construction soil export, the scenario with the highest potential annual emissions of each pollutant, as shown in Table 4.2-5, is included in the combined Project construction emissions in Table 4.2-7.

**Table 4.2-7
Estimated Annual Emissions from Combined
Project Construction and Pre-Construction Export**

Year	ROC (tons/year)	NO _x (tons/year)	CO (tons/year)	PM ₁₀ (tons/year)	PM _{2.5} (tons/year)
Maximum Annual Pre-Construction Export Emissions (based on Table 4.2-5)	<1	3	1	<1	<1
Maximum Annual Construction Emissions	1	5	5	1	<1
Maximum Annual Total	1	8	6	1	<1
SBCAPCD Threshold	25	25	—	—	—
Threshold Exceeded?	No	No			

Notes: All calculations were made using CalEEMod. See Appendix B for calculations. Site Preparation, Grading, Paving, Building Construction and Architectural Coating totals include worker trips, construction vehicle emissions and fugitive dust.

Source: Appendix B

Note: Emission totals shown may not sum exactly as a result of rounding.

As shown in Table 4.2-7, the maximum potential annual construction emissions associated with the Project would not exceed the SBCAPCD's general rule of 25 tons per year of ROC or NO_x used for determining significance of construction exhaust emissions (Appendix B). Therefore, impacts to air quality during pre-construction export and construction activities would not violate any air quality standards or contribute substantially to existing or projected air quality violations.

The Project site is located in Santa Barbara County and the Santa Barbara County portion of the SCCAB is a nonattainment area for the state PM₁₀ standard. Therefore, the SBCAPCD requires construction emissions and dust control measures for all projects involving earthmoving activities regardless of size or duration. In accordance with standard practices, such construction emissions control measures would be shown on grading and building plans and as a note on a separate information sheet to be recorded with map. According to the SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* (June 2017), implementation of required dust control measures results in fugitive dust emissions that are less than significant. The specific measures that would apply to the project in accordance with standard SBCAPCD requirements include the following (SBCAPCD, June 2017):

- *During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.*
- *Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.*
- *If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.*

- *Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.*
- *After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.*
- *The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SBCAPCD prior to grading/building permit issuance and/or map clearance.*

With implementation of SBCAPCD construction and dust control measures, this impact would be less than significant.

Mitigation Measures. Mitigation would not be required because this impact would be less than significant.

Residual Impact. Impacts would be less than significant without mitigation.

Impact AQ-4 **New sensitive receptors on the Project site would be exposed to hazardous air pollutants at levels that may cause health risks. The proposed residences closest to U.S. 101 and the Union Pacific Railroad would be exposed to hazardous air pollutants that exceed significance thresholds. This impact would be Class II, *significant but mitigable* [Threshold 4].**

The conclusions of the 2016 HRA are summarized in Table 4.2-8. The HRA determined that the proposed residential units on the Project site would be exposed to a high end (95-percentile) 30-year excess cancer risk of between 42 and 59 in one million, which exceeds the SBCAPCD recommended health risk criteria of ten excess cases of cancer in one million individuals (1.0E-05) (SBCAPCD, August 2015). Thirty years is the exposure duration scenario recommended by the SBCAPCD in the *Modeling Guidelines for Health Risk Assessments* (August 2015). The health effects risk level for the average (50-percentile) residency of 9 years for an adult would be between 12 and 18 in one million, and for that of a child (9-years) would be between 18 and 26 in one million. Both of which also exceed the SBCAPCD health risk criteria. To provide context for this level of additional risk, the American Cancer Society (2007) reports that in the U.S., men have a one in two chance (0.5 probability) and women about one in three chance (0.3) probability of developing cancer during a lifetime, with nearly one in four deaths (0.23) in the U.S. attributed to cancer.

**Table 4.2-8
Potential Health Risks at the MEIR Receptors**

	Excess Cancer Risk	Exceed Criterion? (10 ⁻⁵)	OEHHA Chronic Hazard Quotient ¹	Exceed Criterion? (>1)
Residential 1				
9-year Resident				
Adult	1.54E-05	YES	6.41E-02	NO
Child	2.27E-05	YES	--	--
30-year Adult	5.12E-05	YES	6.41E-02	NO
Residential 2				
9-year Resident				
Adult	1.47E-05	YES	6.10E-02	NO
Child	2.17E-05	YES	--	--
30-year Adult	4.90E-05	YES	6.10E-02	NO
Residential 3				
9-year Resident				
Adult	1.77E-05	YES	7.06E-02	NO
Child	2.61E-05	YES	--	--
30-year Adult	5.89E-05	YES	7.06E-02	NO
Residential 4				
9-year Resident				
Adult	1.25E-05	YES	5.00E-02	NO
Child	1.85E-05	YES	--	--
30-year Adult	4.17E-05	YES	5.00E-02	NO

See appendix for complete model results.

1: Note that chronic risk does not change with increase in years as calculation terms cancel out.

Diesel exhaust particulates were found to be responsible for about 98% of the calculated cancer risk on-site. The HRA concluded that, because the carcinogenic health risk for lifetime residency exceeds the SBCAPCD-recommended health risk criteria for a high-end (95-percentile) 30-year residency and average (50-percentile) nine-year residency of ten excess cases of cancer in one million individuals (1.0E-05), the potential effect of exposure to freeway air pollutants for the Project would be potentially significant.

The HRA also showed that residences on-site would be exposed to chemicals such as 1,3 butadiene and formaldehyde from the exhaust of vehicles on U.S. 101. However, acute and chronic health hazards associated with inhalation of these chemicals would be below the SBCAPCD threshold (a hazard index of 1.0) for proposed residences. A hazard index is the summation of the hazard quotients for all chemicals to which an individual would be exposed. Based on this finding, future residents on-site would experience a less than significant acute and chronic health risk from freeway, railroad, and permitted sources.

The HRA analysis is based on outdoor air concentrations and conservatively assumes that interior concentrations would be the same as outdoor concentrations. USEPA activity factors show that people in a residential environment spend only approximately 2.3 hours per day on an average basis outdoors.² Therefore, the HRA recommends a mitigation measure that includes forced air ventilation with filter

² USEPA, *Exposure Factors Handbook*, 2011; Table 16-16 Time Spent (minutes/day) in Various Rooms at Home and in All Rooms Combined, Doers Only and Table 16-22 Mean Time Spent (minutes/day) Outside and Inside, Adults 18 Years and Older, Doers Only. "Doers Only" includes data for individuals that spent >0 time in motor vehicles and had 30 or more records.



screens on outside air intake ducts to be provided for all residential units on the Project site. The identified mitigation measure would reduce the future residents' exposure to toxic air contaminants associated with U.S. 101 and the UPRR to below the recommended 10 in one million threshold for a 9-year and 30-year residency.

Although the analysis of health risks assumes outdoor exposure, the finding of a potentially significant impact related to cancer risk does not mean that using exterior portions of the site would create acute, or short-term, health risks for site residents or visitors. The excess cancer risk identified in the HRA is based on a 30-year exposure, which is the high-end (95-percentile) residency, the exposure duration scenario recommended by the SBCAPCD in the *Modeling Guidelines for Health Risk Assessments* (August 2015); and is greater than the length of time that the majority of residents of the Project would be expected to live on-site.

Mitigation Measures. In accordance with the HRA for the Project, the following mitigation measure is required to reduce impacts to residential receptors on the Project site to a less than significant level.

AQ-4 Indoor Air Pollution. The mitigation actions listed below apply to all new residential units on the Project site:

- *Forced air mechanical ventilation with fresh air filtration using filter screens on outside air intake ducts must be provided for all residential units proposed on the site. The filter screens must have a minimum MERV 13 rating, capable of removing at least 90% of the particulate matter including fine particulate matter (PM<2.5 micron). Air intakes must be located on the side of the building facing away from U.S. 101 and windows facing U.S. 101 cannot be capable of opening unless warranted to comply with California Building Code requirements for emergency egress.*
- *For individual residential units with separate HVAC systems, a brochure notifying the future residents of the need for maintaining the filter screens and keeping windows closed to ensure adequate fresh air filtration must be prepared and provided at the time of lease signing. In addition, a notice of the diesel particulates risk hazard and the need for screen maintenance must be recorded in the property title and included with lease agreements.*
- *Install high efficiency ceiling fans.*
- *Windows and doors must be fully weatherproofed with caulking and weather-stripping that is rated to last at least 20 years.*

Plan Requirements and Timing: These mitigation measures must be incorporated into the Project and shown on the plans submitted to the City with the Zoning Clearance application and building plan check. The brochure and the specifications for the filter screens must also be submitted to the Planning and Environmental Review Director or designee for review before the City approves the Zoning Clearance for the project.

Monitoring: The Planning and Environmental Review Director or designee must review the hazard avoidance measures and confirm acceptable wording in the brochure and the suitability of the proposed screens before the City

provides Zoning Clearance. City building inspectors must check for installation of the filter screens and adequate weather-proofing in the appropriate units before the City issues certificates of occupancy.

Residual Impact. Compliance with these mitigation actions would provide for the removal of particulates before they enter the indoor environment, thereby reducing the overall exposure of individual residents. With this reduction in exposure to TACs, the combined exposure from time spent both indoors and outdoors would be below significance thresholds, as shown in Table 4.2-9. Resulting impacts would be less than significant.

**Table 4.2-9
Mitigated Potential Carcinogenic Health Risks Within the Project Site**

	Mitigated Excess Cancer Risk	Exceed Criterion? (10^{-5})
Residential 1		
9-year Resident		
Adult	2.56E-06	NO
Child	3.77E-06	NO
30-year Adult	8.51E-06	NO
Residential 2		
9-year Resident		
Adult	2.44E-06	NO
Child	3.61E-06	NO
30-year Adult	8.15E-06	NO
Residential 3		
9-year Resident		
Adult	2.94E-06	NO
Child	4.34E-06	NO
30-year Adult	9.79E-06	NO
Residential 4		
9-year Resident		
Adult	2.08E-06	NO
Child	3.08E-06	NO
30-year Adult	6.93E-06	NO

See appendix for complete model results.

c. Cumulative Impacts. Cumulative development in the City of Goleta and the Goleta vicinity (Highway 154 to Gaviota) would contribute to the cumulative degradation of regional air quality. As discussed in Section 3.0, *Related Projects*, 741 residential units and more than 782,000 square feet of non-residential development are currently planned and pending in and around Goleta. Because Santa Barbara County is in non-attainment the state standard for PM_{10} , there is currently an existing cumulative impact associated with PM_{10} emissions. As stated in the SBCAPCD's *Environmental Review Guidelines*, "Unless otherwise specified in published/adopted thresholds of significance and guidelines, a project's potential contribution to cumulative impacts is assessed utilizing the same significance criteria as those for project specific impacts" (SBCAPCD, 2021). As shown in Table 4.2-4, the Project would not

exceed any of the SBCAPCD-recommended thresholds and therefore, the Project's contribution to cumulative air quality impacts would be less than significant.

In addition, pursuant to Goleta thresholds, the Project would have a significant cumulative impact if it were inconsistent with the adopted federal and state air quality plans of Santa Barbara County. As discussed in Impact AQ-1, the Project would not conflict with or obstruct implementation of the 2019 Ozone Plan. Therefore, the project's impact on air quality would not be cumulatively considerable.

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4.3 BIOLOGICAL RESOURCES

This section identifies biological resources present on the Project site and assesses the Project's impacts on those resources. The discussion of biological resources incorporates the results of reconnaissance-level surveys of the Project site conducted by the City's EIR consultant (see Appendix D). The surveys updated the results of previous biological surveys of the site, including the *Technical Review of Coastal Sage Scrub Environmentally Sensitive Habitat Area for the North Willow Springs Project* (Dudek, 2014a) and *Wildlife Corridor Analysis for the Heritage Ridge Project* (Dudek, 2014b).¹ The 2015 field reconnaissance surveys documented existing site conditions and the potential presence of sensitive biological resources, including sensitive plant and wildlife species, sensitive plant communities, jurisdictional waters and wetlands, and habitat for nesting birds. An Environmentally Sensitive Habitat Biological Survey and Mapping was prepared by Watershed Environmental Inc. in August 2020 and is included in Appendix D. An updated record search and reconnaissance survey were performed by Rincon on March 25 and 26, 2021, respectively, to verify the site conditions.

4.3.1 Setting

a. Regional Setting. The Project site is located within the South Coast region of Santa Barbara County within the Santa Ynez – Sulphur Mountains subsection of the Southern California Coast, an ecological unit that extends from the Santa Ynez River mouth in northern Santa Barbara County, south and east to the Sulphur Mountains in northern Ventura County. This ecological unit is generally defined by its topography and geography. 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 presence and proximity of the 4,000+ feet high Santa Ynez Mountains adjacent to the Pacific Ocean influence climatic conditions by forcing moving air upwards, and causing an increase in precipitation along the coastal plain. Annual precipitation in this area ranges from 13 to 18 inches, increasing with elevation, and temperatures range from 45 to 65 degrees Fahrenheit (°F). Summer daytime temperatures are also often modified by morning fog and sea breezes and the growing season lasts 250 to 360 days per year.

Much of the coastal plain in the Goleta area between the Santa Ynez Mountains and Pacific Ocean is developed or has been historically disturbed by agriculture or ranching uses. Relatively undisturbed habitats are present along narrow riparian corridors, in scattered undeveloped lands of varying sizes, and in protected open space areas. The habitats and wildlife resources of the area reflect those typically found within the coastal plains of southern California. Native vegetation within the City of Goleta is fragmented, and consists primarily of riparian and upland woodlands and coastal scrub.

b. Project Site Setting. The Project site is within the 47.4-square mile Goleta Slough Watershed, which is fed by five major streams: Atascadero, San Pedro, and San Jose Creeks (which meet near the mouth of the slough) and Los Carneros and Tecolotito Creeks (which meet "upstream" and north of the slough mouth). Not all the tributary creeks are equally important to the functioning of the slough. Atascadero (Maria Ygnacio is part of the Atascadero system), San Jose and San Pedro enter the slough on its extreme eastern edge, within a few hundred meters of the mouth, and have little influence on slough conditions during most of the year. In contrast, Tecolotito and Los Carneros, although smaller streams,

¹ During the development of the Willow Spring I and II projects located adjacent to the south, the Project site was previously referred to as "North Willow Springs."



enter on the northwest corner and waters, along with tidal inflows, that determine water quality for much of the wetland (Leydecker, 2006).

Lake Los Carneros is a historic man-made duck pond built in 1936, located north of U.S. 101, approximately 1,300 feet north of the Project site. The lake is part of a 136-acre City natural area (Lake Los Carneros Natural and Historic Preservation or LLCNHP).

The Goleta Slough begins 1,200 feet south of the Project site between Hollister Avenue and the Pacific Ocean. The Goleta Slough is a large expanse of open water and estuarine/wetland habitats that supports a rich and diverse coastal ecosystem of biological and cultural importance, and provides important ecosystem services such as floodwater storage capacity and the filtering of pollutants contained within stormwater runoff. The Goleta Slough is the northernmost example of a large southern California estuary and represents the northern limit of distribution for several plant and animal species. The slough contains breeding populations of listed species such as the State listed as endangered Belding's savannah sparrow (*Passerculus sandwichensis beldingi*) and federally listed as endangered tidewater goby (*Eucyclogobius newberryi*), as well as other species of federal, state and local concern.

Los Carneros Creek flows intermittently approximately 90 feet to the north of the Project site, parallel to U.S. 101, and then into an open, concrete-lined channel 450 feet to the east of the Project site (beyond Aero Camino). It then flows from LLCNHP, to a culvert under U. S. 101, and is diverted in a concrete channel for 0.41 mile until it confluent with Tecolotito Creek and flows into the Goleta Slough, from whence its waters flow to the Pacific Ocean. The San Pedro Creek watershed (HUC 180600130202) includes San Pedro, San Jose, Los Carneros, and Tecolotito Creeks and their tributaries, and drains approximately 27.6 square miles. Tecolotito and Los Carneros Creeks had channel realignment projects implemented in 2006 as part of the airport expansion (County of Santa Barbara 2010). Compared with Tecolotito Creek, Los Carneros Creek is less developed and has fewer commercial or residential areas within its watershed (Leydecker, 2006).

The seven acre Los Carneros Wetland, classified as an Environmentally Sensitive Habitat Area (ESHA) in the City's General Plan Conservation Element, is located adjacent to South Los Carneros Road and Hollister Avenue, south of the Project site. The Wetland is just west of the Willow Springs I development, beginning approximately 80 feet from the southern corner of the Project site. Between Willow Springs I and II is an oval-shaped private open space preserve area, which is landscaped with a combination of ornamental and native species.

The Project site has undergone disturbance and import of fill, as discussed under Section 2.0, *Project Description*. Soils in the Project site are mapped as Goleta fine sandy loam, 0% to 2% slopes, Milpitas-Positas fine sandy loam, 2% to 9% slopes, and Xerorthents cut and fill areas (NRCS, 2015).

Methodology. Rincon staff reviewed literature for baseline information on biological resources potentially occurring at the Project site and in the surrounding area. The literature review included information available in peer reviewed journals, standard reference materials (e.g., Bowers et al., 2004; Burt and Grossenheider, 1980; Holland, 1986; Baldwin et al., 2012; Sawyer et al., 2009; Stebbins, 2003; Oberhauser, 2004; American Ornithologists Union, 2014; United States Army Corps of Engineers (USACE), 2008 and 2014). Site-specific reports were reviewed, including the *Technical Review of Coastal Sage Scrub Environmentally Sensitive Habitat Area for the North Willow Springs Project* (Dudek, 2014a), *Wildlife Corridor Analysis for the Heritage Ridge Project* (Dudek, 2014b), and *Preliminary Landscape Plan, Heritage Ridge* (True Nature, 2014). Rincon also conducted a review of relevant databases in 2015 of sensitive resource occurrences from the California Department of Fish and Wildlife (CDFW) California Natural

Diversity Data Base (CNDDDB) (CDFW, 2015a) and Biogeographic Information and Observation System (CDFW, 2015b); the U.S. Fish and Wildlife Service (USFWS) Critical Habitat Portal (USFWS, 2015a), National Wetlands Inventory Wetlands Mapper (USFWS, 2015b), and Information, Planning and Conservation System (USFWS, 2015a); the United States Department of Agriculture, Natural Resources Conservation Service Web Soil Survey (United States Department of Agriculture, Natural Resources Conservation Service, 2015); and the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California (CNPS, 2015). The City of Goleta General Plan / Coastal Land Use Plan (2009) (General Plan), and the City of Goleta Environmental Review Guidelines and Environmental Thresholds Manual and State CEQA Guidelines (2014) were also reviewed. In 2021, an updated literature search was conducted of sensitive resource occurrences from the CDFW CNDDDB (CDFW 2021a) and the USFWS Critical Habitat Portal (USFWS, 2021a). Other sources of information about the site included aerial photographs, topographic maps, geologic maps, climatic data, and project plans. The Rare Plants of Santa Barbara County list was also reviewed (Central Coast Center for Plant Conservation, 2005). Previous biological studies for projects occurring in the region were reviewed, as dated in Appendix D.

Rincon Consultants conducted a vascular plant survey; wildlife observations; vegetation mapping; and a search for rare, threatened, and endangered species, sensitive natural communities, and potential jurisdictional resources on three separate occasions from March through June 2015. An additional site survey was conducted on March 26, 2021 to verify that site conditions had not substantially changed. Surveys were conducted on foot and covered the Project site and a 100-foot buffer surrounding the Project site. Wildlife species were identified by direct observation, vocalization, or by sign (e.g., tracks, scat, burrows). Dudek biologists also visited the site on January 22, 2014 and conducted an Environmentally Sensitive Habitat Area (ESHA) analysis of the Project site and vicinity. The Dudek biologists visited the site on five additional occasions in January and February 2013; and on four occasions from February through April 2014 to assess of the condition and quality confirm existing biological conditions; search for wildlife species, sign and tracks, and travel routes; and perform nocturnal spotlighting surveys. The site was also surveyed by Envicom in 2010 and Dudek 2008 as part of the Willow Springs II permitting process (City of Goleta, 2011). An Environmentally Sensitive Habitat Biological Survey and Mapping was also prepared in August 2020 by Watershed Environmental Inc, which confirmed findings for the initial analysis. An inventory of native plant and animal species observed during the site visit was compiled, and an evaluation of potential jurisdictional features was performed. Where applicable, native vegetation communities were classified according to Sawyer et al. (2009), and cross-referenced with Holland (1986).

The following communities are present on site, as shown in Figure 4.3-1:

Baccharis pilularis (Coyote brush scrub) Alliance [32.060.00]. The Manual of California Vegetation (2009) describes this community as occurring in river mouths, stream sides, terraces, stabilized dunes of coastal bars, spits along the coastline, coastal bluffs, open slopes, and ridges, although the species is upland. Elevations range from sea level to approximately 4,900 feet above mean sea level (amsl). Stands in southern California tend to be largely at the beginning stages of ecological succession towards a steady state (e.g., maturity), such as scrub and woodland types. *B. pilularis* mixes with shrubs with southern affinities (*Artemisia californica*, *Encelia californica*, *Eriogonum fasciculatum*, *Salvia leucophylla*, *S. mellifera*). On the south coast, *Baccharis pilularis* alliance appears as more disturbance related.

Coyote brush scrub at the site is a relatively open stand dominated by coyote brush with an understory of non-native grasses and forbs. The shrub layer consists almost exclusively of coyote brush, and biological diversity is low. California sagebrush is present, but at less than one percent of the total shrub cover.



Imagery provided by Google and its licensors © 2015.

Habitat Map

Figure 4.3-1
City of Goleta

There are no other sage species present (i.e., species of the genus *Salvia* or *Artemisia*). Commonly-occurring species in the understory herbaceous layer include sweet fennel (*Foeniculum vulgare*), pampas grass (*Cortaderia jubata*), short-podded mustard (*Hirschfeldia incana*), scarlet pimpernel (*Anagallis arvensis*), Harding grass (*Phalaris aquatica*), filarees (*Erodium* spp.), ripgut brome (*Bromus diandrus*), rattail fescue (*Vulpia myuros*), and soft chess (*Bromus hordeaceus*).

Coyote brush is an early colonizer of disturbed areas. The coyote brush scrub on-site has become established in a slight depression, since this area was last mass graded. Due to the Project site's long history of agricultural use and grading, the coyote brush scrub contains low native species diversity, is infested by invasive species, and has lower overall biological value as compared to coyote brush scrub in a less-disturbed condition. Based on these characteristics, this community is not an example of intact coastal sage scrub that would qualify as ESHA. For further discussion refer to Appendix D, Attachment F *Technical Review of Coastal Sage Scrub Environmentally Sensitive Habitat Area for the North Willow Springs Project*.

Atriplex lentiformis Shrubland (Quailbush Scrub) Alliance [36.370.00]. The Manual of California Vegetation (2009) describes this community as occurring on gentle to steep southeast- and southwest-facing slopes. Elevations range from sea level to approximately 557 feet amsl. The alliance especially occurs in disturbed areas, including roadsides and fluvial areas with alkaline soils. *Atriplex lentiformis* is dominant in the shrub canopy with *Artemisia californica*, *Atriplex canescens*, *Baccharis pilularis*, *Baccharis salicifolia* ssp. *salicifolia*, *Encelia californica*, *Kochia americana*, *Malosma laurina*, *Pluchea sericea*, *Rhus integrifolia*, *Sporobolus airoides*, *Suaeda taxifolia* and *Tamarix* spp. Emergent trees may be present at low cover, including *Myoporum laetum* or *Prosopis glandulosa*.

The community on-site is comprised almost exclusively of common disturbance following native species and non-native invasive species. As is typical with most vegetation maintained in a ruderal condition by frequent disturbance, this vegetation type within Project site does not directly fit into the CDFW plant community classification system. The shrub layer of community on-site is dominated by quailbush, with codominant coyote brush. The understory is dominated by mustard and other non-native annuals. An emergent red willow trees is present in the southeast corner. The on-site community is characterized as ruderal scrub rather than a natural community, but is described as quailbush scrub for the purposes of classification. Quailbush and coyote brush are known initial colonizers after disturbances (i.e., grading), and native plant diversity and structure within the community is low. The Quailbush scrub is established on fill material, presumably since this area of the site was last mass graded. Quailbush scrub is not considered sensitive by CDFW, and is not classified as coastal sage scrub.

Bromus (diandrus, hordeaceus)-Brachypodium distachyon Herbaceous Semi-Natural Alliance [42.026.00]. This semi-natural stand is found in all topographic settings in foothills, waste places, rangelands, openings in woodlands. Elevations range from sea level to approximately 7,200 feet amsl.

On-site areas mapped as non-native grasses and forbs consist overwhelmingly of introduced non-native species, with native species poorly represented. Ripgut brome, summer and black mustard, smilo grass (*Stipa miliacea*), soft chess, and foxtail barley (*Hordeum murinum*) are prevalent. Other selected non-native species occurring in notable quantities are long-beaked filaree (*Erodium botrys*), bristly ox-tongue (*Helminthotheca* [= *Picris*] *echioides*), tocalote (*Centaurea melitensis*), and Italian thistle (*Carduus pycnocephalus*). These species may be well distributed or concentrated in certain areas.

Native annual species represent much less than five percent of the vegetative cover. Among these species are Canada horseweed (*Conyza canadensis*), common tarweed (*Deinandra fasciculata*), and western ragweed (*Ambrosia psilostachya*). Emergent native shrubs include California sagebrush and coyote brush. Because they are comprised almost exclusively of non-native invasive species, areas mapped as Bromus grassland are not sensitive.

Brassica nigra and other mustards (Upland Mustards) Herbaceous Semi-Natural Alliance [42.011.00]. Typically occurs in fallow fields, grasslands, roadsides, levee slopes, disturbed coastal scrub, riparian areas, waste places. Elevations range from sea level to approximately 4,900 feet amsl. *Brassica nigra*, *Brassica rapa*, *Brassica tournefortii*, *Hirschfeldia incana*, *Isatis tinctoria* or *Raphanus sativus* are dominant in the herbaceous layer. Emergent trees and shrubs may be present at low cover.

Under the Willow Springs II EIR, this area was classified as “non-native grasses and forbs” (City of Goleta, 2012). On-site black mustard (*brassica nigra*) is dominant, and many other non-native annual species are also present. This area was required to be hydro-seeded with native seed for erosion control following grading in 2013 as part of Willow Springs II. Seeded species include purple needle grass (*Stipa pulchra*), nodding needle grass (*Stipa cernua*), California brome (*Bromus carinatus*), blue wildrye (*Elymus glaucus*), California brittlebrush (*Encelia californica*), western blue-eyed grass (*Sisyrinchium bellum*), small fescue (*Festuca microstachys*), and California poppy (*Eschscholzia californica*). Emergent trees include tree tobacco (*Nicotiana glauca*) and shrubs include castor bean (*Ricinus communis*) and coyote brush.

Pursuant to the General Plan CE Policy 5.2 and the City of Goleta Environmental Review Guidelines and Environmental Thresholds Manual, existing native grasslands must be comprised of 10% or more total relative cover (proportion in relation to other species) of native grasses and that removal of or disturbance to a patch of native grasses (e.g., purple needle grass) less than 0.25 acre that is clearly isolated and not part of a significant native grassland or an integral component of a larger ecosystem is allowed. The purple needle grass observed within the upland mustard area does not constitute sensitive native grassland pursuant to the General Plan and of Goleta Environmental Review Guidelines and Environmental Thresholds Manual, since it does not meet the coverage criteria and was required to be planted for erosion control following approved 2013 grading.

Disturbed. Disturbed areas include the Camino Vista roadway constructed in 2013, dirt roads, and areas cleared as part of the recent Los Carneros Bridge improvements. These areas have been recently graded or are subject to routine disturbance, leaving them barren or sparsely vegetated. Plant species consist overwhelmingly of non-native species, as well as occasional native species common to highly disturbed areas.

The Project would result in the removal of the following acres of each habitat type shown in Table 4.3-1:

**Table 4.3-1
Project Site Habitats**

Habitat Type	Acres Impacted
Baccharis pilularis (Coyote brush scrub) Alliance	3.3
Atriplex lentiformis Shrubland (Quailbush Scrub) Alliance	4.9
Brassica nigra and other mustards (Upland Mustards) Herbaceous Semi-Natural Alliance	4.1
Bromus (diandrus, hordeaceus)-Brachypodium distachyon Herbaceous Semi-Natural Alliance	1.7
Disturbed	3.4
Total	17.4

Off-site natural communities, between the railroad and U.S. 101 to the north of the site, include Eucalyptus groves (*Eucalyptus globulus*, *camaldulensis*) Semi-Natural Woodland Stands [79.100.00]) and Arroyo willow thickets (*Salix lasiolepis* Alliance [61.205.00]).²

Special Status Plants. For the purposes of this report, special status plant species are those plants listed, proposed for listing, or candidates for listing as threatened or endangered by the USFWS under the federal Endangered Species Act (FESA) (7 U.S.C. § 136, 16 U.S.C. § 1531 *et seq.*); those listed or proposed for listing, or candidates for listing as rare, threatened, or endangered by the CDFW under the California Endangered Species Act (CESA); and/or species on the *Special Vascular Plants, Bryophytes, and Lichens List* (CDFW, 2015c). This latter document includes the *California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California, Seventh Edition* (CNPS, 2021) as updated online. Those plants contained on the CNPS Rare Plant Rank (CRPR) Lists 1, 2, 3, and 4 are considered special status species; refer to Appendix D for further discussion of CRPR specifics. CEQA Guidelines, Section 15125(a), also directs that special emphasis should be placed on resources that are rare or unique to the region. For example, plants listed by the Santa Barbara Botanic Garden (SBBG) or the Goleta Slough Ecosystem Management Plan (GSEMP) may be considered locally sensitive.

Based on the database and literature review, 17 special status plant species are known or have the potential to occur within a 5-mile vicinity of the Project site. Of these, seven special status plant species have a low potential to occur based on the presence of potentially suitable habitat and recorded occurrences:

- Coulter's saltbush (*Atriplex coulteri*) – CRPR 1B.2
- Davidson's saltscale (*Atriplex serenana* var. *davidsonii*) – CRPR 1B.2
- Mesa horkelia (*Horkelia cuneata* var. *puberula*) – CRPR 1B.1
- Pale-yellow layia (*Layia heterotricha*) – CRPR 1B.1
- Black-flowered figwort (*Scrophularia atrata*) – CRPR 1B.2
- Southern tarplant (*Centromadia parryi* ssp. *australis*) – CRPR 1B.1
- Contra Costa goldfields (*Lasthenia conjugens*) – federally endangered and CRPR 1B.1
- Santa Barbara honeysuckle (*Lonicera subspicata* var. *subspicata*) – CRPR 1B.2

No special status plant species were observed during the spring 2021 survey, spring 2015 surveys or previous surveys in 2014, 2013, 2010, or 2008. Based on the long history of agricultural use and soil disturbance at the Project site, and because the Project site was mass graded on at least two occasions since 1986, the potential for occurrence of special status plant species is considered to be very low.

² Also considered Southern Arroyo Willow Riparian Forest [CTT61320CA] under Holland, which is considered sensitive by CDFW.



Furthermore, competition from invasive species further reduces the potential for occurrence of listed species.

Sensitive Plant Communities. One sensitive plant community that is tracked by the CNDDDB occurs within the Project vicinity: Southern Coastal Salt Marsh. This nearshore marine tidal habitat is not present on-site. During the 2021 and 2015 surveys no sensitive plant communities were present, nor were any of the individual indicator species associated with the communities observed. As discussed above, the purple needlegrass hydro-seeded within the upland mustard area is not considered a sensitive community pursuant to the General Plan and City of Goleta Environmental Review Guidelines and Environmental Thresholds Manual. ESHA on-site and adjacent to the Project site is discussed below, shown in Figure 4.3-2, and discussed in detail in Appendix D. Special-Status Species and Environmentally Sensitive Habitats identified in the Goleta General Plan/Local Coastal Program are shown in Figure 4.3-3.

Special Status Wildlife. Special status wildlife species are animals listed, proposed for listing, or candidates for listing as threatened or endangered by the USFWS or National Marine Fisheries Service under the FESA; those listed or proposed for listing as rare, threatened, or endangered by the CDFW under the CESA; animals designated as “Fully Protected,” “Species of Special Concern,” or “Rare,” by the CDFW; and species on the *Special Animals List* (CDFW, 2015d). CEQA Guidelines Section 15125(a) also directs that special emphasis should be placed on resources that are rare or unique to the region.

Based on the database and literature review, 47 special status wildlife species are known or have the potential to occur within the vicinity; known occurrences within 5 miles of the Project site were considered in this analysis (Appendix D). Of these, 26 species have a low potential to occur, based on the “low” criteria.³ While species such as white-tailed kite and Coopers hawk have been recorded foraging on the site, they have a low potential to occur based on the category under Appendix D. For bird and bat species, the low category may be used for species that are documented but likely to be only transient through the area during foraging or migratory movements, and for which no suitable nesting or roosting habitat is present. The species that can be reasonably anticipated to occur were determined based on the reported ranges of the species, and the type, extent, and condition of habitat available at the site.

The use of the site by sensitive vertebrate wildlife species is limited to foraging by some species of birds and mammals listed as Fully Protected (FP), Species of Special Concern (SSC), Watch List (WL), or other Special Animals (SA) by the State of California. No species listed as threatened or endangered under the FESA or the CESA are expected to have the potential to occur at the site; for details refer to Appendix D, *Special Status Species Evaluation Tables*. No sensitive species are expected to reproduce at the site.

³ The “low” definition, from Appendix D: Suitable or marginal habitat may occur in the Project site; however: no CNDDDB records of the species have been recorded within twenty five years; records of the species within 5 miles of the Project are suspected to be now extirpated or potentially misidentified with other species; or individuals were not observed during field surveys and are not anticipated to be present. For bird and bat species, this category may be used for species that are documented, but likely to be only transient through the area during foraging or migratory movements, and for which no suitable nesting or roosting habitat is present.

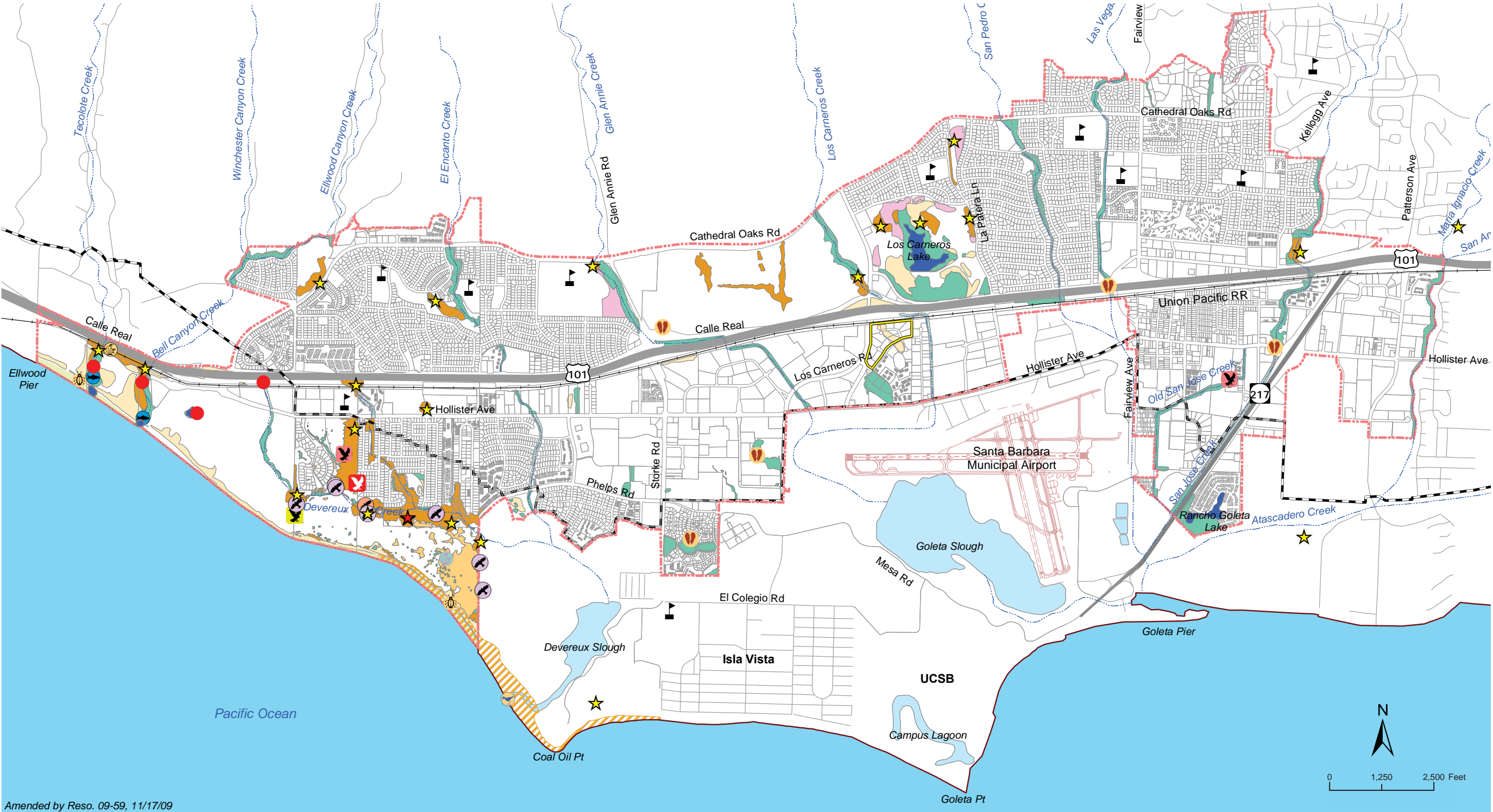


Imagery provided by Google and its licensors © 2015.
 Additional data provided by City of Goleta, March 2015.

Surrounding ESHA Map

Figure 4.3-2
City of Goleta

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

Legend

Environmentally Sensitive Habitats

- | | |
|--------------------------------|--------------------------------------------------|
| Beach and Shoreline | Sage Scrub/Dune/Bluff Scrub |
| Unvegetated Open Creek Channel | Native Upland Woodlands/Savannahs |
| Open Water | Monarch Butterfly and/or Raptor Roosting Habitat |
| Riparian/Marsh/Vernal Pool | Critical Habitat for the Western Snowy Plover |
| Native Grassland | |

Special-Status Species

- | | |
|--------------------------|-------------------------------|
| Cooper's Hawk Nest | Tidewater Goby |
| Kite Nest | Red-Legged Frog |
| Red-Shouldered Hawk Nest | Globose Dune Beetle |
| Red-Tailed Hawk Nest | Santa Barbara Honeysuckle |
| Vulture Roost | Black-Flowered Figwort |
| Western Snowy Plover | Southern Tarplant |
| | Monarch Butterfly Aggregation |
| | Ellwood Main Monarch Grove |

Other Features

- | |
|----------------------|
| Goleta City Boundary |
| Coastal Zone |
| Schools |
| Creeks |
| Project Site |

Sources: Habitat mapping conducted by Jones & Stokes in April-May 2006 based on aerial imagery (1-foot resolution) and field observation, merged with 1) information on the occurrence of special status habitats and species collected by City from recent information from local environmental review ; 2) mapping of creeks, ponds, lakes and reservoir location based on USGS topographic map review and habitat management plan documents, air photo interpretation, and field survey; and 3) review of California Natural Diversity Database (CNDDB) records by Jones & Stokes for occurrence of special status species in the Goleta and Dos Pueblos quadrangles and vicinities (2006 databases). Habitats reflect those comprising an ESHA.

Note: ESHA locations are approximate. Any area not designated on the ESHA map that meets the ESHA criteria shall be accorded the same protections as if the area was shown on the map. ESHA buffers are not shown on this map. Refer to the applicable policy in the General Plan for the specific buffer widths.

Special-Status Species and
Environmentally Sensitive
Habitat Areas

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Special status species present or with a low potential to occur within or adjacent to the Project site but could be potentially affected, are discussed below.

Low:

- Monarch butterfly (*Danaus plexippus*) – SA, foraging
- Silvery legless lizard (*Anniella pulchra pulchra*) – SSC
- Coast horned lizard (*Phrynosoma blainvillii*) – SSC
- Two-striped garter snake (*Thamnophis hammondi*) – SSC, foraging
- Cooper's hawk (*Accipiter cooperi*) – WL, foraging
- Grasshopper Sparrow (*Ammodramus savannarum*) – SSC, foraging
- Sharp-shinned hawk (*Accipiter striatus*) – WL, foraging
- Short-eared owl (*Asio flammeus*) – SSC, foraging
- Long-eared owl (*Asio otus*) – SSC, foraging
- Oak titmouse (*Baeolophus inornatus*) – SA, foraging
- Burrowing owl (*Athene cunicularia*) – SSC, overwintering and foraging
- Vaux's swift (*Chaetura vauxi*) – SSC, foraging
- Northern harrier (*Circus cyaneus*) – SSC, foraging
- Black swift (*Cypseloides niger*) – SSC, foraging
- White-tailed kite (*Elanus leucurus*) – FP, foraging
- Merlin (*Falco columbarius*) – WL, foraging
- Loggerhead shrike (*Lanius ludovicianus*) – SSC, foraging
- Yellow warbler (*Setophaga petechia*) – SSC, foraging
- Hoary bat (*Lasiurus cinereus*) – SA, foraging
- Pallid bat (*Antrozous pallidus*) – SSC, foraging
- Silver-haired bat (*Lasionycteris noctivagans*) – SA, foraging
- Western mastiff bat (*Eumops perotis californicus*) – SSC, foraging
- Western red bat (*Lasiurus blossevillei*) – SSC, foraging
- Townsend's big-eared bat (*Corynorhinus townsendii*) – SSC, foraging
- Yuma myotis (*Myotis yumanensis*) – SA, foraging
- American badger (*Taxidea taxus*) – SSC, foraging

No special status wildlife species were observed during the 2021 surveys, or previous surveys, with the exception of foraging raptors. As many as five species of bats and three other species of mammals listed as Species of Special Concern may occur at the Project site. The bat species would only be expected to aerially forage occasionally over the site, and would not be expected to roost, hibernate, or reproduce on the site. The badger could potentially reach the Project site from natural areas to the north by way of the Los Carneros Creek riparian corridor; although, given the disturbed condition of the Project site and vicinity, as well as its small size, any occurrence of badgers would likely be transient.

Nesting Bird Habitat. The Project site contains habitat that can support nesting birds, including raptors, protected under the California Fish and Game Code (CFG) Section 3503 and the Migratory Bird Treaty Act (MBTA) (16 U.S.C. §§ 703–712). Woody shrubs, eucalyptus and willow woodlands, and ornamental trees are present within and adjacent to the Project site that could provide suitable nesting habitat. However, no active or previously occupied nests were observed in the vegetation during the 2021 surveys or previous surveys.

Many other sensitive bird species potentially use the Project site for foraging (see Appendix D), but are not expected to nest thereon. The yellow-breasted chat and the yellow warbler may temporarily forage in the disturbed coyote brush scrub during migration, as each is known to utilize scrub habitats and is known to occur within the Goleta Slough Ecosystem and nearby Tecolotito Creek. The northern harrier is a fairly common visitor to the Goleta Slough and has been observed roosting at the Los Carneros Wetland, which is a few hundred feet to the south of the Project site. This species as well as migrants such as the Vaux's swift and black swift may potentially forage over the Project site when present in the area. The burrowing owl and loggerhead shrike are also known from the Goleta Slough and have been observed in the vicinity of the Project site to the west of Los Carneros Road.

Raptor Habitat. The City and surrounding area are inhabited by several species of migratory and resident raptors. Sensitive raptors species are known to occur or have potential to occur at the Project site, including the white-tailed kite, burrowing owl, northern harrier, Cooper's hawk, sharp-shinned hawk, long-eared owl, short-eared owl, and merlin may forage on or near the Project site. The white-tailed kite and burrowing owl are discussed below.

White-tailed kite. The white-tailed kite is a regular breeder and year-round resident in the Goleta area. Numbers declined in the area beginning in the 1970s through the early 1990s, but subsequently rebounded, based on annual Santa Barbara Audubon Society Christmas Bird Count data and annual monitoring of kite populations by local biologists (National Audubon Society 2015; Holmgren 2011). Although roost sites may shift suddenly within and between seasons, nearly all roosts on the South Coast since 1965 have been on or within one mile of More Mesa (Lehman, 2015). At the Goleta Slough, white-tailed kites forage regularly and have been recorded roosting in small numbers. Kites have been observed foraging over the Project site. The white-tailed kite inhabits low elevation, open grasslands, savannah-like habitats, agricultural areas, wetlands, and oak woodlands (Dunk, 1995). They nest in trees, usually with a dense canopy, but nest trees can vary from single, isolated trees to trees within large woodlands. Along the South Coast, preferred nest trees include (in order of frequency used): oaks, pines, Monterey cypress, eucalyptus, and willows (Holmgren, 2000). In the Goleta area, nest sites are always adjacent to open space areas with a stable prey base, and kites show long-term fidelity to sites with good foraging opportunities (Holmgren, 2000). A variety of foraging habitat types are used, but those that support larger and more accessible prey populations are more suitable. Diurnally active rodents, primarily meadow vole (*Microtus californicus*), but also house mouse (*Mus musculus*) and western harvest mouse (*Reithrodontomys megalotis*) are the kite's principal dietary components. White-tailed kite territory size is a function of prey and competitor abundance. Reported average territory sizes include 4 to 53 acres, 47 to 130 acres, and 42 to 297 acres (City of Goleta, 2011). They are also found less commonly over agricultural areas and along highway rights-of-way (Lehman, 2015).

Burrowing owl. The burrowing owl formerly bred along the South Coast and in western Santa Barbara County, but its presence along the South Coast and western portions of Santa Barbara County is now restricted to late fall and winter transients from more interior portions of California (Lehman, 2015). Favored overwintering sites over the past two decades have been More Mesa and San Marcos Foothills (Lehman, 2015). Burrowing owls frequent extensive dry or sparse grassland and agricultural areas. The burrowing owl nests in burrows typically dug by fossorial mammals such as badgers and ground squirrels. Man-made structures, such as cement culverts and debris piles, may also be used. Recent sightings of wintering burrowing owls along the South Coast include Atascadero Creek near More Mesa in 2008, rocky grassland northeast of Foothill Road and Highway 154, the University of California Santa Barbara (UCSB) West Campus in 1998 and other University lands north of the Coal Oil Point Reserve in 2001. The latter record was of a single individual observed within a burrow in heavily disturbed area in the southern

portion of the University-owned South Parcel, several hundred feet northwest of Devereux Slough in winter, 2001. A burrowing owl may have been observed on November 7, 2006 by Goleta staff along the railroad berm to the north of the Village at Los Carneros development site west of Los Carneros Road (City of Goleta, 2014a). Given the lack of recent records in the Project site vicinity, fragmented ruderal habitat subject to ongoing disturbance, and the adjacency of on-site ruderal habitat to U.S. 101 and the Union Pacific Railroad (UPRR) tracks, the burrowing owl has low potential to overwinter on or adjacent to the Project site.

As discussed above, the low potential to occur determination is applied to species that are documented, but likely to be only transient through the area during foraging or migratory movements. Several other raptors that do not meet the aforementioned definition as “sensitive” (but are protected when nesting pursuant to CFGC § 3503.5) were observed or have the potential to forage at the site, including the American kestrel (*Falco sparverius*), barn owl (*Tyto alba*), great horned owl (*Bubo virginianus*), red-shouldered hawk (*Buteo lineatus*), red-tailed hawk (*Buteo jamaicensis*), and turkey vulture (*Cathartes aura*). The following discussion of raptor habitat focuses considerably on the sensitive white-tailed kite, as the local population of white-tailed kites has been well studied, it is the only Fully Protected raptor documented as foraging (only) at the Project site, and it also nests in the Goleta area (outside the Project site).

The General Plan extends protection to raptor nesting and roosting sites, by designating nesting and roosting sites as ESHA. The City requires that new development be set back at least 100 feet from active and historical raptor nests that qualify as ESHA, under CE Policy 8.4 (when feasible). Nesting raptors are also protected by Fish and Game Code Sections 3503 and 3503.5, as well as the Migratory Bird Treaty Act.

Raptor nests were not observed during the biological surveys conducted in 2021, 2015, 2014, 2013, 2010, and 2008, and the General Plan does not have a record of a historical raptor nest at or adjacent to the Project site, as shown in the General Plan CE Figure 4.1 (Figure 4.3-1). Special Status and other sensitive raptors do not have potential to nest at the Project site due to lack of suitable nesting habitat and the proximity of the site to existing development, noise, and human activities, or because the Goleta area is outside of the species current breeding range. The Project site also lacks habitat for communal roosts of turkey vultures or white-tailed kites. The stand of eucalyptus located to the north of the northern stockpile area and the UPRR could be used by nesting raptors, although this is considered unlikely due to the proximity of the trees to Los Carneros Road and U.S. 101 and, therefore, considerable traffic and noise. Additionally, the off-site trees were surveyed for nests in the spring 2015, and raptor nests (active or inactive) were not detected.

White-tailed kites gather in communal roosts during the non-breeding season. Roost aggregations of several to 45 individuals were recorded during regular monitoring of several roost sites in Goleta from November 1986 to May 2000 (Holmgren, 2000). Historically, More Mesa has been the most important communal roosting site in the Santa Barbara area, which is approximately three miles from the Project site. Turkey vulture communal roosts at Ellwood North and Ellwood West on Ellwood Mesa are documented in the Ellwood-Devereux Coast Open Space and Habitat Management Plan (March 2004). The northern harrier has also roosted at the Los Carneros Wetland (GSEMP, 1997).

At the Los Carneros Wetland, white-tailed kites nested in 1990 (City of Goleta, 2012), and winter roosts were observed 1985–1990 (Lehman, 2015). However, presence/absence data for nesting kites is lacking for the wetland for most years since 1990. This historical nest site is several hundred feet to the south of

the Project site and, therefore, well outside of the 100-foot buffer required between new development and historical nest sites of sensitive (special status) raptors by the General Plan (City of Goleta, 2012).

White-tailed kite nest sites can be vacated for a period of years and returned to later for nesting (Holmgren, 2000). The possibility of kites returning to roost or nest at the Los Carneros Wetland cannot be discounted, although it is less likely now that the wetlands are nearly surrounded by residential development and roads. In the Goleta area, kite nest sites have always been adjacent to open space areas with a stable prey base (Holmgren, 2000). Historical nest sites in the Goleta area have been abandoned when adjacent foraging areas have been compromised (Holmgren, 2000). Selected important nesting areas for the white-tailed kite in the Goleta area include Ellwood Mesa, LLCNHP, Coal Oil Point Reserve and nearby undeveloped areas, More Mesa, the East Storke Campus Wetland, and the Goleta Slough.

General Plan Policy CE 8.2 requires that all development be located, designed, constructed, and managed to avoid disturbance or adverse impacts to sensitive (special status) species and their habitats, including nesting, rearing, roosting, foraging, and other elements of required habitats. The City's Environmental Thresholds and Guidelines Manual instructs that a project may result in a significant impact if it substantially fragments, eliminates, or otherwise disrupts foraging areas and/or access to food resources.

The Project site includes 4.74 acres of *Bromus* grassland, 4.17 acres of quailbush scrub, 3.29 acres of coyote brush scrub, and 4.06 acres of upland mustards that likely provide limited low-quality foraging habitat for raptors. The raptor foraging habitat at the Project site is separated from Bishop Ranch and Lake Los Carneros foraging habitat by U.S. 101 and UPRR train tracks. Two important factors influencing habitat quality for foraging are prey density, as well as habitat features affecting prey accessibility, such as suitable perches (Dunk 1995). A number of prey species including Botta's pocket gophers, California ground squirrels, brush rabbits, various passerines, and western fence lizards, as well as several rodent burrows were observed during the biological surveys of the site in 2010, 2013, 2014, 2015 and 2021. Based on previous environmental analysis, the site has prey availability and foraging value (City of Goleta, 2011). The Project site does not contain notable perching habitat for foraging raptors. There are a few medium-sized trees, fences, and tall posts adjacent to the Project site, as well as tall eucalyptus trees to the north, which could serve as perches for foraging raptors. However, these potential perches are generally close to existing development or the traffic and noise of U.S. 101.

The Project site is part of a local wildlife linkage between natural habitats to the north of U.S. 101, the Project site, and Los Carneros Wetland. These habitat connections are expected to have positive effects on the foraging value of the site, as they allow for dispersal of small mammals and other prey species to repopulate the site following population declines. Prey density is in part dependent upon the ability of prey populations to rebound following cyclical declines caused by over-exploitation by predators or catastrophes, such as drought or disease. Habitat connectivity is an important factor affecting the ability of prey populations to rebound. Corridors and connections among habitat areas indirectly support kites as well as other birds-of-prey by maintaining their prey base.

White-tailed kites are known to forage up to tens of kilometers from communal roost sites, so when prey reductions occur at the local level, kites have a sufficiently large daily range that they can find other areas to hunt (Dunk, 1995). When collapse of prey populations occurs at the regional scale, kites can vacate an area until prey populations rebuild at which time kites gradually reoccupy suitable foraging areas, nest sites, and roost locations (Dunk, 1995). The local population of white-tailed kites has fluctuated dramatically presumably in response to prey abundance. Kites are a nomadic species able to adopt new home bases and vacate long-used areas quite abruptly (Dunk, 1995). The presence and abundance of

white-tailed kites is strongly correlated with the presence of meadow voles (Stendell, 1972). California voles (*Microtus californicus*) were not observed, but can be expected to occur at the Project site.

As discussed previously, white-tailed kites formerly nested at the Los Carneros Wetland. If kites were to return to nest at the Los Carneros Wetland, the foraging habitat at the Project site would become of greater importance, as kites seldom forage more than 0.5 mile from the nest when breeding (Hawbecker, 1942). Henry (1983) found the mean breeding home range to be as low as 0.2 mile. The Project site is within a 0.2-mile radius of the wetland, and much of the area within a 0.5-mile radius of the wetland is currently developed and would be almost completely developed under the Project. With development of the Project, kites nesting at the Los Carneros Wetland would be able to forage within a 0.5-mile radius of the wetland at the areas within the Goleta Slough Ecosystem south of Hollister Road, and undeveloped fields and native habitats north of U.S. 101.

The Project site is also within a 0.5-mile radius of the natural habitats at LLCNHP, where nesting kites or kites displaying persistent territoriality have been observed in most years since year 1999 (City of Goleta, 2012). Kites have been recorded nesting in the pine trees south of the dam in recent years (Millikan, 2011). Although the Project site is within a 0.5-mile radius of this area, the foraging habitats at the LLCNHP and adjacent undeveloped fields to the north of U.S. 101 are probably of sufficient size and quality to support successful kite breeding. The Project site is outside of the anticipated foraging range of nesting white-tailed kites at other known key nesting areas in the Goleta area (City of Goleta, 2012).

Although the Project site is estimated to be of moderate value to foraging raptors, it is of lesser regional importance given its small size, fragmented condition, proximity to urban development and road right-of-ways, and low native habitat diversity. The Project site is part of a fragmented area of disturbed habitat that is surrounded by development and roads. The Goleta area contains a number of other natural areas that provide comparatively larger expanses and higher value raptor habitat, as evidenced by the documented use and repeated nesting of various species of raptors in these areas (City of Goleta, 2012). For example, quality raptor habitat exists at Ellwood Mesa, LLCNHP, the Goleta Slough, Coal Oil Point Reserve and vicinity, and the Santa Ynez foothills.

Raptors generally require large home ranges, and individual foraging territories are often measured in terms of tens of acres to square miles. During breeding, demand for prey increases and additional habitat must be available for young birds to disperse from nesting locations and establish new territories. Urban development and other land-use conversion have resulted in the removal of substantial amounts of raptor foraging habitat in the Goleta area. Loss of foraging habitat reduces prey abundance and availability, which reduces and limits the number of raptors a given area can support. In general, smaller populations are less resilient to environmental stress (e.g. drought, disease, and fluctuations in prey availability).

Semi-aquatic Animals and Off-site Aquatic Critical Habitat. Semi-aquatic species (e.g., California red-legged frog, two-striped garter snake) are not likely to occur in and upstream from the channelized section of Los Carneros Creek adjacent to the Project site, because only a limited band of riparian habitat is present that is adjacent to and subject to noise and vibration disturbances from U.S. 101 and UPRR. The upland areas within 100 feet of the creek include the off-site filled and compacted UPRR tracks, and areas on the Project site that have recently been graded and reseeded. Areas within 500 feet of the creek are not suitable upland transitional habitat.

Off-site, Los Carneros Creek provides intermittent aquatic habitat; during the dry season flow is low and consists of agricultural and urban runoff (Leydecker, 2006). The creek is designated critical habitat for the

southern steelhead, and south of Hollister Avenue for the tidewater goby (*Eucyclogobius newberryi*). However, neither species is anticipated to be present adjacent to the Project site since the riparian area is separated from the Goleta Slough by 0.41 mile of channelization. Refer to Appendix D for map of designated critical habitat in the Project vicinity.

Jurisdictional Drainages and Wetlands. No areas defined as wetlands by Federal, State or local policies are located on the Project site. Two previously identified jurisdictional features exist off-site adjacent to Project: 1) Los Carneros Creek, approximately 90 feet (measured from the edge of riparian vegetation) north of the northeast corner and channelized east of the Project site; and 2) the Los Carneros Wetland adjacent to S. Los Carneros Road and Hollister Avenue, approximately 80 feet south of the southeastern corner of the Project site. No jurisdictional features are present within the Project site.

Los Carneros Creek riparian habitat, measured to edge of the willow thickets, extends approximately 100 feet wide beyond the limits of the banks where the creek crosses U.S. 101. The potential off-site jurisdictional edge of riparian vegetation begins approximately 90 feet from the northern Project boundary. During 2015 surveys the ordinary high water mark (OHWM) was not apparent as the creek was obscured by vegetation. The off-site drainage is intermittent and does not regularly contain flowing water (Leydecker, 2006). Los Carneros Creek is channelized approximately 400 feet to the east of the Project site, separated by Aero Camino. Water in Los Carneros Creek flows approximately 1.18 river miles south to its confluence with Tecolotito Creek, then approximately 2.24 river miles through the Goleta Slough to the Pacific Ocean.

As authorized by the USACE 404 Permit (No. 95-50087-DJC) the Los Carneros Wetland is permitted to receive stormwater flows from the Willow Springs I & II development, and the Project site. The northern portion of the Los Carneros Wetland was required to be created to both as mitigation for filling a portion of a wetland on Willow Springs I, and to manage stormwater runoff from Willow Springs I & II and the Project site.

Wildlife Movement Corridors. Wildlife need to access essential habitat for water, foraging, breeding, and cover. Examples of barriers or impediments to movement include housing and other urban development, roads, fencing, unsuitable habitat, or open areas with little vegetative cover. “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 Project site is in a highly urbanized area. At the regional/landscape level scale, the City is not within any mapped landscape models, such as an 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). Recent EIRs analyzed potential impacts to wildlife corridors for proposed residential projects adjacent to Los Carneros Road and south of U.S. 101: Willow Springs II, to the east of Los Carneros Road (City of Goleta, 2011), and the Village at Los Carneros (City of Goleta 2014), to the west of Los Carneros Road. Tecolotito Creek is recognized as ESHA under the General Plan and considered a wildlife corridor for mammal species that travel between the Santa Ynez Mountain foothills and the Santa Barbara Airport and greater Goleta Slough (Dudek, 2014b). Los Carneros Creek that connects areas north of U.S. 101 to the Goleta Slough is a poor wildlife linkage providing minimal wildlife habitat. The “stormwater culvert” consists of an approximate 2,000-foot concrete-lined flood control channel with steep walls and 6-foot high chain-link fences at the top-of-slope (west and east) bordering the channel. The Project site was evaluated as an alternative wildlife movement corridor, from the Los Carneros Creek culvert under

U.S. 101, through the Project site and Los Carneros Wetland, below Hollister Avenue, and to the Goleta Slough (City of Goleta, 2011; Figure 4.3-3).⁴

The General Plan does not specifically define “wildlife corridors” or “habitat networks” which as discussed below, are protected under the General Plan. A wildlife movement corridor was defined by the City in the Willow Springs EIR as:

“...physical connections that allow wildlife to move between patches of suitable habitat in both undisturbed landscapes, as well as environments fragmented by urban development. Large areas of suitable habitat and corridors between these areas are necessary to maintain healthy ecological and evolutionary processes. For example, wildlife movement corridors are necessary for dispersal and migration, to ensure the mixing of genes between populations, and so wildlife can respond and adapt to environmental stress.”

The *Wildlife Corridor Analysis for the Heritage Ridge Project* (Appendix D) further defines wildlife movement between core areas and/or habitat patches as wildlife corridors and linkages:

Habitat Linkage: An area which possesses sufficient cover, food, water and/or other essential elements to serve as a movement pathway between two or more large areas of habitat. An example of a linkage would be a belt of coastal sage scrub traversing a development, and connecting suitable habitat areas on either side of the developed area.

Wildlife Corridor: Areas of open space of sufficient width to permit larger, more mobile species to pass between larger areas of open space (core habitats), or to disperse from one major core habitat to another. Such areas can be several hundred feet wide, unobstructed, and usually possess cover, food and water.

The Willow Springs II EIR identified two biologically significant ecological habitat “patches” in the area, the Santa Ynez Mountains and the Goleta Slough. The latter, the Goleta Slough, has become isolated from the “core habitats” of the Santa Ynez Mountains due to urban expansion in the City. Several creeks connect these two ecological areas, including Tecolotito (Glen Annie), Los Carneros, San Pedro, Las Vegas, San Jose, and Marie Ignacio. Tecolotito Creek has been determined to be one of four primary corridors in the Goleta Valley with sufficient culvert sizes to allow for movement of larger mammals (i.e., deer and black bears) (Hoagland et al., 2011; City of Goleta 2012). However, in the Village of Los Carneros FEIR, the City (2014) noted that the largest species to move through Tecolotito Creek and its culverts are foxes (*Vulpes* spp.) and the American badger, and found the 110-foot total minimum width (60 feet for the Tecolotito Creek ESHA and 50 feet for adjacent upland habitat) proposed for the Los Carneros Village project was sufficient for wildlife species utilizing corridor (City of Goleta, 2014c). Based on literature, existing regional data, and site-specific studies, Tecolotito Creek and its culverts provide the best option for wildlife movement between the Santa Ynez Mountain foothills and the Goleta Slough on Santa Barbara Airport property.

In 2014 and 2013, wildlife camera studies were conducted, as summarized in the *Wildlife Corridor Analysis for the Heritage Ridge Project* (Appendix D). The study found evidence of a wildlife linkage between the Santa Ynez Mountain foothills and the Los Carneros Wetlands through the Heritage Ridge Project site and no linkage between the Los Carneros Creek or Wetlands and the greater Goleta Slough on the Santa

⁴ The wildlife analysis shown in Figure 4.3-3 of the Willow Springs II EIR does not account for the existing cultural resource fencing present in the project site.

Barbara Airport. This on-site wildlife linkage is important for many small- (raccoon, striped skunk, etc.) and medium- (coyote and bobcat) sized mammal species that use these areas (wetlands and foothills) to hunt, seek shelter, breed, and conduct other normal behaviors important for their survival, especially within the wilderness-urban interface. The study confirmed that the Hollister Avenue culvert at Tecolotito Creek offers the most ideal wildlife access point to the Goleta Slough on Santa Barbara Airport property. Another possible wildlife linkage exists to the east connecting to Las Vegas Creek at the Twin Lakes Golf Course, which also connects to the Goleta Slough, although with impediments. The expected end point of the linkage for most wildlife species traveling to the east may be the golf course for hunting opportunities.

Local Policies and Ordinances. Natural resources are regulated and protected through the Conservation Element (CE) of the General Plan, which contains policies aimed at protecting ESHAs that are generally mapped in Figure 4.1 of the General Plan (Figure 4.3-2). The General Plan provisions are also included in the City's Zoning Ordinance through the ESHA Goleta Overlay (Section 35-250B).⁵ Policies in the CE reinforce State and Federal regulations that protect special-status habitats and species and apply additional local restrictions to identify, preserve, and protect the City's biological resources. Below is a summary of each ESHA type mapped on or near the Project site (See Figures 4.3-2 and 4.3-3), and the text of the policies that regulate these resources.

A portion of the Project site that contains coyote brush scrub is currently designated an ESHA pursuant to the City's General Plan. It is mapped on Figure 4-1 of the Conservation Element as "sage scrub" on the northeast corner of the Project site in the approximate areas fenced for cultural resources, as shown in Figure 4.3-2. Pursuant to CE Policy 1.5, an ESHA designation may be removed if a site-specific biological study contains substantial evidence that an area previously shown as an ESHA on Figure 4-1 does not contain habitat that meets the definition of an ESHA (excluding illegal removal). If the City Council determines that the area is not an ESHA, a map modification will be included in the next General Plan/Coastal Land Use Plan amendment. Please refer to Appendix D, Biological Resource Appendix, Attachment F, *Technical Review of Coastal Sage Scrub Environmentally Sensitive Habitat Area for the North Willow Springs Project* (Dudek, 2014a), for a site-specific biological study and substantial evidence regarding the ESHA designation. The area originally designated ESHA also extended onto Willow Springs II; refer to Figure 4-1 City's General Plan Conservation Element (Figure 4.3-3). A General Plan Amendment removing the sage scrub ESHA designation from Willow Springs II was approved by the Goleta City Council on June 17, 2014.

The coastal sage scrub on the Project site mapped under the City's General Plan was not mapped as ESHA under the County's 1993 Goleta Community Plan (County of Santa Barbara, 1993). The on-site ESHA was mapped as "Various Annual Grasslands" a habitat type in 2004 under the city-wide Detailed Habitat Inventory (City of Goleta, 2004b). The 2006 General Plan EIR maps the on-site ESHA as "scrub." However, "coyote brush scrub" is not considered ESHA under the Programmatic General Plan EIR (City of Goleta, 2006, Page 3.4-10). A description of the coyote brush scrub is provided under Section 4.3.1. Based on the historical mapping, 2014 Dudek Study, and confirmation in 2015 by Rincon biologists the onsite coyote brush scrub is not an ESHA resource, and was not ESHA under any previous plans or designations.

The General Plan CE Policy 5.3 defines coastal sage scrub habitat as a drought-tolerant, Mediterranean habitat characterized by soft-leaved, shallow-rooted subshrubs such as California sagebrush, coyote brush, California encelia, goldenbush (*Ericameria ericoides*), giant wild rye (*Elymus condensatus*), and

⁵ The City's zoning regulations also include a Riparian Corridor Goleta overlay (Inland Zoning Ordinance, as adopted by the Goleta Municipal Code, Section 35-250C (RC-Gol)), but it only applies to rural agriculturally designated parcels; the existing and Project site land use designation is urban.

annual non-native grasses. Of these species only coyote brush was observed as dominant or codominant within the mapped on-site ESHA. The National Vegetation Classification Hierarchy as Applied to California Vegetation identifies coastal sage scrub as a macrogroup of multiple alliances, none of which includes coyote brush as the dominant alliance species. Under General Plan CE Policy 5.3 coastal sage scrub habitat must have both the compositional and structural characteristics of coastal sage scrub as described in a classification system recognized by the CDFW. However, no other characteristic coastal sage scrub species was observed as occurring even infrequently or sparsely (< 8% cover) by Rincon or Dudek biologists.

Coastal Sage Scrub ESHA. The coyote brush scrub does not meet City's General Plan Policy CE 1.1a or CE 1.1b definitions of ESHA, and is not "rare or especially valuable because of its special nature or role in an ecosystem," when considering the following conditions:

- Coyote brush scrub is a common plant community. Coyote brush scrub receives the lowest rarity ranking (G5S5) and is not considered sensitive by the State of California (CDFW, 2010);
- The coyote brush scrub at the site is disturbed, contains high cover of invasive species, low native plant species diversity, and has become established at the site relatively recently since the area was last graded. The site has been subject to agricultural activity related earth disturbance for much of the last 100 years;
- Threatened, endangered, or other special status wildlife species are not expected to reproduce at the site, and the site is not essential to the life-cycle of any listed wildlife species;
- Threatened, endangered, or other special status plant species have not been found at the site, and are not expected due to prior grading and agricultural use, as well as the site's existing disturbed condition; and
- The coyote brush scrub is within an urban area, adjacent to existing industrial and residential development, and is not contiguous with native habitats.

Therefore, although according to Figure 4-1 in the Conservation Element of the Goleta General Plan the Project site contains coastal sage scrub ESHA, habitat that meets ESHA criteria was not observed within the Project site boundary or nearby areas.

The coyote brush scrub does not meet the criteria in relevant City's General Plan policies to be considered an ESHA or coastal sage scrub; and therefore, would not be subject to the ESHA protection policies of the General Plan. Conservation Element Policy CE 1.5: *Corrections to Map of ESHAs* allows ESHAs to be removed from Figure 4-1 of the General Plan if a site-specific biological study demonstrates substantial evidence that the area does not in fact contain habitat that meets the definition of an ESHA. The Project includes a General Plan Amendment to remove the Coastal Sage Scrub ESHA designation that is being concurrently processed. For further details, refer to Appendix D *Technical Review of Coastal Sage Scrub Environmentally Sensitive Habitat Area for the North Willow Springs Project*.

Stream Protection Area ESHA. The riparian habitat associated with the Los Carneros Creek adjacent the northeast property line is mapped as a Stream Protection Area (SPA) ESHA, thereby warranting a 100-foot buffer under CE Policy CE 2.2.

Wetland ESHA. The Los Carneros Wetland begins approximately 80 feet from the southeast portion of the Project site, and is designated ESHA pursuant to General Plan Conservation Element Figure

4-1 and General Plan CE Policy the 3.5 *Protection of Wetlands Outside the Coastal Zone*. A buffer evaluation is required under Policy CE 3.5; the policy requires a minimum buffer of 50 feet.

The Los Carneros Wetland is an approximate 7.25-acre open space area located north of Hollister Avenue, east of Los Carneros Way, and southwest of the residential units at Willow Springs I. It is approximately 600 feet southwest of the Willow Springs II project. The GSEMP considered the Los Carneros Wetland a major subarea of the Goleta Slough Ecosystem. The Los Carneros Wetland is a rare, surviving remnant freshwater-to-estuarine transitional habitat at the northern edge of the Goleta Slough. It contains areas of brackish and freshwater marsh, as well as willow-dominated, palustrine scrub-shrub/forested wetlands that were once part of a continuous corridor connecting Lake Los Carneros and the Goleta Slough. The site has historically supported nesting and roosting white-tailed kites. The wetland is also known as a roosting and foraging habitat for the northern harrier, short-eared owl, sharp-shinned hawk, and Cooper's hawk, and supports the only Goleta Valley location for yerba mansa (*Anemopsis californica*), a locally important species according to the GSEMP. The Los Carneros Wetland is upstream from and connected to the Goleta Slough through a small culvert traversing north-south beneath Hollister Road. The Los Carneros Wetland serves as an approved detention area and bio-filter for stormwater flows from the existing Willow Springs I and II developments, and the Project. Refer to Section 4.8, *Hydrology and Water Quality*, and the Preliminary Hydraulic Report and Preliminary Stormwater Control Plan in Appendix G for additional information regarding Project drainage.

General Plan Policies. Below is a summary of the biological resource policies in the CE that could potentially apply to the Project. The full text of the biological resource policies are included in Appendix D.

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

Impacts directly to ESHA, as opposed to an ESHA buffer, do not apply since no ESHA is present onsite and the existing designation would be removed. The key protections and guidelines are stated in Policy CE 1, which for this project only includes those applicable to ESHA buffers since the project site is within 100 feet of the Los Carneros Wetland and Los Carneros Creek SPA. Per Policy 1.9 development adjacent to ESHA is subject to the following standards:

- Site designs shall preserve wildlife corridors or habitat networks.
- Site plans and landscaping shall be designed to protect ESHAs, with priority given to protecting, supporting, and enhancing wildlife habitat values. Planting of nonnative invasive species is prohibited in ESHAs and ESHA buffers.
- All new development shall be sited and designed to minimize grading, alteration of natural landforms and physical features, and vegetation clearance in order to reduce or avoid soil erosion, creek siltation, increased runoff, and reduced infiltration of stormwater and to prevent net increases in baseline flows for any receiving water body.
- Light and glare will be controlled and directed away from wildlife habitat. Exterior night lighting shall be minimized, restricted to low intensity fixtures, shielded, and directed away from ESHAs.
- Noise levels from new development should not exceed an exterior noise level of 60 Ldn at the habitat site. During construction, this level may be exceeded if it can be demonstrated that significant adverse impacts on wildlife will be avoided or will be temporary.

- The timing of grading and construction activities shall be controlled to minimize potential disruption of wildlife during critical time periods such as nesting or breeding seasons.
- Grading, earthmoving, and vegetation clearance adjacent to an ESHA shall be prohibited during the rainy season, generally from November 1 to March 31, except where necessary to protect or enhance the ESHA or to remediate hazardous flooding hazardous geologic conditions.

Wildlife corridors are protected under CE Policy 1.9. A local wildlife linkage has been identified on the Project site, as discussed under Section 4.3.1.b (above).

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

Policy CE 2.2, designated Streamside Protection Areas (SPA), requires a 100-foot buffer from Los Carneros Creek, shown in Figure 4.1 (Figure 4.3-3). SPA buffers may be adjusted based on a site-specific recommendation to the City. Section 4.3.2.b (below) includes a buffer recommendation from off-site Los Carneros Creek.

- *Policy CE 3: Protection of Wetland.*

The off-site Los Carneros Wetland, which was previously identified as an USACE wetland (i.e., hydrophytic vegetation, hydrology, and soils) is protected under Policy CE 3.2, as discussed under Section 4.3.2.b (below).

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

Nesting and roosting habitat for raptors are protected as ESHA in the under Policy CE 8. No historical raptor nests are mapped nor were raptor nests observed in suitable eucalyptus tree habitat; therefore raptor nest ESHA is not present and this policy does not apply.

- *Policy CE 9: Protection of Native Woodlands.*

Within the City there is currently no specific Tree Protection Plan or Ordinance adopted. Protection of trees within the City is regulated by Section 4.0, CE 9 of the General Plan, the Goleta Municipal Code Appendix A Grading Ordinance Guidelines for Native Oak Tree Removal (GMC), and the Draft State of the Goleta Urban Forest Report: An Urban Resource Assessment for the City of Goleta (dated November 17, 2009; herein referred to as the Goleta Urban Forest Report). The General Plan contains policies for the preservation of native trees including oaks (*Quercus* spp.), walnut (*Juglans californica*), California sycamore, cottonwood (*Populus* spp.), willows (*Salix* spp.) and other native trees found in ESHAs (General Plan Policy CE 9: Protection of Native Woodlands). However, per the GMC Part III – Program Basics trees voluntarily planted (e.g., landscape trees), regardless of species, are not protected. Landscape trees may be replaced. No native trees are present on-site or are proposed for removal, and alteration of the plants sycamores present along the western boundary would not conflict with this policy. Willows and eucalyptus tree present off-site in, but would not be directly affected by the Project.

- *Policy CE 10: Watershed Management and Water Quality.*



Provisions of Policy CE 10 that apply to the Project include Policy 10.3, Incorporation of Best Management Practices for Stormwater Management, CE 10.6, Stormwater Management Requirements, and Policy CE 10.7, Drainage and Stormwater Management Plans. Additionally, Policy CE 10, Landscaping to Control Erosion, specify erosion control landscaping specifics.

c. Regulatory Setting. The following is a brief summary of the regulatory context under which biological resources are managed at the federal, state, and local levels. A number of federal and state statutes provide a regulatory structure that guides the protection of biological resources.

Federal.

Endangered Species Act of 1973. The Federal Endangered Species Act (ESA) and implementing regulations (16 United States Code §§ 1531, *et seq.*; 50 Code of Federal Regulations §§ 17.1, *et seq.*) include provisions for the protection and management of federally listed threatened or endangered plants and animals and their designated critical habitats. The ESA requires a permit to take threatened or endangered species during lawful project activities. The administering agency is the USFWS for terrestrial, avian, and most aquatic species.

Fish and Wildlife Coordination Act. Section 7 of Fish and Wildlife Coordination Act (16 U.S.C., § 742a, *et seq.*, 16 U.S.C., § 1531, *et seq.*, and 50 C.F.R. § 17.1, *et seq.*) require consultation if any project facilities could jeopardize the continued existence of an endangered species. Applicability depends on federal jurisdiction over some aspect of the project (e.g., dredge or fill activities in “waters of the US”). The administering agency is typically the USACE in coordination with the USFWS.

Migratory Bird Treaty Act of 1918. The Migratory Bird Treaty Act (16 U.S.C. §§ 703-711) includes provisions for protection of migratory birds, which prohibits the taking of migratory birds under the authority of the USFWS and CDFW.

Clean Water Act of 1977, Section 404. This section of the Clean Water Act (33 U.S.C. §§ 1251, *et seq.*, 33 C.F.R. §§ 320 and 323) gives the USACE authority to regulate discharges of dredge or fill material into waters of the US, including wetlands. The Project site is included under the development area specified in 404 Permit No 95-50087 The Willow Springs I & II Wetland Mitigation Plan which was approved by the USACE requires the Los Carneros Wetland be used to retain storm water runoff to improve wetland hydrology, and is required to be maintained in perpetuity as a wetland in accordance with the USACE 404 Permit No 95-50087.

State.

California Endangered Species Act of 1984. The California Endangered Species Act and implementing regulations in the Fish and Game Code §§ 2050 through 2098, include provisions for the protection and management of plant and animal species listed as endangered or threatened, or designated as candidates for such listing. The Act includes a consultation requirement “to ensure that any action authorized by a State lead agency is not likely to jeopardize the continued existence of any endangered or threatened species...or result in the destruction or adverse modification of habitat essential to the continued existence of the species” (Fish and Game Code § 2090). Plants of California declared to be endangered, threatened, or rare are listed within the California Code of Regulations (C.C.R.) Title 14, Section 670.2. Animals of California declared to be endangered or threatened are listed at 14 CCR

Section 670.5. 14 C.C.R. §§ 15000, *et seq.* describes the types and extent of information required to evaluate the effects of a project on biological resources of a project site.

California Species Preservation Act 1970: California Fish and Game Code §§ 900 – 903. This law includes provisions for the protection and enhancement of the birds, mammals, fish, amphibians, and reptiles of California, and is administered by the CDFW.

Fish and Game Code. The Fish and Game Code provides specific protection and listing for several types of biological resources, including:

- *Fully Protected Species*
- *Streams, rivers, sloughs, and channels*
- *Significant Natural Areas*
- *Designated Ecological Reserves*

Fully Protected Species are listed in Fish and Game Code §§ 3511 (fully protected birds), 4700 (fully protected mammals), 5050 (Fully Protected reptiles and amphibians), and 5515. The Fish and Game Code of California prohibits the taking of species designated as Fully Protected.

Fish and Game Code Section 1600 requires a Streambed Alteration Agreement for any activity that may alter the bed and/or bank of a stream, river, or channel. Typical activities that require a Streambed Alteration Agreement include excavation or fill placed within a channel, vegetation clearing, structures for diversion of water, installation of culverts and bridge supports, cofferdams for construction dewatering, and bank reinforcement.

Fish and Game Code Section 1930 designates Significant Natural Areas. These areas include refuges, natural sloughs, riparian areas, and vernal pools and significant wildlife habitats. An inventory of Significant Natural Areas is maintained by the CDFW Natural Heritage Division and is part of the NDDB. Fish and Game Code Section 1580 lists Designated Ecological Reserves. Designated Ecological Reserves are significant wildlife habitats to be preserved in natural condition for the general public to observe and study.

Fish and Game Code Sections 2081(b) and (c) allow CDFW to issue an incidental take permit for a State listed threatened and endangered species only if specific criteria are met. These criteria can be found in 14 C.C.R. § 783.4(a) and (b). No Section 2081(b) permit may authorize the taking of “fully protected” species and “specified birds.” If a project is planned in an area where a fully protected species or specified bird occurs, an applicant must design the project to avoid all takings; the CDFW cannot authorize takings under these circumstances. Fish and Game Code Section 3503 specifies that it is unlawful to take, possess, or needlessly destroy the nest of any bird, except as otherwise provided by this code. Fish and Game Code Section 3503.5 specifies it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey), to take, possess, or needlessly destroy the nest of any such bird, except as otherwise provided.

CEQA and CEQA Guidelines. The CEQA Guidelines provide a framework for the analysis of impacts to biological resources. The administering agency is the CEQA Lead Agency, which is in this case the City of Goleta.

Native Plant Protection Act of 1977. The Native Plant Protection Act of 1977 and implementing regulations in Fish and Game Code §§ 1900, *et seq.* designates rare and endangered plants and provides specific protection measures for identified populations. It is administered by the CDFW.

Public Resources Code Sections 25500 & 25527. These code sections prohibit the siting of development in certain areas of critical concern for biological resources, such as ecological preserves, wildlife refuges, estuaries, and unique or irreplaceable wildlife habitats of scientific or educational value. If there is no alternative, strict criteria are applied under the authority of the CDFW.

Local.

City of Goleta General Plan/Coastal Land Use Plan (amended 2021). The Goleta General Plan includes policies that protect and preserve biological resources within the City by designating specific resources and areas as protected, including ESHAs, restricting activities and uses in protected areas, providing for the management of the resources on City lands, specifying impact avoidance and mitigation requirements for types of activities and by type of biological resource, and providing guidance for development and conservation decisions over the long-term. The policies anticipate the potential impacts to biological resources from the land uses and activities that will occur under the Goleta General Plan and serve to avoid, reduce, and/or mitigate those impacts. The key policies regarding biological resources are in the Conservation Element that pertain to the Project are discussed under Section 4.1.3.b, *Local Policies and Ordinances*.

4.3.2 Impact Analysis

a. Methodology and Significance Thresholds. The analyses in this portion of the EIR are based on the methodology described above under Section 4.1.1, *Project Site Setting*.

CEQA Guidelines Appendix G. In accordance with Appendix G of the CEQA Guidelines, the project would have a significant impact on biological resources if it would:

1. *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 Wildlife or US Fish and Wildlife Service;*
2. *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service;*
3. *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;*
4. *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;*
5. *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or*
6. *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.*



The Project is not subject to an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, the Project would have no impact with respect to Threshold 6. This issue is discussed in Section 4.15, *Effects Found Not to be Significant*.

City of Goleta Environmental Thresholds and Guidelines Manual. The City of Goleta's *Environmental Thresholds and Guidelines Manual* defines the following thresholds of significance:

Types of Impacts to Biological Resources. Disturbances to habitats or species may be significant, based on substantial evidence in the record, if they substantially 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.*

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:

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

b. Project Impacts and Mitigation Measures.

Impact BIO-1 Biological surveys of the site identified a lack of special status plant species or suitable habitat for special status wildlife species. However, the project site contains habitat that could support nesting and/or foraging birds protected under state and federal law. Impacts on sensitive species are Class II, *significant but mitigable [Threshold 1]*.

No special status plant species are expected to be impacted by the Project. No special status wildlife species have the potential to occur based on the absence of suitable habitat and ongoing disturbance (Appendix D). Therefore, no special status terrestrial species are expected to be significantly impacted by the Project and no further analysis of special status terrestrial species is included within this report. However, there is potential for some species of birds listed as Fully Protected or Species of Special Concern

by the State of California, as discussed previously. Sensitive avian species may forage at the Project site, but are not expected to reproduce thereon due to a lack of suitable nesting habitat. Foraging species are highly mobile could move to other suitable foraging sites; therefore, the proposed Project is not expected to directly impact foraging birds.

There are no historical records or observations of active raptor nests or communal roosts at the Project site or within 100 feet. No raptors have potential to nest at the Project site due to lack of suitable nesting habitat, such as tall trees or suitable man-made structures. The Project site also lacks habitat for turkey vulture, white-tailed kite or other species that roosts communally. Therefore, development of the Project would not substantially reduce or eliminate quantity or quality of raptor nesting or communal roosting areas.

As discussed above, the scrub and non-native grassland likely provides limited low-quality foraging habitat for raptors, including white tailed kites known to roost at Lake Los Carneros located approximately 700 feet north of the Project site. On an incremental basis, development of the Project would result in the permanent loss of approximately 13.27 acres of suitable foraging habitat for raptors. As discussed under section 4.3.1, the foraging habitat at the Project site is not essential for the successful breeding of raptors nesting in the Goleta Valley. As discussed in Section 4.3.1.b, the Project site lacks suitable perches and nesting habitat, foraging habitat has been subject to ongoing disturbance, the site is fragmented by existing development and infrastructure, and higher value foraging habitat is available in the Project site vicinity (e.g., Lake Los Carneros). Therefore, development of the Project would not substantially limit reproductive capacity of raptors through loss of foraging habitat.

The undeveloped areas adjacent to the north of the Project site would continue to provide moderate value foraging habitat for raptors, including for the white-tailed kite if this species were to nest at the Los Carneros Wetland. The incremental loss of 13.47 acres of suitable foraging habitat would not have a significant effect on regional raptor populations, as 13.47 acres represents a small percentage of the raptor foraging habitat in the Goleta area when considering the vast amount of open space available for raptor foraging. Also, the Project site is of lower importance to raptors when compared to the larger and more diverse natural habitats in the Goleta area that offer much greater foraging opportunities with a higher diversity of prey. For example, suitable foraging habitat exists at Ellwood Mesa, Bishop Ranch, Los Carneros Lake, Santa Barbara Municipal Airport and Goleta Slough, and UCSB areas, as well as at additional undeveloped private lands throughout the City and unincorporated County. Raptors are mobile species with generally large home ranges that are capable of compensating for the loss of small acreages of foraging habitat in a local area by moving to other suitable foraging habitats. The Fully Protected white-tailed kite, for example, is known to forage up to tens of kilometers from communal roost sites, and may become nomadic in response to food shortages. Therefore, development of the Project would not substantially eliminate raptor foraging areas or access of raptors to food resources when considering the amount of available open space in the natural open space areas mentioned above. Impacts to raptors from the loss of marginal foraging habitat are less than significant.

As detailed in Appendix D, the nests of most native birds and raptors with potential to occur in the area are State and/or federally protected. The Project has potential to result in indirect impacts to nesting birds, including passerine species protected under the MBTA, if they are nesting within the Project site and/or immediate vicinity during construction activities. Nesting birds may potentially occur within shrub vegetation on and adjacent to the Project site, and in trees along Los Carneros Creek. No suitable raptor nesting habitat is present in Project site, however suitable nesting habitat is present in the eucalyptus trees to the north of the Project site Adjacent to U.S 101. As discussed under Section 4.3.1.b in the context

of General Plan Policy 8.4, no historical raptor nests have been identified or recorded in the Project vicinity, and no nests were identified during surveys of adjacent eucalyptus woodland habitat at the appropriate time of year. Impacts to nesting birds resulting from implementation of the Project are potentially significant. Implementation of Mitigation Measure BIO-1 would reduce potential new indirect short-term construction impacts to the nesting birds and raptors to a less than significant level by establishing avoidance buffers around nests when construction occurs during the nesting season.

Mitigation Measure. The following mitigation measure is required to reduce potential impacts to nesting birds to a less than significant level. Mitigation Measure BIO-1 is drawn from the Biological Resources Assessment in Appendix D.

BIO-1 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 September 1 (January 1 through September 1 for some raptors), but can vary based on local and annual climatic conditions. If construction must begin within the 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, must be submitted to the Planning and Environmental Review Director, or designee, for review and approval not more than one week before commencing ground disturbances.

If active nest of species protected by CFG Code 3503 or the MBTA 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 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 species, must 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: Not more than one week before ground disturbances commence, including exporting of soil, 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 not more than one week before ground disturbances commence and conduct periodic site inspections to ensure compliance throughout the construction period.

Residual Impact. Construction and operational direct and indirect Project impacts on sensitive species from would be less than significant with Mitigation Measure BIO-1 requiring nesting bird and raptor surveys for ground disturbance during the nesting season. With the implementation of this measure, impacts would be reduced to a less than significant level.

Impact BIO-2 **No riparian habitat or sensitive community is present on-site; therefore, no direct impact to will occur. Indirect Impacts to off-site sensitive community from the introduction of invasive species would be Class II, significant but mitigable [Threshold 2].**

Vegetation at the Project site consists of coyote brush scrub or ruderal/disturbed areas that consist overwhelmingly of non-native grasses and forbs. These communities are not considered sensitive nor do they qualify as ESHA as previously described in Section 4.3.1.b. The Project site is outside the County High Fire Hazard Area and the City's Wildland Fire Hazard Area; therefore, the Santa Barbara County Fire Protection District is not anticipated to require off-site fuel modification. Indirect dust impacts to sensitive and riparian communities (i.e., willow thickets) in the Los Carneros Creek SPA would be addressed through adherence to Santa Barbara County Air Pollution Control District requirements.

Invasive plant species are non-native organisms that escape into surrounding ecosystems, where they become established and proliferate. Many invasive species form monocultures (dense stands of one plant) that push out native species and impair wildlife habitat (Cal-IPC, Invasive Plant Definitions, 2015). Some invasive species also can change fundamental processes in ecosystems including the hydrologic cycle, fire regimes, and soil chemistry. 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, including the Los Carneros Wetland where Project site stormwater runoff is eventually detained. 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 Los Carneros Creek and Los Carneros Wetland.

According to the Project's Preliminary Landscape Plan, no species proposed are listed as invasive by the California Invasive Plant Council (Cal-IPC). However, if nonnative, invasive species are sometimes used in seed mixes to control erosion, which could disseminate into adjacent natural areas along Los Carneros

Creek and Los Carneros Wetland. Impacts to off-site sensitive communities from the introduction on invasive species would be potentially significant, but mitigable.

Mitigation Measures. The following mitigation measures are required to reduce potential indirect impacts off-site sensitive communities from introduction of invasive species to a less than significant level.

BIO-2 Invasive Species Seeding and Landscaping. Nonnative, invasive plant species cannot be included in any erosion control seed mixes and/or landscaping plans associated with the Project. The California Invasive Plant Inventory Database contains a list of nonnative, invasive plants (California Invasive Plant Council [Updated 2017] or its successor).

Plan Requirements and Timing: Before the City issues a Zoning Clearance, the applicant secure approval of a final landscape plan from the Design Review Board.

Monitoring: The Planning and Environmental Review Director, or designee, must verify compliance before the City issues a Zoning Clearance. 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 Mitigation Measure BIO-2 prohibiting invasive and exotic species would reduce indirect invasive species impacts to off-site sensitive communities to a less than significant level.

Impact BIO-3 No jurisdictional water or wetlands are present on-site. Therefore, no direct impact to will occur. Indirect Impacts to off-site waters and wetlands would be Class III, less than significant [Threshold 3].

No areas defined as wetlands by federal, State or local policies are located on the Project site. The Project would have no direct impacts to off-site riparian vegetation or Los Carneros Creek jurisdictional waters, since development is proposed greater than 90 feet from the edge of vegetation of Los Carneros Creek off-site, and is hydrologically separated by the filled and compacted UPRR track.

Drainage from the Project site would be directed to previously constructed storm drains as part the Willow Springs I & II development, and ultimately drain to the existing retention basin located along the southwest boundary of Willow Springs I in Los Carneros Wetland, as approved by resource agencies as part of Willow Springs I & II (MAC Design Associates, 2014; USACE, 1995). As discussed in Table 4.8-1 under Section 4.7, *Hydrology and Water Quality*, the post-construction drainage would be less than 7% below existing runoff during a 100 year rainfall event, with no change in post-development runoff during 10 year (or less) rain events. The negligible (less the 7% during a 100 year rainfall event) reduction in runoff during infrequent major rainfall events (i.e., 25–100 year events) would not result in any hydrological interruption to in Los Carneros Wetland or affect the existing hydrological process. Adherence to existing stormwater regulations would ensure there is no increase to normal water flows before and following construction into Los Carneros Wetland as permitted by the agencies.

Development of the Project would remove existing on-site vegetation and increase the amount of impervious surfaces, which has the potential to affect the quality of stormwater runoff reaching

downstream waterbodies, including the Los Carneros Wetland and potentially downstream in the Goleta Slough. Pollutants (e.g. sediment, hydrocarbons, heavy metals, herbicides, and fertilizers) could be transported in stormwater runoff as a result of temporary construction activities and routine human activities during the operational phase of the Project. Pollutant runoff from the Project site has the potential degrade water and soil quality in sensitive wetland, riparian and aquatic habitats and natural communities (e.g. the Los Carneros Wetland and the Goleta Slough), as well as indirectly impact sensitive wildlife and vascular plant species dependent upon these habitat areas

The Project includes the installation of low impact development design strategies intended to retain water on the Project site and encourage groundwater infiltration, including preservation of the 2-acre park in the center of the Project site, the use of permeable pavements, bioretention basins, vegetated swales, permeable pavements set on a gravel reservoir, and a subsurface Advanced Drainage System (ADS) Stormtech Chamber system (Mac Design, 2014). The bio-swales and bio retention areas would be planted with *Carex* and other native grasses. The Project includes landscaped bio-filter areas that would help to cleanse surface runoff. Stormwater flows from the Project site must meet appropriate water quality standards through implementation of Best Management Practices to control surface water runoff quality. The City's Stormwater Management Plan (SWMP), approved through the Central Coast Regional Water Quality Control Board (RWQCB) in compliance with the 1972 Clean Water Act, establishes measures and practices to reduce the discharge of pollutants and to protect downstream water quality. Compliance with the City SWMP with respect to construction period discharges and long-term operational discharges would be required. As required by the SWMP, water quality measures must be implemented prior to the surface runoff reaching the Los Carneros Wetland. With adherence to existing legal requirements, construction and operational direct and indirect impacts to jurisdictional waters and wetlands would be less than significant.

Mitigation Measures. This impact would be less than significant, and no mitigation is required.

Residual Impact. Adherence to existing City SWMP regulations would ensure less than significant potential indirect runoff and sedimentation impacts to off-site waters and wetlands. Impacts would be further reduced by Mitigation Measure HWQ-2 under Section 4.8, *Hydrology and Water Quality*.

Impact BIO-4 The project is located within local wildlife linkage. Indirect impacts to wildlife movement from development of residences would be Class II, less than significant with mitigation [*Threshold 4*].

Tecolotito Creek, approximately 0.38 mile west of the Project site, offers the most ideal wildlife access point to the Goleta Slough (Hoagland, 2011). The Project site is separated from the regional corridor by Los Carneros Road and existing development, and would not result in any significant indirect or direct impacts to resident or migratory wildlife using Tecolotito creek for migration, foraging, or breeding. The Project site provides degraded, low value foraging habitat, and is not expected to function as breeding habitat for terrestrial species, aquatic species, or raptors. As discussed above, ground nesting passerine birds or such species adapted to nesting in man-made structures could nest on or adjacent to the Project site; however, impacts to nesting passerine birds would be less the significant with implementation of Mitigation Measure BIO-1.

A local wildlife linkage is documented on and adjacent to the Project site, which extends between the Santa Ynez Mountain foothills and the Los Carneros Wetlands. The local wildlife linkage is located along the northern and western portions of the Project site to the east and along Los Carneros Road and



eventually south (off-site) to the Los Carneros Wetlands (City of Goleta, 2012; Appendix D). As discussed above, the habitat on-site is generally ruderal and low value; the conversion on 13.26 acres of mostly ruderal habitat would not impact wildlife movement in the vicinity, including those that may use nearby linkages for movement, foraging, breeding, or access to food sources for aquatic species. The Project would not directly affect movement of aquatic species within off-site Los Carneros Creek. Since no impacts are proposed within or adjacent to the creek, and indirect aquatic impacts would be less than significant with adherence to existing stormwater regulations discussed in EIR chapter Section 4.8.

The Project will directly impact the width and topography of the on-site terrestrial wildlife linkage from Santa Ynez Mountain foothills and the Los Carneros Wetlands, through the Project site and across the existing intersection of Calle Koral and Camino Vista. This on-site wildlife linkage is important for many small- (raccoon and striped skunk) and medium- (coyote and bobcat) sized mammal species that use the habitats found in the wetlands and foothills to hunt, seek shelter, breed, and conduct other normal behaviors important for their survival, especially within the wilderness-urban interface. As discussed above under Section 4.3.1.b, the *Wildlife Corridor Analysis for the Heritage Ridge Project* did not find evidence of a linkage between the Los Carneros Wetland and “patch” habitat at the Goleta Slough (Appendix D). The Preliminary Landscape Plan includes a 25-40-foot wide wildlife connection along a sound wall that would be located along the west perimeter of the site to allow for movement of mammals and other wildlife species between the Santa Ynez Mountain foothills and Los Carneros Wetland to the south. The sound wall would separate parking lots (north and west side of Project) and condominiums (south side of Project) from the designated wildlife linkage (True Nature, 2014). The wildlife connection would begin at a recently constructed culvert north of the Project site under the UPRR tracks, continuing along the western property line, and ending at the Los Carneros Wetland. A native plant palette would provide vegetative cover that is generally preferred by small and medium sized mammal species for foraging and shelter to support movement. The wildlife linkage will also be designed to be in compliance with applicable fire codes and resistant to homeless encampments. The proposed wildlife connection would not funnel wildlife movement into new routes that would further endanger their survival, such as onto a road or into fencing hazards.⁶ Rather, wildlife would continue to be funneled through the intersection of Calle Koral and Camino Vista (as mapped in the 2012 Willow Springs EIR) after implementation of the proposed wildlife connection (City of Goleta, 2012; True Nature, 2014).

Project generated traffic at the intersection of Los Carneros Way south of Calle Koral would increase by approximately 16% (Associated Transportation Engineers, 2021). However, a general increase in traffic by 16% is not expected to significantly affect nighttime wildlife movement, since traffic trip increases would generally occur during daytime hours when wildlife is least active. No new roadways are proposed. Based on Project design, which would reroute wildlife movement, and the isolation of the local wildlife linkage from Goleta Slough habitat, direct impacts to wildlife movement would be less than significant.

The Project would not result in significant indirect impacts on remaining undeveloped areas adjacent to the Project by introducing new noise, lighting, and human/domestic pet impacts when considering the current conditions that include traffic along Calle Koral Road and Camino Vista Road and U.S. 101. and train noise from the UPRR located to the north of the Project site. Ambient noise levels are not expected to increase significantly by the Project and would be minimized by construction of the sound wall to buffer noises generated from the UPRR and U.S. 101. Short-term noise-related impacts would be less than significant with incorporation Section 4.10, *Noise*, mitigation measures, and long-term impacts

⁶ Consistent with the Willow Springs II FEIR Figure 4.3-3, the *Wildlife Corridor Analysis for the Heritage Ridge Project* found evidence of existing wildlife linkage from the project site into the Los Carneros Wetland across the existing intersection Calle Koral and Camino Vista.



would be nominal with construction of the Project's sound wall. Mitigation measures restricting lighting, regulating chemical use, and promoting homeowner pet and wildlife corridor education would mitigate indirect edge-effects to a less than significant level.

Mitigation Measures

BIO-4(a) Lighting Plan. In addition to the lighting specifications in Mitigation Measure AES-5, light and glare from new development must be controlled and directed away from the wildlife corridors shown on the conceptual landscape plan, Los Carneros Creek SPA ESHA, Los Carneros Wetland ESHA, and the open space areas adjacent to the development. Exterior night lighting must be minimized, restricted to low intensity fixtures, shielded, and directed away from ESHAs, wildlife corridors, and open space.

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 Design Review Board before the City issues Zoning Clearance.

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-4(b) Landscape Chemical and Pest Management Plan. All pesticides, herbicides, and fertilizers used at the Project site must be those designated for use near aquatic and wetland habitats, and must be applied with techniques that avoid over-spraying and control application to avoid excessive concentrations. Rodenticides are prohibited.

Plan Requirements and Timing: A Landscape Chemical and Pest Management Plan (Plan) must be developed by the applicant and approved by the Planning and Environmental Review Director, or designee, before a final map is recorded. The requirements must be printed on the final approved landscape plans, each residential unit lease document, the map, and recorded on the property deed. The Plan must provide a prohibition on use of pesticides, herbicides, fertilizers and rodenticides. These prohibitions must be the subject of at least one annual communication by the applicant to the residents in the form of a meeting and/or newsletter or electronic update that is distributed to residents.

Monitoring: Evidence of this effort must be provided to the Planning and Environmental Review Director, or designee, each year by January 1st. The management must also provide the Planning and Environmental Review Director with an annual monitoring report by January 1st of each year demonstrating the use of aquatic and wetland habitat appropriate fertilizer, herbicides, and pesticides consistent with the Plan on the property. If determined necessary by the City, the City may require the applicant to retain a City approved qualified biologist to verify the correct use of appropriate herbicides, pesticides, and fertilizers as part of the annual monitoring report.

BIO-4(c) Domestic Pet Predation, Feline Disease, and Wildlife Corridor Education. The applicant must prepare a public education campaign for future residents of the Project site regarding: 1) the effects of domestic animal predation on wildlife (e.g., domestic cats and protected bird species); 2) promoting indoor cats since bobcats are susceptible to the same diseases as domestic cats, and disease can be transmitted between domestic cats and bobcats (or vice versa); and 3) the importance of wildlife corridors.

Plan Requirements and Timing: The education materials must be prepared by a City approved qualified biologist, approved by the Planning and Environmental Review Director (or designee) and must be recorded with the Final Map. The education materials must be distributed with the unit lease documents, and the subject of at least one annual communication by the applicant to the residents in the form of a meeting and/or newsletter or electronic update that is distributed to all residents.

Monitoring: Evidence of this effort must be provided to the Planning and Environmental Review Director each year by January 1st.

Residual Impact. Implementation of the above Mitigation Measures BIO-4(a) regulating lighting, Mitigation Measure BIO-4(b) requiring preparation of a Landscape Chemical and Pest Management Plan, and Mitigation Measure BIO-4(c) mandating resident education will reduce potential indirect edge effect impacts to the local wildlife linkage to less than significant, especially at night, when most mammals were observed moving through the area.

Impact BIO-5 The Goleta General Plan / Coastal Land Use Plan identifies the presence of coastal sage scrub, an Environmentally Sensitive Habitat Area, on the project site. However, biological assessment surveys for this EIR indicate that no protected habitat ESHAs are present on-site. Impacts to ESHA would be Class III, less than significant [Threshold 5].

The Project has the potential to conflict with General Plan policies that protect impact wildlife corridors, the planting of invasive species, require an SPA buffer for Los Carneros Creek and a Wetland ESHA buffer for Los Carneros Wetland, and require specific restrictions in and adjacent to ESHA consistent with Policy CE 1. Accordingly, potential impacts to resources protected by the General Plan CE are presented below.

Policy CE 1: Environmental Sensitive Habitats Area Designation and Policy. The off-site willow thickets along Los Carneros Creek are designated as SPA ESHA (CE 2.2) and Los Carneros Wetland is designated as Wetland ESHA (CE 3.1). Therefore, the provisions of Policy CE 1.9 apply that require preservation of wildlife corridors or habitat networks, limit lighting and noise generation adjacent to ESHA, and prohibit invasive landscaping.

Impacts to wildlife movement corridors are discussed and measures to mitigate indirect impacts recommended under Impact BIO-4 (above). Policy CE 1.9 specifically limits lighting directed at ESHA. Mitigation Measure BIO-4(a), which limits night lighting, is required under Impact BIO-4.

General Plan CE Policy 1.9 prohibits planting of nonnative, invasive species in ESHAs and buffer areas adjacent to ESHAs. The landscape plan includes both ornamental and native plantings, a palette that

would improve the Project's compatibility with ESHA, such as by providing a food source for insects and birds (e.g., coffee berry, coast live oak). Mitigation Measure BIO-2 would prohibit invasive species. Implementation of Mitigation Measures BIO-1, BIO-2, and BIO-4(b) would reduce impacts and ensure consistency with the General Plan. The Project is consistent CE Policy 1, and no additional mitigation measures are necessary.

Policy CE 2: Protection of Creek and Riparian Areas. Policy CE 2.2 requires a buffer of 100 feet from an SPA, but 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."⁷ However, the Project is hydrologically separated from the creek by the UPRR tracks (on compacted fill). Because of the location of the UPRR tracks, a buffer of 90 feet (a 10-foot reduction) to the edge of the limits of Project development (e.g., landscaping, fencing, parking) would be acceptable from the edge of Los Carneros Creek riparian vegetation. The Project would be constructed within existing disturbed areas only, and has been designed to avoid impacts to sensitive resources (e.g., incorporation of wildlife connections in the landscaping). No habitable structures are proposed within 100 feet of the edge of riparian vegetation. Only trees, parking, landscaping, and the sound wall are proposed to be placed 90 feet from the edge of the Los Carneros Creek riparian vegetation, and such placement would not affect the existing degraded function of the SPA buffer. In addition, the Project's on-site storm water drainage system includes permanent water quality BMPs such as bio-swales, catch basin filters, and the existing retention/infiltration basins, to capture and filter potentially occurring pollutants from developed areas. The presence of existing drainage infrastructure and proposed on-site BMPs make it unnecessary for the upland SPA buffer to filter and remove potentially occurring pollutants from developed areas. No direct impacts would occur to Los Carneros Creek from implementation of the Project. The Project has potential to result in indirect impacts to the riparian corridor associated with Los Carneros Creek and aquatic habitat in channelized Los Carneros Creek during construction activities. However, as discussed above, impacts to wetlands and waters would be less than significant with adherence to existing regulations (e.g., SWPPP, General Plan Policy 1.9(g) and CE 10). Mitigation Measure BIO-4(b) regulating the use of fertilizers, pesticides, and herbicides, applied for wildlife migration protection, would also protect streamside vegetation and the biotic quality of the stream. The proposed sound wall at the property line (90 feet from the edge of riparian vegetation) would further reduce indirect impacts from noise, runoff, and lighting. Therefore, a buffer of less than 100 feet is adequate since reduced buffer (90 feet from edge of riparian vegetation) would not have a substantially adverse effect on the functions and values of Los Carneros Creek. The August 2020 Environmentally Sensitive Habitat Biological Survey and Mapping by Watershed Environmental Inc. confirmed these findings. With implementation the 90-foot buffer recommendation from the edge of riparian vegetation, the Project is consistent CE Policy 2, and 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 edge of wetland vegetation is greater than 50 feet. The edge of the Project site is approximately 80 feet northwest of the beginning of the wetland, and is separated by Camino Vista. Policy CE 1.4 requires a buffer of 100 feet from any wetland in the coastal zone, whereas outside the coastal zone Policy CE 3.5 requires "a wetland buffer of a sufficient size to ensure the biological integrity and preservation of the wetland shall be required...buffer shall be no less than 50 feet." The Los Carneros Wetland is directly north of the coastal zone; a 100-foot buffer is not required by the General Plan. However, since development is proposed within 100 feet from the edge of

⁷ Measured from the top of the bank or the outer limit of wetlands and/or riparian vegetation, whichever is greater.



the wetland, a wetland ESHA buffer is recommendation is included in this assessment. The proposed buildings are greater than 100 feet from the beginning of the wetland. Run-off would be conveyed into the existing storm water system that discharges into the Los Carneros Wetland, as permitted by USACE. The portion of the wetland within 100 feet of the Project was required to be created to mitigate for USACE wetland impacts for Willow Springs I, and to serve as a retention basin for Willow Springs II and the Project (Appendix D). The wetland was once hydrologically connected to Lake Los Carneros and the Goleta Slough; however now the wetland is fragmented and isolated. Given the urbanized setting and that the area is approved for treating the Project's stormwater, the existing 80 foot buffer is adequate. Mitigation Measure BIO-4 regulating the use of fertilizers, pesticides, or herbicide (applied for wildlife protection) would also protect wetland vegetation and the biotic quality of the wetland. Therefore, the proposed development 80 feet from the property line to the edge of wetland vegetation would not have a substantially adverse effect on the functions and values of Los Carneros Wetland. The Project is consistent with CE Policy 3, and no additional mitigation measures are necessary.

Policy CE 9: Protection of Native Woodlands. Implementation of the Project would not result in protected tree removal or alteration. No trees are present on-site, and off-site trees (e.g. eucalyptus, willow) between the UPRR tracks and U.S. 101, and are located an adequate distance outside the development footprint and would not be affected by the Project. The Project is consistent with Policy CE 9.

Policy CE 10: Watershed Management and Water Quality. Existing regulations addresses the requirements of Policy CE 10. The Project is consistent with Policy 10, and no additional mitigation measures are necessary.

Recommended Mitigation Measures. This impact would be less than significant, and no mitigation measures are required.

Residual Impact. As mitigated, the Project is consistent with the General Plan. No significant impact would occur as a result of a conflict with local policies and ordinances.

c. Cumulative Impacts. Section 15130 of the *CEQA Guidelines* provides guidance on the discussion of cumulative impacts. Two conditions apply to determine the cumulative effect of a Project: first, the overall effect on biological resources caused by existing and known or forecasted Projects must be considered significant under the significance thresholds discussed above; and second, the Project must have a "cumulatively considerable" contribution to that effect. The analysis includes a discussion of the adopted Programmatic General Plan FEIR analysis, and an updated Project-specific cumulative analysis of the loss sensitive species and habitat and raptor foraging habitat.

Cumulative Programmatic General Plan Biological Resource Impacts. The Programmatic General Plan FEIR (City of Goleta, 2006; SCH # 2005031151), incorporated herein by reference, evaluated direct and indirect impacts from the conversion of existing vacant sites to the land uses designated for those areas in the General Plan. This analysis included the Project site build-out. The Project build-out is consistent with the General Plan land use designation. No significant unavoidable (Class I) impacts to biological resources were identified as a result of General Plan build-out. Biological resource impacts associated with build-out of vacant sites under the General Plan EIR were identified as less than significant (Class II), with adherence to Policies CE 1–10, Policies OS 1–7, and Policies LU 1,6, and 9. Development of the Project would not change the existing General Plan land use designation (Medium Density R-MD and Affordable Housing Opportunity Site) that was evaluated in the Programmatic General Plan FEIR. As discussed above, the Project impacts would be mitigated consistent with the General Plan policy



requirements. The Statement of Overriding Consideration and FEIR adopted by the Goleta City Council is specific to Class II long-term impacts from the development of vacant land to specific special status species (Impact 3.4-5), native species (Impact 3.4-6,7), special status habitats (Impacts 3.4-2,3,4), and wildlife corridors (Impact 3.4-8). Cumulative impacts to biological resources, including the “loss of foraging habitat (grassland) for resident and migratory raptors” attributable to Projects in the City, were found to be less than significant (Class III) with adherence to General Plan policies and applicable federal and state regulations (Impact 3.4-14). Cumulative impacts to biological resources would not be cumulatively considerable, as identified under the Programmatic General Plan FEIR. As discussed above, the Project is consistent with the General Plan biological resource protection policies. Therefore, as identified in the Programmatic General Plan FEIR, cumulative biological resources impacts would be less than significant with implementation of the General Plan policies.

Cumulative Loss of Sensitive Species and Habitat and Wildlife Connectivity. Cumulative development in the Central Hollister area of Goleta consists of previous infill of undeveloped parcels (e.g., Village at Los Carneros, Cortona Apartments) within an urbanized area. Previous development in this area permanently eliminated extensive tracts of native plant communities, some of them now classified as rare or threatened. Native habitats support native wildlife species, many of which cannot survive in, or do not adapt to, the noise and disturbance associated with residential and urban developments. Species that do tolerate developed, landscaped, and disturbed sites include aggressive, non-native species that further displace native plants and wildlife, or may prey upon native species.

As discussed in Section 4.3.2.b vegetation on the majority of the Project site consists of non-native grasses and disturbance-following native shrubs. The proposed conversion from existing conditions to residential development would not be a cumulatively considerable contribution to a cumulatively significant effect, as the reduction and fragmentation of native habitats (including sensitive habitats), loss of native plant species diversity and populations, and reduction in native wildlife diversity and populations has already occurred in the past and was evaluated under the Programmatic General Plan FEIR. Moreover, mitigation measures would protect existing biological resources on and adjacent to the Project, such as nesting birds and wildlife connectivity. Cumulative impacts sensitive species and habitats would be less than significant.

Cumulative Loss of Raptor Habitat. The 16.29-acre Project site is not a significant nesting or roosting habitat for raptors and the Project’s conversion to urban development, when considered with other cumulative development in the area, would not result in significant loss of suitable nesting or roosting habitat for raptors.

The Project and several related Projects in the Goleta area would result in the loss of foraging habitat for raptors including, without limitation, non-native grassland, open scrubland, and disturbed/ruderal fields. The Project would not result in a cumulative impact to raptor foraging areas or access to food resources, as the foraging habitat at the Project site is of lesser importance to raptors at a regional scale due to its small size, fragmented condition, and proximity to existing development; the foraging habitat at the site is not essential to successful nesting of raptors in the Goleta area; suitable foraging habitat exists at several other locations in the area, such as Ellwood Mesa, Bishop Ranch, Los Carneros Lake, Santa Barbara Municipal Airport and Goleta Slough, and UCSB areas, as well as additional undeveloped private lands; and, raptors are mobile species capable of compensating for the loss of small acreages of suitable foraging habitat in a local area by finding and utilizing other suitable habitats. Approximately four acres of the Project site itself was recently inaccessible to raptors for foraging for at least two years when stockpiled soils were present in the native hydro-seed area. The Project’s contribution (13.47 acres) to the loss of raptor habitat would not result in a significant cumulative effect at a regional-level, nor would it cause a

region-wide raptor population to drop below self-sustaining levels when considering the few other infill Projects in the City, therefore cumulative impacts are less than significant.

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4.4 CULTURAL AND TRIBAL CULTURAL RESOURCES

This section analyzes the Project's potential impacts to cultural resources. The analysis is based primarily on an *Archaeological Resources Assessment: North Willow Springs Project, City of Goleta, California* prepared by Dudek (May 2014) and on a peer review of this report by Rincon Consultants, Inc. in May 2015. This report considers an intensive Phase I archaeological ground surface survey in 1990 and subsequent subsurface Extended Phase I excavations in 1996 conducted within the Project site. Additional context is provided by the discussion of numerous archaeological investigations completed adjacent to the Project site: an original excavation in 1929, subsequent excavations in 1982, a Supplemental Phase 2 investigation in 1999, and a Phase 3 Data Recovery Mitigation program in 2014. The technical report is on file at the City of Goleta.

4.4.1 Setting

a. Regional Setting. A summary of the prehistory and history of the general project area, excerpted from the Goleta General Plan FEIR, is provided below.

Prehistory. Evidence exists for the presence of humans in the Santa Barbara coastal area for more than ten thousand years. While some researchers (e.g., Orr, 1968) suggest that the Santa Barbara Channel area may have been settled as early as 40,000 years ago, only limited evidence for occupation much earlier than 9,500 years has been discovered. Even so, human prehistory along the Santa Barbara channel area coast may extend back as much as 12,000 years (Erlandson et al., 1987; Erlandson et al., 1994). Approximately 7,500 years ago, prehistoric human settlement in the region appears to have increased rapidly with a number of sites dating to approximately this time, and many more dating subsequent to it (Colten 1987, 1991; Erlandson, 1988; Glassow, 1997). At that time, people in the area practiced a mostly gathering subsistence economy, focusing mainly on natural vegetal resources, small animals, and marine resources such as shellfish. One of the major tool types evident in their assemblage was the milling stone and muller (also referred to as mano and metate). This two-part tool was used primarily to process (grind) various kinds of seeds, small animals, and vegetal foodstuffs. The large quantities of these tools found by archaeologists in the sites of these people resulted in the designation of this period as the Milling Stone Horizon (Erlandson, 1994).

Beginning at sites dating to approximately 5,000 years ago, archaeologists began to notice differences in some archaeological site assemblages. These differences involved changes in the tool inventory with new tool types indicative of new subsistence technologies. Most significant of these differences were projectile points indicative of hunting activities, and the mortar and pestle suggestive of the utilization of a new vegetal foodstuff, the acorn. Another change involved an increase in fishing and the procurement of marine mammals for food. The use of these new technologies increased during the next approximately 3,000 years, until approximately 2,000 to 1,500 years ago. During this period, prehistoric habitation increased considerably in the Goleta area.

The advent of new technologies and subsistence strategies again became evident approximately 2,000 to 1,500 years ago, signaling a distinctive change in the pattern of prehistoric culture in California. Included in these new technologies were the bow and arrow and, in some areas, ceramics. Burial practices also changed in some areas of California with cremation of the dead supplanting inhumation. The period is characterized as a time of cultural elaboration and increased sophistication including artistic, technological, and sociological changes (Erlandson and Torben, 2002).

Ethnographic Background. At the time of first European contact in 1542, the Goleta area was occupied by a Native American group speaking a distinct dialect of the Chumash language. Historically, this group became known as the Barbareño Chumash (Landberg, 1965); the name deriving from the Mission Santa Barbara under whose jurisdiction many local Chumash came after its founding in 1776. The Chumash were hunters and gatherers who lived in an area with many useful natural resources and were politically organized into chiefdoms. They had developed a number of technologies and subsistence strategies that allowed them to maximize the exploitation of these natural resources. Consequently, before a drastic change caused by disease and other forms of cultural disruptions introduced by the Spaniards, Chumash settlements were numerous, with some containing large residential areas, semi-subterranean houses, and large cemeteries. At the time of Spanish contact, the Goleta area and immediate vicinity was highly populated with at least ten Chumash villages (Johnson, et al., 1982). A number of these settlements were situated around what was in prehistoric times a much larger Goleta Slough. The slough was a navigable lagoon with waters over 11 feet deep at high tide in prehistoric times (Stone, 1992; Gamble 2008), and contained an abundance of marine resources including shellfish, fish, birds, and marine mammals. Early Spanish explorers, missionaries, and administrators characterized the Chumash as having a strong propensity for trade, commerce, and craft specialization, as well as for intervillage warfare (Erlandson, 1994).

History. The first European contact to the Santa Barbara coastal region was by the Portuguese explorer Juan Rodriguez Cabrillo in 1542, whose voyage up the California coast under the flag of Spain was the first expedition to explore what is now the west coast of the United States. It was, however, Spanish explorer Sebastian Vizcaino, sailing though the region in December 1602, retracing Cabrillo's voyage, who christened the channel Santa Barbara in honor of Saint Santa Barbara (Guinn, 1907). After 1602, there is no verified documentation of European contact in the region until Portolá's expedition along the coast of California en route to Monterey Bay in 1769. Accompanying Portolá was Sergeant José Francisco Ortega, who would become the first comandante of the Santa Barbara Presidio, constructed in 1781–82 (Whitehead, 1996).

Mission Santa Barbara was founded on December 4, 1786, and in the first year of commission, 186 Chumash people were baptized, 83 of which were from the Goleta region (Johnson, et al., 1982:20). In 1803, a proportionally large number of baptisms occurred throughout the five missions located within the Chumash territory, putting such a strain on the missions that the newly baptized were allowed to remain in certain native villages which were renamed after saints (Johnson, et al., 1982). In the Goleta area, there were at least two of these communities, San Miguel and San Francisco, the native villages of Mescaltitan (S'axpilil) and Cieniguitas (Kaswa's), respectively (Johnson, et al., 1982:21).

In the time between the establishment of the Santa Barbara Mission and Presidio and the end of Spanish rule in California in 1822, the Goleta area was primarily used by the Franciscan fathers for grazing cattle and sheep (County of Santa Barbara, 1993). In 1806, a measles epidemic took many lives and marked the beginning of the decline of both the Mission Santa Barbara and the native population (Johnson, et al., 1982). In 1822 and 1823, the most severe drought in mission history occurred, resulting in two very poor harvest years. A Chumash revolt occurred in 1824, possibly influenced by the lack in food supply (Johnson et al., 1982:25). Many of the Chumash population dispersed into the mountains and to the southern San Joaquin Valley. After two Mexican expeditions into the interior, many of them were persuaded to return to Santa Barbara (Blakley and Barnette, 1985).

Although Mexico had gained independence from Spain in 1822, it was not until 1835 that secularization of the missions occurred, the mission became a parish church, and the Chumash were made free citizens

(Johnson, et al., 1982). The policy of the Mexican government was to grant the mission lands and other unclaimed property to prominent citizens who were required to develop the properties and to build homes on them (EIP Associates, 2004). The City of Goleta encompasses parts of two of these land grants: Los Dos Pueblos Rancho, granted to Nicholas Den in 1842, and La Goleta, granted to Daniel Hill in 1846 (Tompkins, 1960; King, 1982). The ranchos were used by Den and Hill primarily to raise cattle for hide and tallow production (Tompkins, 1960; King, 1982; EIP Associates, 2004).

The American period began in 1848, when Mexico signed a treaty ceding California to the United States. Santa Barbara County was one of the original counties of California, formed in 1850 at the time of statehood. In 1851, a land act was passed that required the confirmation of ownership of Spanish land grants, although the process took many years to complete. Daniel Hill received a patent for La Goleta on March 10, 1865, and Los Dos Pueblos was patented to N. A. Den on February 23, 1877, 15 years after his death (California Secretary of State, 2000).

The 1870s saw the characterization of the Goleta area began to shift from sparsely populated cattle ranches to farmsteads and towns. The area of La Goleta north of Hollister Avenue was subdivided into 38 parcels, ranging from 31 to 258 acres each (King, 1982:51), and a town taking on the name of Goleta was established in the southwestern portion of the old La Goleta land grant. Early pioneers during this time include J. D. Patterson, Richard Sexton, B. A. Hicks, Ira A. Martin, John Edwards, and Isaac Foster (King, 1982). By 1890, the population of Goleta had grown from 200 in 1870 to 700 people (King, 1982:51).

In 1887, the Southern Pacific Railroad connected Santa Barbara County to Los Angeles and in 1901 to San Francisco, bringing with it the expansion and growth of ranching and agriculture in the Goleta Valley (Grenda, et al., 1994). Goleta in the early 1900s was described by J. M. Guinn as “a small village eight miles to the northwest of Santa Barbara. The country around to a considerable extent is devoted to walnut-growing and olive culture” (1907:422). Joseph Sexton, who had developed the softshell walnut, inspired many additional area farmers to plant their land with walnuts and a grower’s association was formed (King, 1982). In the early 1870s, Sherman Stow planted lemon, walnut, and almond orchards; the lemon orchards were the first commercial lemon planting in California (Tompkins, 1966; Grenda, et al., 1994). The lemon industry continued to develop, and in the 1930s, a lemon packing plant was constructed. Today agriculture in the Goleta foothills consists mainly of lemons and avocados (King, 1982; Goleta Valley Urban Agriculture Newsletter, 2002).

Oil production along the Goleta coast began in the 1920s and boomed in 1928 with the discovery of the Ellwood oil fields. After 1937, oil production began to decline; however, natural gas was also discovered along the coast and is still being tapped today (County of Santa Barbara, 1993). Suggestions that the Goleta slough be turned into a harbor first originated in the early 1920s and persisted into the 1960s, although this plan eventually disintegrated with the infilling of marshlands in 1930s and 1940s in order to accommodate an airport. In 1941, the City of Santa Barbara bought Mescalitan Island and the surrounding tide flats (King, 1982; County of Santa Barbara, 1993). The 1950s and 1960s brought tremendous change to the Goleta area, as the construction of Cachuma dam provided a relief to the area’s problem of a reliable water source and fueled rapid growth and commercial and residential development (Grenda, et al., 1994; County of Santa Barbara, 1993).

b. Project Site Setting. The Project site is located on a coastal alluvial plain adjacent to the ancestral Goleta Slough and below the foothills of the Santa Ynez Mountains, part of an east-west trending Transverse Range Province. The origin of these rolling foothills is marine Pleistocene terrace (City of Goleta General Plan FEIR, 2006; Dibblee, 1950). The Project site is near Tecolotito Creek, which flows into the

Goleta Slough. Soil in the Project site is mixed varying from Goleta fine sandy loam, 0% to 2% slopes, Milpitas-Positas fine sandy loam, 2% to 9% slopes, and Xerorthents cut and fill areas (United States Geological Survey, 1982).

A summary of historic use of the Project site and its archaeological resources is provided below.

History. Agricultural, grading, and construction activity have disturbed the soil of the Project site. Before 1928, the Project site was used for agriculture and grading, and portions of orchard remained fallow in the eastern portion of the site until the 1980s. In 1986 a mass grading plan for the entire site was approved and initiated. Initial grading consisted of clearing and grubbing of orchard trees and root structures. Surface material was scraped and placed in windrows. At this time, investigations of prehistoric cultural resources were undertaken, and grading resumed outside of fenced sensitive archaeological areas. In 1997 the Project site served as a staging area for fill during construction of the Los Carneros Road/U.S. 101 interchange. Ongoing activity associated with two stockpile permits first issued in 2002 has occurred outside of a 50-foot buffer from the fenced archaeological site CA-SBA-56 (this archaeological site is discussed in greater detail below).

Archaeological Resources. The prehistoric archaeological site CA-SBA-56 was originally documented directly south of the Project area, within what is today the Willow Springs II site (Willow Springs Apartments). David Banks Rogers first recorded this archaeological area in 1929, based on the excavation of 46 trenches, as a residential “midden” associated with a village site. This site was characterized by very dense deposits of shellfish, stone tools, and grinding stones, and fragments of a human skeleton. Beginning in the 1980s, various archaeological investigations within and around the known area were conducted mostly to define and refine the boundaries of CA-SBA-56 and to obtain enough archaeological data to determine its significance with respect to dates of occupation and function. These studies have resulted in refinements of site boundaries, now known to extend into the Project area, identification of areas of intact and/or disturbed or destroyed components, and confirmation that the midden deposits represent a multi-occupational site (at least two major periods of occupations and each spanning hundreds of years of use). Excavations conducted in 1982 (Gerstle and Serena, 1982) resulted in a determination that the main residential midden at CA-SBA-56 was eligible for listing on the National Register of Historic Places (NRHP). Because CA-SBA-56 has been deemed NRHP-eligible, it is also a significant archaeological resource pursuant to CEQA Guidelines Section 15064.5(a)(3).

Following removal of the fallow orchard on the Project site in the 1980s, archaeological monitoring of grading operations in 1989 identified a “low density artifact scatter” (hereafter referred to as the Northern Midden Area), along the ridgeline north of the main residential midden area at CA-SBA-56, and within the Project site. A human bone fragment was collected in this area and reburied outside of the Project site. In 1990, an intensive ground surface collection conducted by Science Applications International Corporation (SAIC) and the ISERA Group revealed chipped stone flakes, ground stone, hammerstones, shellfish, animal bone, and ochre within the Project site. Extended Phase 1 excavations conducted by SAIC and the ISERA Group in 1996 identified intact archaeological deposits between six and 24 inches below the ground surface on the Project site, consistent in nature with those that had been collected on the surface. In addition, these excavations revealed an intact human burial. Upon identification of the burial, excavations in the vicinity were halted and the burial remains undisturbed at the location of discovery in the southern portion of the Project site. Such human remains are protected by State law (see Codes Governing Human Remains, below).

The Extended Phase 1 excavations (SAIC and ISERA Group 1996) resulted in the extension of the CA-SBA-56 boundary northward along and beyond the elevated knoll in the Project site. The Northern Midden Area in CA-SBA-56 within the Project site constitutes a significant archaeological resource under the CEQA Guidelines. The boundary of the archaeological area and a 50-foot buffer have been fenced to ensure that no disturbance to the resource occurred during placement of stockpile soils on the Project site that occurred during a period from approximately 1998 to 2014. Cultural materials within the elevated knoll area have sufficient densities and varieties of prehistoric food and artifacts to address research questions about past Native American occupation of the area.

The 1996 Extended Phase 1 excavations also identified an “intermediate artifact scatter”, hereafter referred to as the Intermediate Midden Area, along the CA-SBA-56 ridgeline south of the Project Site. This area has moderate amounts of chipped stone flakes and low amounts of fragmented animal bone.

Carbon Dating of Cultural Materials. It is believed that the archaeological site CA-SBA-56 was occupied during the Early Period (“Oak Grove,” 8,000 to 3,350 years before present [B.P.]) and Late Period “Canalino,” 800 to 150 B.P.) of Chumash prehistory (SAIC, 1999). A series of investigations provided an age of 6,600 and 6,700 B.P. for deposits within the main residential midden area. Radiocarbon dating of shellfish collected from the Northern Midden Area has indicated that this area was occupied from 6,930 to 7,080 years B.P., within the Early Period. There is also ample evidence for major gaps in occupation, likely the result of environmental conditions that would have affected accessibility of the site area, such as higher water levels.

Cultural Material Distributions. CA-SBA-56 is a relatively large site with a dense, central residential midden deposit, an area of intermediate artifact density (the Intermediate Midden Area) within the Project site, a low density artifact scatter (the Northern Midden Area) to the north, and peripheral low-lying areas.¹ The Supplemental Phase 2 work completed by SAIC (1999) and Phase 3 Data Recovery Mitigation program completed by Dudek (Stone and Victorino, 2014) produced an understanding of the density and diversity of cultural materials recovered from these areas in CA-SBA-56. By collectively assembling all documented investigations, the following generalizations of deposit distributions and diversity in CA-SBA-56 were determined:

- **Main Residential Midden.** *This area of the site, now protected as open space under 18 inches of fill in Lot 20 of the Willow Springs I project, has substantially greater densities of shellfish (over 5,000 percent) and chipped stone flakes resulting from stone tool manufacturing (200-300 percent greater than the remainder of CA-SBA-56). Concentrations of animal bone are also 100 percent greater than areas to the north. Intact resource deposits still remain within the main residential midden. This is the area of CA-SBA-56 that was determined NRHP-eligible in 1982.*
- **Intermediate Midden Area.** *This area of CA-SBA-56, located along the ridgeline outside of the Project site but within the Willow Springs II site to the south, has moderate amounts of chipped stone flakes and low amounts of fragmented animal bone, but nearly no shellfish. As these remains have been dated to either the late Early to Early Middle Period, they appear to be later than the main residential midden occupation of CA-SBA-56 within Lot 20 of the Willow Springs I project. They represent*

¹ The labels of each site area have been changed from the original cultural resources study by David Stone (Dudek 2014) to clarify. The labels have been changed as follows: Intermediate Artifact Scatter to Intermediate Midden Area, Low Density Artifact Scatter to Northern Midden Area, and Low-Lying Areas Surrounding the Knoll to Peripheral Areas.



specialized activity areas peripheral to the main residential midden to the south in Lot 20 (Stone and Victorino, 2014). Intact resource deposits remain within the Intermediate Midden Area.

- **Northern Midden Area.** This area of low density shell midden deposit, located within the Project site, along the ridgeline north of the main residential midden area, is composed of chipped and ground stone (mano and metate fragment) artifacts associated with the Early and Middle Periods. The artifact densities appear to have been considerably lower than those in the central midden area (1/20th of the shellfish and bone densities, and 1/6th of the chipped stone flake and tool density), though the extent of stone tool manufacturing/resharpening appears to be higher than the Intermediate Midden Area located along the ridgeline within the Willow Springs II site to the south. An intact undisturbed human burial was identified in the southern portion of the Project site at the Northern Midden Area during the Extended Phase 1 excavations in 1996. Excavations within the Northern Midden Area within the project site revealed that the soils have been previously disturbed a depth of four inches below the ground surface.
- **Peripheral Areas.** The low-lying areas peripheral to the main residential midden and Intermediate Midden Area and have extremely sparse densities of cultural material or none at all. The cultural deposits on the project site have been disturbed up to 12 inches below the ground surface as a result of past agricultural grading activities. Nearly all of the cultural materials encountered in this area were recovered from the top eight inches of soil, and animal bone recovered was highly fragmented. This suggests that most of these materials have been previously disturbed and little, if any, intact deposits remain within the low-lying areas. Although some sparse materials recovered during the Phase 2 excavations and previous Extended Phase 1 trenching and shovel test pits were recovered below the disturbance zone, they are thought to represent very sporadic temporary activity adjacent to Carneros Creek. Therefore, the shellfish and flakes recovered in this area generally lack stratigraphic integrity, and provide little information about the prehistoric activities that occurred at CA-SBA-56, particularly when compared to the Intermediate Midden Area along the raised knoll.

Extent of Prior Data Collection and Evaluation. The larger CA-SBA-56 site, including portions of the Project site, has been subjected to extensive archaeological field surveys, which have included:

- *Geomorphological analysis;*
- *Analysis of historic land uses and disturbances through historic photograph analysis;*
- *A minimum of ten surface surveys resulting in the recovery of 591+ artifacts;*
- *The identification of one human femur at the Willow Springs II site;*
- *Disking for better visual inspections;*
- *A minimum of 29 Shovel Test Pits (STPs);*
- *A minimum of 56 controlled trenches and examination of one looter's trench;*
- *Excavation of 14 controlled excavation units (four were located within the Intermediate Midden Area and 10 were placed in the low-lying areas);*
- *Recovery of column samples;*
- *Hundreds of artifacts from subsurface contexts;*
- *One human burial (left in situ);*
- *Reports of at least two possible hearths; and*

- *Carbon-14 dates confirming the two major periods of occupation (Early Period and Late Period).*

CA-SBA-56 has been subjected to a high level of testing and evaluation, resulting in a relatively large body of data. Synthesis of these investigation results have occurred in the Phase 3 Data Recovery Investigation for the Willow Springs II Project and in a forthcoming academic publication (Erlandson, et al. in press; Stone and Victorino, 2014).

c. Native American Scoping. Representatives of the Coastal Band of the Chumash Nation (CBCN) (members of the Chumash Native American Community) have been actively involved in past archaeological investigations at CA-SBA-56 and the Barbareño Band of Chumash Indians (Barbareño Band) has participated in meetings with the City and is actively involved with the current project. Along with other contemporary Chumash, the CBCN and Barbareño Band consider all prehistoric archaeological sites to be important heritage resources. Contemporary Chumash in many cases consider that the integrity or intactness of archaeological deposits does not affect their heritage significance. However, the heritage significance of a resource does not directly correlate to the archaeological significance of a resource. The City sent a certified letter on November 23, 2015 to Michael Cordero representing the Coastal Band of the Chumash Nation per their request pursuant to Senate Bill 18 (SB 18). The City made numerous attempts to arrange a meeting with the tribe. The City sent a letter on November 23, 2015, requesting the tribe respond within 30 days or they would assume the tribe was no longer interested in meeting with the City. The project applicant met with representatives of the Barbareño Band on July 25, 2016 to share Project design elements directed at preserving significant archaeological and heritage resources associated with CA-SBA-56. The City met with the Barbareño Band on August 24, 2016 and December 1, 2016, and received a formal written response from the Barbareño Band dated February 22, 2017. In their February 22, 2017 letter, the Barbareño Band clarified their position on points discussed in the July meeting and stated that the undisturbed burial at CA-SBA-56 holds historical, cultural, and spiritual significance but that the current proposed mitigation measures would reduce impacts to the site to less than significant (Class II).

In addition to consultation with Native American tribal representatives in 2016 and 2017, the City of Goleta sent letters to the local Native American contacts identified by the Native American Heritage Commission (NAHC) notifying them of the Project, as recently revised, on March 22, 2021. In the letter, the City requested that the tribes respond by April 15, 2021 if they would like an additional opportunity to consult on the revised Project. The City did not receive any requests for additional consultation. Additional information on the requirements of tribal consultation as it relates to the project is included in the Regulatory Setting and Impact Analysis below.

d. Regulatory Setting.

State of California.

California Environmental Quality Act (CEQA). Section 15064.5 of the *CEQA Guidelines* states that a cultural resource is “historically significant” if it meets one of the criteria for listing in the California Register of Historical Resources (CRHR) (Public Resources Code § 5024.1; 14 CCR § 4852). A resource may qualify for CRHR listing if it:

- (A) *Is associated with events that have made a significant contribution to the broad patterns of California’s history of cultural heritage;*



- (B) *Is associated with the lives of persons important in our past;*
- (C) *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*
- (D) *Has yielded, or may be likely to yield, information important in prehistory or history.*

Cultural resources meeting one or more of these criteria are defined as “historical resources” under CEQA. Included in the definition of historical resources are prehistoric archaeological sites, historic archaeological sites, historic buildings and structures, traditional cultural properties important to a tribe or other ethnic group, cultural districts and landscapes, and a variety of other property types.

Impacts to “unique archaeological resources” are also considered under CEQA as described under Public Resources Code § 21083.2. This section defines a “unique archaeological resource” as:

“an archaeological artifact, object, or site, about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- 1. Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.*
- 2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.*
- 3. Is directly associated with a scientifically recognized important prehistoric or historic event or person (Public Resources Code § 21083.2(g)).*

Potential impacts to identified cultural resources need only be considered if the resource is an “important” or “unique archaeological resource” under the provisions of CEQA Guidelines 15064.5 and 15126.4 and the eligibility criteria. If a resource cannot be avoided, then the resource must be examined pursuant to CEQA Guidelines 15064.5 and 15126.4 and pursuant to the eligibility criteria as an “important” or “unique archaeological resource.”

A non-unique archaeological resource is an archaeological artifact, object, or site that does not meet the above criteria. Impacts to non-unique archaeological resources and resources that do not qualify for listing on the CRHR receive no further consideration under CEQA.

Section 15064.5(b)(3) of the CEQA guidelines state that if significant cultural resources are identified within a proposed project site, the lead agency is required to identify potentially feasible mitigation measures and ensure that these measures are enforceable through permit conditions. Preservation in place is the preferred mitigation for archaeological sites, which can be accomplished by capping or covering the site with sterile soil (PRC 21083.2 [b]; CEQA guidelines § 15126.4[b][3]).

Tribal cultural resources are defined in Public Resources Code §21074 as:

- 1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either: (a) included or determined to be eligible for inclusion in the California Register of Historical Resources (California Register), or (b) included in a local register of historical resources*
- 2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant.*

A cultural landscape that meets these criteria is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. Archaeological resources may also be tribal cultural resources if they meet these criteria.

Senate Bill 18 (SB 18). California Government Code Section 65352.3 (adopted pursuant to the requirements of SB 18) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction, and are identified, upon request, by the NAHC. As noted in the California Office of Planning and Research's Tribal Consultation Guidelines (2005), "The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places."

Assembly Bill 52 (AB 52). As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expands CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." According to the legislative intent for AB 52, "tribes may have knowledge about land and cultural resources that should be included in the environmental analysis for projects that may have a significant impact on those resources." Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the CRHR or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource. See also PRC 21074 (a)(1)(A)-(B).

In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments and with respect to the interests and roles of project proponents, it is the intent AB 52 to accomplish all of the following:

1. *Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities*
2. *Establish a new category of resources in CEQA called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation*
3. *Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible*
4. *Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated (Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources)*

5. *In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources, early in the CEQA environmental review process, so that tribal cultural resources can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision-making body of the lead agency*
6. *Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA*
7. *Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to tribal cultural resources and to reduce the potential for delay and conflicts in the environmental review process*
8. *Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources*
9. *Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment*

The provisions of AB 52 are applicable to projects that have a notice of preparation (NOP), a notice of negative declaration, or a notice of mitigated negative declaration filed on or after July 1, 2015. An NOP for the Project was distributed for the 30-day agency- and public-review period on April 6, 2015. Therefore, the AB 52 consultation is not required for the Project. However, as a courtesy, the City conducted additional tribal consultation in 2021, as described in Section 4.4.1(c).

Codes Governing Human Remains. Section 15064.5 of the *CEQA Guidelines* also assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. The disposition of human remains is governed by Health and Safety Code § 7050.5 and Public Resources Code § 5097.94 and 5097.98, and falls within the jurisdiction of the NAHC. If human remains are discovered, the County Coroner must be notified within 48 hours and there should be no further disturbance to the site where the remains were found. If the remains are determined by the County Coroner to be Native American, the County Coroner is responsible for contacting the NAHC within 24 hours. The NAHC, pursuant to Public Resource Code § 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased Native Americans so they can inspect the burial site and make recommendations for treatment or disposal.

City of Goleta. Cultural resources information and policies applicable to the Project are found in the Open Space Element (Chapter 3) and the Visual and Historic Resources Element (Chapter 6) of the Goleta General Plan. The following selected policies would apply:

- *Open Space Element Policy 8.1.*
- *Open Space Element Policy 8.2.*
- *Open Space Element Policy 8.3.*
- *Open Space Element Policy 8.4.*
- *Open Space Element Policy 8.5.*
- *Open Space Element Policy 8.6.*
- *Visual and Historic Resources Element Policy 5 Objective.*



4.4.2 Impact Analysis

a. Methodology and Significance Thresholds. The significance of a cultural resource and impacts to the resource is determined by whether or not that resource can increase the collective knowledge regarding the past. The primary determining factors are site content and degree of preservation. A finding of archaeological significance follows the criteria established in the *CEQA Guidelines* and the City's *Environmental Thresholds and Guidelines Manual*.

Pursuant to the Appendix G of the *CEQA Guidelines*, potentially significant impacts would occur if development of the Project site would:

1. *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5;*
2. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5;*
3. *Disturb any human remains, including those interred outside of formal cemeteries.*

In accordance with Appendix G of the *CEQA Guidelines*, an impact to tribal cultural resources is considered significant if the project would:

4. *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*
 - a. *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or*
 - b. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Impacts related to Threshold 1 was found to be less than significant, and is discussed in Section 4.15, *Effects Found Not to Be Significant*. Therefore, the analysis in this section focuses on Thresholds 2, 3, and 4.

According to the *City of Goleta Cultural Resource Guidelines*, a project would have 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.

b. Project Impacts and Mitigation Measures.

Impact CR-1 Based on archaeological investigations conducted on the Project site, there is evidence that an intact archaeological deposit (associated with CA-SBA-56) is present. Construction activities for the Project could potentially have a significant impact on CA-SBA-56. This would be a Class II, *significant but mitigable* impact [Thresholds 2 and 3].

Proposed grading activities on the Project site have been designed to avoid disturbance of the Northern Midden Area (refer to Section 2.5.3 of the *Project Description*), which includes human remains and is a significant archaeological resource pursuant to CEQA Guidelines Section 15064.5(a)(3). To prevent disturbance of the soil, existing vegetation within the boundary of the Northern Midden Area of CA-SBA-56 is proposed to be removed by hand, remaining root balls and masses would be sprayed with a topical herbicide to ensure no further growth, and the resulting dead masses of vegetation would be left in place. A geotextile tensor fabric (Tensar BX1200 or equivalent) would be placed on top of the existing ground surface within the Northern Midden Area to reduce the force of compaction from overlying fill soils and redistribute the compaction load force over a wider area, thereby minimizing the disturbance of friable cultural remains such as shellfish and animal bone. No remedial grading, subgrade preparation, or scarification would occur prior to placement of the geotextile fabric. Then the Northern Midden Area and a 50-foot buffer would be covered in a minimum of two feet of protective fill soil to prevent direct impacts to archaeological resources. Fill soils would be spread from the outside in no greater than eight-inch lifts with rubber-tired equipment, such that equipment only operates on top of the fill soils. This protocol would follow the previously approved measures implemented in the protection of CA-SBA-56's Intermediate Midden Area resources within the Willow Springs II project.

The Project has also been designed to avoid physical disturbance of the Northern Midden Area. The two-acre park is proposed to be placed above the Northern Midden Area. The park improvements, which include landscaping, irrigation, a decomposed granite trail, a permeable concrete parking area, a picnic area, and a lodgepole perimeter fence, would be placed on top of fill soils and would not require disturbance of the existing ground surface. All proposed residential buildings and drainage improvements would be placed outside of the Northern Midden Area. Therefore, the Project would not have direct impacts on significant archaeological resources at the Northern Midden Area.

Although the site layout proposed and placement of protective fill over the Northern Midden Area would avoid direct impacts to this significant archaeological resource, the preservation of cultural deposits by intentional burial would result in a significant indirect impact on the research values of the cultural resource. Placement of overlying fill would preclude the opportunity for future investigations to determine the way in which the portions of CA-SBA-56 to be buried are related chronologically and functionally to the Intermediate Midden Areas to the south. This indirect impact can be mitigated through implementation of a limited Phase 3 Data Recovery investigation to obtain a systematic sample of prehistoric remains from the Northern Midden Area. The physical extent of this investigation would be limited by the lower density of cultural remains in this area, relative to that of the central midden at CA-SBA-56, and by the availability of previous research from the Phase 3 Data Recovery Program for the Willow Springs II project immediately to the south.

Mitigation Measures. The following measures would address areas of intact CA-SBA-56 deposits where proposed ground disturbances cannot be feasibly avoided. These measures are consistent with conditions of approval for the Willow Springs II project, where relevant.



CR-1(a) Limited Phase 3 Data Recovery. The applicant must provide a Phase 3 Data Recovery Program Plan developed by a City-approved archaeologist for excavations at the Northern Midden Area at CA-SBA-56.

Plan Requirements: The Phase 3 plan must be prepared in accordance with the City of Goleta's *Cultural Resources Guidelines (1993)*, Open Space Element Policy 8.5, the California Office of Historic Preservation's (1990) *Archaeological Resource Management Reports (ARMR): Recommended Contents and Format*, and Public Resources Code § 21083.2 and CEQA Guidelines § 15126.4(b). The plan must include:

- *Research design;*
- *Discussion of relevant research questions that can be addressed by the CA-SBA-56 resources;*
- *Methods used to gather data, including data from previous studies;*
- *Laboratory methods to analyze the data;*
- *An assessment of artifacts recovered and any corresponding field notes, graphics, and lab analyses; and*
- *Results of investigations.*

The plan must provide for a systematic sample of the area to be capped, such that the research value of the deposit is adequately characterized.

The Phase 3 must be funded by the applicant and must be prepared by a City-approved archaeologist. The Phase 3 must be documented in a draft and final report and must be reviewed and approved by a City-retained archaeologist. Pursuant to City Cultural Resource Guidelines, the final report, archaeological collections, field notes, and other standard documentation must be permanently curated at the UCSB Repository for Archaeological Collections.

The Phase 3 must specify that a local Chumash Native American consultant must be retained by the applicant to observe all excavation activity associated with the Program. The consultant must maintain daily notes and documentation necessary, and provide the observation notes and documentation to all interested Chumash representatives who request to be informed of the Phase 3 excavation progress.

Timing: A Phase 3 research design prepared pursuant to City of Goleta's *Cultural Resources Guidelines*, and a copy of a contract (including a detailed scope of work) between the applicant and a City-approved archaeologist and Chumash Native American consultant for the Phase 3 program, and the subsequent draft and final Phase 3 report, must be reviewed and approved by the City and City-retained archaeologist (funded by the applicant) before recordation of the final map. Upon completion of the Phase 3 study and all contact requirements, the applicant must notify the City in writing of the completed efforts in a bond acceptable to the City. This includes the completion of the curation of items collected during the Phase 3 mitigation.

A summary letter outlining the successful completion of all mitigation excavations must be reviewed and approved by the City and City-retained archaeologist prior to issuance of any Zoning Clearance for grading within the archaeological resource area, including the placement of fill over the Northern Midden Area. All Phase 3 and curation requirements must be met prior to issuance of occupancy of the first residential building (either Affordable or Market rate Housing units).

Monitoring: The Phase 3 Data Recovery Program must be submitted for approval by the City and City-approved archaeologist before the applicant records a final map. City staff and the City-retained archaeologist must periodically site inspect to verify completion of the Phase 3 field work and review and approve the summary letter outlining the completion of excavations prior to issuance of Zoning Clearance for grading within the archaeological resource area. Curation may be completed after the issuance of the Zoning Clearance, as long as the Phase 3 excavations have been completed and verified by the City and City-retained archaeologist. The City-retained archaeologist must review and approve the draft and final Phase 3 reports prior to issuance of occupancy permit for the first residential building (either Affordable or Market rate Housing units). The applicant must provide the City with a letter from the UCSB Repository for Archaeological Collections indicating that all required materials have been accepted for curation prior to the release of the cultural resource bond.

CR-1(b) Surface Preparation and Fill Soils within CA-SBA-56. Preparation of the ground surface and the placement of fill soils within the CA-SBA-56 boundary must be low impact and adhere to the following requirements:

- *Systematically collect all diagnostic artifacts on the ground surface;*
- *Remove all organic material from the archaeological site Northern Midden Area surface by hand (including brushing, raking, or use of power blower);*
- *Place a layer of Tensar geotextile grid over all archaeological site areas to receive fill;*
- *Use fill soils within 1 pH of that identified in the Northern Midden Area soils, as evaluated in the field prior to construction;*
- *Use a contrasting color and/or gradation for the lower six inches of fill soils, signaling to any future sub-surface activity (e.g., landscaping activity) that excavation shall not extend deeper; and*
- *Place a minimum of 12 inches additional fill material over the contrasting soil;*
- *Place the fill soils ahead of the loading equipment so that the machine does not have contact with the archaeological site surface.*
- *Moisten fill soils sufficient so that they are cohesive under the weight of the heavy equipment as the material is spread out over the archaeological site and buffer area.*

Plan Requirements and Timing: Before the City issues any grading permit, the Planning and Environmental Review Director or designee must approve a Construction Monitoring Plan prepared by the applicant and a City-approved archaeologist. Plan specifications for the monitoring must be printed on all plans submitted for grading, landscaping, and building permits. The applicant must enter into a contract with a City-approved archaeologist and an applicant selected Chumash Native American consultant(s) and must fund the provision of on-site archaeological/cultural resource monitoring during initial grading and excavation activities prior to any Zoning Clearance issuance for grading. The contract should be executed at least two weeks prior to the Zoning Clearance issuance for grading.

Monitoring: The Planning and Environmental Review Director, or designee, and a City-retained archaeologist must approve the Construction Monitoring Plan and ensure there is a valid contract with an archaeologist and a Chumash Native American consultant, and must conduct periodic field inspections to verify compliance during ground-disturbing activities.

CR-1(c) Excavations within Northern Midden Area. Excavations for all landscaping and recreational improvements within the Northern Midden Area cannot encroach within the initial six inches of contrasting soil placed above the geotextile grid and existing ground surface.

Plan Requirements and Timing: This requirement must be printed on all plans submitted for any Zoning Clearance for grading. The area where excavations would not encroach on the Northern Midden Area as specified herein must be clearly marked on the plans.

Monitoring: The Planning and Environmental Review Director, or designee, must conduct periodic field inspections to verify compliance during ground-disturbing activities.

CR-1(d) Monitoring. Before initiating any staging areas, vegetation clearing, or grading activity, the applicant and construction crew must meet on-site with City staff, a City-retained archaeologist, and local Chumash consultant(s) and present the procedures to be followed in the unlikely event that cultural artifacts are discovered during ground disturbances outside of the CA-SBA-56 Northern Midden Area.

A City-approved archaeologist and local Chumash consultant must monitor all ground-disturbing activities on the Project site, including surface vegetation removal and the Phase 3 Data Recovery Program. The monitor(s) must have the following authority:

- 1) The archaeological monitor(s) and Chumash consultant(s) must be on-site on a full-time basis during any earthmoving activities, including preparation of the area for capping, grading, trenching, vegetation removal, or other excavation activities. The monitors will continue their

duties until it is determined through consultation with the applicant, City Planning and Environmental Review Director or designee, archaeological consultant, and Chumash consultant that monitoring is no longer warranted;

- 2) The monitor(s) may halt any activities impacting previously unidentified cultural resources and conduct an initial assessment of the resource(s). If cultural resources of potential importance are uncovered during construction, the following must occur per the Goleta General Plan Open Space Policy 8.6
 - a. The grading or excavation shall cease and the City shall be notified.
 - b. A qualified archeologist shall prepare a report assessing the significance of the find and provide recommendations regarding appropriate disposition.
 - c. Disposition will be determined by the City in conjunction with the appropriate Chumash consultant.
- 3) If an artifact is identified as an isolated find, the monitor(s) must recover the artifact(s) with the appropriate locational data and include the item in the overall inventory for the site;
- 4) If a feature or concentration of artifacts is identified, the monitor must halt activities in the vicinity of the find, notify the applicant and the Planning and Environmental Review Director or designee, and prepare a proposal for the assessment and treatment of the find(s). This treatment may range from additional study to avoidance, depending on the nature of the find(s);
- 5) The monitor must prepare a comprehensive archaeological technical report documenting the results of the monitoring program and include an inventory of recovered artifacts, features, etc.;
- 6) The monitor must prepare the artifact assemblage for curation with UCSB and include an inventory with the transfer of the collection; and
- 7) The monitor must file an updated archaeological site survey record with the UCSB Central Coastal Information Center.

Plan Requirements and Timing: This requirement must be printed on all plans submitted for any Zoning Clearance, building, grading, or demolition permits. The applicant must enter into a contract with a City-approved archaeologist and applicant-selected Chumash consultant and must fund the provision of on-site archaeological/cultural resource monitoring during initial grading and excavation activities before issuance of a Zoning Clearance. Plan specifications for the monitoring must be printed on all plans submitted for grading, and building permits. The contract should be executed at least two weeks prior to the Zoning Clearance issuance for grading.

Monitoring: City Planning and Environmental Review Director or designee must conduct periodic field inspections to verify compliance during ground-disturbing activities.

- CR-1(e) Continued Chumash Consultation.** Previous Chumash consultation with the City of Goleta and Project applicant resulted in the archaeological site CA-SBA-56 being identified as important to the Chumash community. Continued Chumash consultation must occur throughout the remainder of the Project including any design changes, alternatives analysis, or mitigation measure implementation to ensure that impacts to CA-SBA-56 are mitigated in a manner that would be respectful of the site's Chumash heritage.

Plan Requirements and Timing: This condition must be printed on all building and grading plans.

Monitoring: The Planning and Environmental Review Director or designee must check plans before the City issues a Zoning Clearance and must spot check in the field throughout grading and construction.

- CR-1(f) Human Remains.** Before initiating any staging areas, vegetation clearing, or grading activity, the applicant and construction crew must meet on-site with City staff, a City-retained archaeologist, and local Chumash consultant(s) and present the procedures to be followed in the unlikely event that human remains are uncovered. These procedures must include those identified by Public Resources Code § 5097.98. If the remains are determined to be of Chumash descent, the County Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Chumash. The MLD will then in consultation with the City-approved archaeologist and appropriate local Chumash consultant(s) determine what course of action should be taken in dealing with the remains, so as to limit future disturbance.

Plan Requirements and Timing: Before the City issues permits for any ground disturbance, the applicant must provide the City Planning and Environmental Review Director or designee the contact information of the Chumash consultant and the agreed upon procedures to be followed. In the event that remains are found and if the remains are found to be of Chumash origin, the County Coroner will notify the Native American Heritage Commission and the Commission will name the Most Likely Descendant (MLD). The MLD, City-retained archaeologist, applicant, and City Planning and Environmental Review staff will consult as to the disposition of the remains. If the remains are identified as non-Chumash, the County Coroner will take possession of the remains and comply with all state and local requirements in the treatment of the remains.

Monitoring: The Planning and Environmental Review Director or designee must confirm that the County Coroner is notified in the event human remains are found, and that the Native American Heritage Commission is contacted if the remains are of Chumash origin.

Residual Impact. With implementation of the above mitigation measures, potential impacts to known and as-yet undetected archaeological resources would be reduced to a less than significant level.

Impact CR-2 The Project would result in a permanent reduction in the heritage value associated with a known undisturbed human burial and tribal cultural resource site located at the Northern Midden Area. This would be a Class II, significant but mitigable impact [Thresholds 2 and 4].

As described above, an intact undisturbed human burial was identified within the Northern Midden Area during Extended Phase I archaeological testing in 1996. The human burial is located within the proposed native plant landscape open space. Protective fill would be placed above the burial to create undulating hummocks and the burial would be at least 25 feet from the nearest designated trail, to preclude future foot traffic over this particularly sensitive location.

The heritage value of a resource is dependent on the values placed on the resource by culturally affiliated descendent communities. These values will vary based on the descendent community but may include the resource's ability to expand traditional knowledge, contribute to religious practices, or represent a sacred location. Other values placed on a resource may include aesthetic value, artistic value, or scientific/research value. Burial sites are often considered sacred to traditional communities, including Native Americans. Descendent communities may view disturbances to a known burial site as diminishing the heritage value of the site.

As discussed in the Setting, the provisions of AB 52 requiring tribal consultation are not required for the Project because the NOP for the Project was distributed in April 2015, prior to AB 52 going into effect. However, the provisions of SB 18 are required for the project, and the City conducted consultation with Native American tribal representatives in 2016 and 2017 regarding CA-SBA-56. On March 22, 2021, the City sent letters to the local Native American contacts identified by the NAHC to notify them of the Project design changes. The CBCN did not respond to consultation requests sent by the City in 2016 and 2017 for the Project, but did consult on the adjacent Willow Springs II project and stated that CA-SBA-56 was important to their heritage. To date, the City has not received responses to Native American outreach efforts conducted in 2021. Nevertheless, during 2016 and 2017 consultation, representatives of the Barbareño Band stated that CA-SBA-56 is a significant resource, and that the proposed Mitigation Measures CR-1(a) through CR-1(f) and CR-2(a) and CR-2(b) would reduce impacts to a Class II, significant but mitigable, level. Therefore, based on these consultation efforts, the Project would result in a significant but mitigable impact to the heritage value of these tribal cultural resources.

Mitigation Measures. Mitigation Measures CR-1(a) through CR-1(f) and the measures below would reduce the Project's impact on the heritage value of this tribal cultural resource.

CR-2(a) Landscape Plan Review. The applicant must demonstrate that the Open Space Landscape Plan has been reviewed and approved by the local Chumash community to ensure appropriate treatment of heritage resources within the Northern Midden Area of CA-SBA-56.

Plan Requirements and Timing. This requirement must be printed on the Final Open Space Landscape Plan and approved by a city approved archaeologist. Confirmation that the local Chumash community was

consulted and has approved the Final Open Space Landscape Plan must be submitted for any Zoning Clearance issued for grading.

Monitoring. The Planning and Environmental Review Director, or designee, must receive evidence of the local Chumash community's approval of the Final Open Space Landscape Plan to verify compliance with this measure.

CR-2(b) Chumash Heritage Monument. The applicant must incorporate a monument placed adjacent to the Open Space passive recreational trail to highlight the Chumash heritage of the Project area. A Chumash Heritage Monument Plan must be reviewed and approved by representatives of the local Chumash community.

Plan Requirements and Timing. This requirement must be printed on all plans submitted for any LUP for grading. Confirmation that the local Chumash community was consulted and has approved the Chumash Heritage Monument Plan must be submitted for any Zoning Clearance for grading. The monument will be installed prior to the condition of occupancy.

Monitoring. The Planning and Environmental Review Director, or designee, must receive evidence of the local Chumash community's approval of the Chumash Heritage Monument Plan to verify compliance with this measure.

Residual Impact. Because of the direct impacts to a Native American site with a known human burial, there is a potential to impact the heritage value of this known tribal cultural resource. Representatives of the Barbareño Band have agreed that Mitigation Measures CR-1(a) through CR-1(f) and CR-2(a) and CR-2(b) would reduce impacts. Therefore, with implementation of Mitigation Measures CR-1(a) through CR-1(f) as well as the above mitigation measures, potential impacts to the heritage value of CA-SBA-56 would be reduced to a less than significant level.

Impact CR-3 Excavations in the low-lying areas surrounding the elevated knoll have low potential to contribute to the understanding of CA-SBA-56 occupations. This would be a Class III, less than significant impact [Threshold 2].

Proposed improvements would result in ground disturbance in the low-lying areas surrounding the elevated knoll. Excavations would extend up to five feet below grade for two bioretention basins and three feet below grade for two bioswales. Four residential buildings with two-foot-deep foundations would also encroach on the low-lying area soils. In addition, landscaping with ornamental trees, shrubs, and turf, as well as irrigation, would require excavations up to two feet deep. However, the low-lying areas have sparse or no cultural remains, based on the findings of Extended Phase 1 and Phase 2 archaeological investigations. Any cultural remains in the low-lying areas have been determined from the Extended Phase 1 and Phase 2 archaeological investigations to have low potential to contribute to the understanding of CA-SBA-56 occupations and are not significant cultural resources pursuant to the *CEQA Guidelines* and the *City's Environmental Thresholds and Guidelines Manual*.

Mitigation Measures. Mitigation is not required because this impact would be less than significant.

Residual Impact. This impact would be less than significant without mitigation.

c. Cumulative Impacts. Cumulative development in the Goleta Valley would continue to disturb areas that may potentially contain cultural resources, including archaeological resources. Two approved/constructed projects, the Marriott Residence Inn and Cortona Apartments, are known to involve impacts to cultural resources. However, all potential development sites in the City are considered sensitive for archaeological resources due to their location adjacent to the Goleta Slough. Existing City policies and regulations would protect any unknown resources that might be uncovered in the course of project development. As discussed in Section 4.4.1, *Setting*, City policies require protection of cultural resources through, among other techniques, appropriate site design, monitoring of grading activities in archaeologically sensitive areas, avoidance or/or capping of identified resources, and coordination with the Chumash consultant(s). While there is the potential for significant cumulative impacts to cultural resources within the Goleta Slough area, it is anticipated that potential impacts associated with individual development projects will be addressed on a case-by-case basis in accordance with City requirements.

CA-SBA-56 has been subject to previous impacts resulting from the development of the Willow Springs I and Willow Springs II projects. While environmental review of these previous projects determined that impacts to this resource were reduced to a less than significance level through mitigation, the cumulative impact to CA-SBA-56 as a whole is potentially significant. Pursuant to CEQA Guidelines § 15355, cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. The Project's impacts to tribal cultural resources related to CA-SB-56 would be reduced to less than significant with implementation of Mitigation Measures CR-1(a) through CR-1(f). Nevertheless, the project's contribution to cumulative cultural resource impacts would remain significant and unavoidable.

4.6 GREENHOUSE GAS EMISSIONS

This section discusses the Project's potential impacts related to emissions of greenhouse gases (GHG) and global climate change. Traffic projections used in emissions estimates are based on the *Updated Traffic and Circulation Study* dated March 2021 and *VMT Calculations* dated April 2021 prepared by Associated Transportation Engineers (ATE). The traffic and circulation study and VMT calculations are included as Appendix I to this EIR. Air quality model results and calculations are based on calculations completed by Rincon Consultants, and are included as Appendix B.

4.6.1 Setting

a. Climate Change and Greenhouse Gases. Climate change, as defined by the Intergovernmental Panel on Climate Change (IPCC), refers to a change in the state of the climate that can be identified (e.g. using statistical tests) by changes in the mean and/or the variability of its properties, and that persists for an extended period, typically decades or longer. It refers to any change in climate over time, whether due to natural variability or as a result of human activity. This usage differs from that in the United Nations Framework Convention on Climate Change (UNFCCC), where climate change refers to a change of climate that is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and that is in addition to natural climate variability observed over comparable time periods. . The term "climate change" is often used interchangeably with the term "global warming," but "climate change" is preferred to "global warming" because it helps convey that there are other changes in addition to rising temperatures. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic and other records. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming. One example being glaciers have steadily retreated across the globe during this period. However, scientists have observed acceleration in the rate of warming during the past 150 years. Per the United Nations Intergovernmental Panel on Climate Change (IPCC, 2014a), the understanding of anthropogenic warming (i.e., warming that can be attributed to human activity) and cooling influences on climate has led to a high confidence (95 percent or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-20th century (IPCC, 2014a).

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. Each IPCC assessment has used new projections of future climate change that have become more detailed as the models have become more advanced.

Man-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases and sulfur hexafluoride (SF₆) (United States Environmental Protection Agency [U.S. EPA], 2020). Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as “carbon dioxide equivalent” (CO₂e), and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 25, meaning its global warming effect is 25 times greater than carbon dioxide on a molecule per molecule basis (IPCC, 2014b).

The accumulation of GHGs in the atmosphere regulates the Earth’s temperature. Without the natural heat trapping effect of GHGs, Earth’s surface would be about 33° C cooler (World Meteorological Organization, 2020). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. The following discusses the primary GHGs of concern.

Greenhouse Gases.

Carbon Dioxide. The global carbon cycle is made up of large carbon flows and reservoirs. Billions of tons of carbon in the form of CO₂ are absorbed by oceans and living biomass (aka, carbon sinks) and are emitted to the atmosphere through natural sources. When in equilibrium, carbon fluxes among these various reservoirs are roughly balanced (United States Environmental Protection Agency [U.S. EPA], April 2020). CO₂ was the first GHG demonstrated to be increasing in atmospheric concentration, with the first conclusive measurements being made in the second half of the 20th century. Concentrations of CO₂ in the atmosphere have risen approximately 40 percent since the industrial revolution. The global atmospheric concentration of CO₂ has increased from a pre-industrial value of about 280 parts per million (ppm) to 391 ppm in 2011 (IPCC, 2013). The average annual CO₂ concentration growth rate was larger between 2010 and 2020 (average: 2.4 ppm per year) than it has been since the beginning of continuous direct atmospheric measurements (1960–2010 10-year growth rate range: 0.9 to 2.0 ppm per year), although there is year-to-year variability in growth rates (NOAA, 2021). Currently, CO₂ represents an estimated 76 percent of total GHG emissions (IPCC, 2014b). The largest source of CO₂ emissions, and of overall GHG emissions, is fossil fuel combustion.

Methane. Methane (CH₄) is an effective absorber of radiation, though its atmospheric concentration is less than that of CO₂ and its lifetime in the atmosphere is limited to 10 to 12 years. It has a GWP approximately 25 times that of CO₂. Over the last 250 years, the concentration of CH₄ in the atmosphere has increased by 150 percent (IPCC, 2013), although emissions have declined from 1990 levels. Anthropogenic sources of CH₄ include enteric fermentation associated with domestic livestock, landfills, natural gas and petroleum systems, agricultural activities, coal mining, wastewater treatment, stationary and mobile combustion, and certain industrial processes (U.S. EPA, 2020).

Nitrous Oxide. Concentrations of nitrous oxide (N₂O) began to rise at the beginning of the industrial revolution and continue to increase at a relatively uniform growth rate (U.S. EPA, 2016). N₂O is produced by microbial processes in soil and water, including those reactions that occur in fertilizers that contain nitrogen, fossil fuel combustion, and other chemical processes. Use of these fertilizers has increased over the last century. Agricultural soil management and mobile source fossil fuel combustion are the major sources of N₂O emissions. The GWP of nitrous oxide is approximately 298 times that of CO₂ (U.S. EPA, 2021).

Fluorinated Gases (HFCs, PFCs, and SF₆). Fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfurhexafluoride (SF₆), are powerful GHGs that are emitted from a variety of industrial processes. Fluorinated gases are used as substitutes for ozone-depleting substances such as chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), and halons, which have been regulated since the mid-1980s because of their ozone-destroying potential and are phased out under the Montreal Protocol (1987) and Clean Air Act Amendments of 1990. Electrical transmission and distribution systems account for most SF₆ emissions, while PFC emissions result from semiconductor manufacturing and as a by-product of primary aluminum production. Fluorinated gases are typically emitted in smaller quantities than CO₂, CH₄, and N₂O, but these compounds have much higher GWPs. SF₆ is the most potent GHG the IPCC has evaluated.

Greenhouse Gas Emissions Inventory. Worldwide anthropogenic emissions of GHGs were approximately 49,000 million metric tons (MMT, or gigatonne) CO₂e in 2010 (IPCC, 2014a). CO₂ emissions from fossil fuel combustion and industrial processes contributed about 65 percent of total emissions in 2010. Of anthropogenic GHGs, CO₂ is the most abundant, accounting for over 75 percent of total 2010 emissions. CH₄ emissions account for 16 percent of the 2010 total, while N₂O and fluorinated gases account for 6 and 2 percent respectively (IPCC, 2014a).

Total U.S. GHG emissions were 6,676.6 MMT CO₂e in 2018 (U.S. EPA, 2020). Total U.S. emissions have increased at an annual rate of 0.13 percent since 1990; emissions increased by 2.9 percent from 2017 to 2018 (U.S. EPA, 2020). The increase from 2017 to 2018 was primarily driven by increased fossil fuel combustion as a result of multiple factors, including increased energy usage from greater heating and cooling needs due to a colder winter and hotter summer in 2018 as compared to 2017. In 2018, the transportation and industrial end-use sectors accounted for 36 percent and 26 percent, respectively, of nationwide GHG emissions while the residential and commercial end-use sectors accounted for 20 percent and 17 percent of nationwide GHG emissions, respectively, with electricity emissions distributed among the various sectors (U.S. EPA, 2020).

Based upon the California Air Resources Board (CARB) California Greenhouse Gas Inventory for 2000-2018 (CARB, 2020a), California produced 425.3 MMT CO₂e in 2018. The major source of GHG in California is transportation, contributing 41 percent of the state's total GHG emissions. The industrial sector is the second largest source, contributing 24 percent of the state's GHG emissions (CARB, 2020a). Electric power accounted for approximately 15 percent of the total emissions. California emissions are due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. In 2016, the State of California achieved its 2020 GHG emission reduction target of reducing emissions to 1990 levels as emissions fell below 431 MMT of CO₂e (CARB, 2020a). The annual 2030 statewide target emissions level is 260 MMT of CO₂e (CARB, 2017).

Potential Effects of Climate Change. Globally, climate change has the potential to affect numerous environmental resources through potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Each of the past three decades has been warmer than all the previous decades in the instrumental record, and the decade from 2000 through 2010 has been the warmest. The observed global mean surface temperature (GMST) from 2015 to 2017 was approximately 1.0°C higher than the average GMST over the period from 1880 to 1900 (NOAA, 2020). Furthermore, several independently analyzed data records of global and regional Land-Surface Air Temperature (LSAT) obtained from station

observations jointly indicate that LSAT and sea surface temperatures have increased. Due to past and current activities, anthropogenic GHG emissions are increasing global mean surface temperature at a rate of 0.2°C per decade. In addition to these findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades (IPCC, 2014a; IPCC, 2018).

According to *California's Fourth Climate Change Assessment*, statewide temperatures from 1986 to 2016 were approximately 0.6 to 1.1°C higher than those recorded from 1901 to 1960. Potential impacts of climate change in California may include reduced water supply from snow pack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years (State of California, 2018). In addition to statewide projections, California's Fourth Climate Change Assessment includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the state and regionally-specific climate change case studies (State of California, 2018). However, while there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. A summary follows of some of the potential effects that could be experienced in California as a result of climate change.

Air Quality. Scientists project that the annual average maximum daily temperatures in California could rise by 2.4 to 3.2°C in the next 50 years and by 3.1 to 4.9°C in the next century (State of California, 2018). Higher temperatures are conducive to air pollution formation, and rising temperatures could therefore result in worsened air quality in California. As a result, climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. In addition, as temperatures have increased in recent years, the area burned by wildfires throughout the state has increased, and wildfires have occurred at higher elevations in the Sierra Nevada Mountains (State of California, 2018). If higher temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality could worsen. Severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains could temporarily clear the air of particulate pollution, which would effectively reduce the number of large wildfires and thereby ameliorate the pollution associated with them (California Natural Resources Agency, 2009).

Water Supply. Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. Year-to-year variability in statewide precipitation levels has increased since 1980, meaning that wet and dry precipitation extremes have become more common (California Department of Water Resources, 2018). This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The average early spring snowpack in the western U.S., including the Sierra Nevada Mountains, decreased by about 10 percent during the last century. During the same period, sea level rose over 0.15 meter along the central and southern California coasts (State of California, 2018). The Sierra snowpack provides the majority of California's water supply as snow that accumulates during wet winters it is released slowly during the dry months of spring and summer. A warmer climate is predicted to reduce the fraction of precipitation that falls as snow and the amount of snowfall at lower elevations, thereby reducing the total snowpack (State of California, 2018). Projections

indicate that the average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historic average by 2050 (State of California, 2018).

Hydrology and Sea Level Rise. Climate change could affect the intensity and frequency of storms and flooding (State of California, 2018). Furthermore, climate change could induce substantial sea level rise in the coming century. Rising sea level increases the likelihood of and risk from flooding. The rate of increase of global mean sea levels between 1993 to 2020, observed by satellites, is approximately 3.3 millimeters per year, double the 20th century trend of 1.6 millimeters per year (World Meteorological Organization [WMO], 2013; National Aeronautics and Space Administration, 2020). Global mean sea levels in 2013 were about 0.23 meter higher than those of 1880 (National Aeronautics and Space Administration, 2020). Sea levels are rising faster now than in the previous two millennia, and the rise will probably accelerate, even with robust GHG emission control measures. The most recent IPCC report predicts a mean sea level rise of 0.25 to 0.94 meter by 2100 (IPCC, 2018). A rise in sea levels could erode 31 to 67 percent of southern California beaches and cause flooding of approximately 370 miles of coastal highways during 100-year storm events. This would also jeopardize California's water supply due to salt water intrusion and induce groundwater flooding and/or exposure of buried infrastructure (State of California, 2018). Furthermore, increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture. California has an over \$50 billion annual agricultural industry that produces over a third of the country's vegetables and two-thirds of the country's fruits and nuts (California Department of Food and Agriculture, 2020). Higher CO₂ levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent, which would increase water demand as hotter conditions lead to the loss of soil moisture. In addition, crop-yield could be threatened by water-induced stress and extreme heat waves, and plants may be susceptible to new and changing pest and disease outbreaks (State of California, 2018). Temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (California Climate Change Center [CCCC], 2006).

Ecosystems and Wildlife. Climate change and the potential resulting changes in weather patterns could have ecological effects on the global and local scales. Soil moisture is likely to decline in many regions as a result of higher temperatures, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: timing of ecological events; geographic distribution and range of species; species composition and the incidence of nonnative species within communities; and ecosystem processes, such as carbon cycling and storage (Parmesan, August 2006; State of California, 2018).

b. Regulatory Setting. The following regulations address climate change and GHG emissions.

Federal Regulations. The United States Supreme Court in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120) held that the U.S. EPA has the authority to regulate motor-vehicle GHG emissions under the federal Clean Air Act. The U.S. EPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines and requires annual reporting of emissions. The first annual reports for these sources were due in March 2011. In 2012, the U.S. EPA issued the Final Rule that established the GHG permitting

thresholds that determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration (PSD) and Title V Operating Permit programs are required for new and existing industrial facilities.

In *Utility Air Regulatory Group v. Environmental Protection Agency* (134 Supreme Court 2427 [2014]), the U.S. Supreme Court held the U.S. EPA may not treat GHGs as an air pollutant for purposes of determining whether a source can be considered a major source required to obtain a Prevention of Significant Deterioration or Title V permit. The Court also held that Prevention of Significant Deterioration permits otherwise required based on emissions of other pollutants may continue to require limitations on GHG emissions based on the application of Best Available Control Technology.

California Regulations. California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. California has a numerous regulations aimed at reducing the state's GHG emissions. These initiatives are summarized below.

Assembly Bill 1493. Assembly Bill (AB) 1493 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, U.S. EPA granted the waiver of Clean Air Act preemption to California for its GHG emission standards for motor vehicles beginning with the 2009 model year, which allows California to implement more stringent vehicle emission standards than those promulgated by the U.S. EPA. Pavley I regulates model years from 2009 to 2016 and Pavley II, now referred to as "LEV (Low Emission Vehicle) III GHG," regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the LEV, Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs and would provide major reductions in GHG emissions. By 2025, the rules will be fully implemented, and new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels (CARB, 2011).

Assembly Bill 32 and Senate Bill 32. The "California Global Warming Solutions Act of 2006" outlines California's major legislative initiative for reducing GHG emissions. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions.

Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 limit of 431 MMT CO₂e, which was achieved in 2016. CARB approved the Scoping Plan on December 11, 2008, which included GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures (CARB, 2008). Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since the Scoping Plan's approval.

CARB approved the 2013 Scoping Plan update in May 2014. The update defined the CARB's climate change priorities for the next five years, set the groundwork to reach post-2020 statewide goals, and highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the State's longer-term GHG reduction strategies with other State policy priorities, including those for water, waste, natural resources, clean energy and transportation, and land use (CARB, 2013).

On September 8, 2016, the governor signed Senate Bill (SB) 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and legislation, such as SB 1383 and SB 100 (discussed later). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with statewide per capita goals of six MT of CO₂e by 2030 and two MT of CO₂e by 2050 (CARB, 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, sub-regional, or regional level), but not for specific individual projects because they include all emissions sectors in the state (CARB, 2017).

Senate Bill 97. SB 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Natural Resources Agency adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHG and climate change impacts.

Senate Bill 375. Senate Bill (SB) 375, signed in August 2008, enhances the state's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from vehicles for 2020 and 2035. In addition, SB 375 directs each of the state's 18 major Metropolitan Planning Organizations (MPO) to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Santa Barbara County Association of Governments (SBCAG) was assigned targets of a 13 percent reduction in GHGs from per capita GHG emissions from passenger vehicles by 2020 and a 17 percent reduction in per capita GHG emissions from passenger vehicles by 2035. The SBCAG 2040 Regional Transportation Plan and Sustainable Communities Strategy (August 15, 2013) demonstrated that the SBCAG region would achieve its regional emissions reduction targets for the 2020 and 2035 target years.

Senate Bill 1383. Adopted in September 2016, SB 1383 (Lara, Chapter 395, Statutes of 2016) requires the CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. SB 1383 requires the strategy to achieve the following reduction targets by 2030:

- *Methane – 40 percent below 2013 levels*
- *Hydrofluorocarbons – 40 percent below 2013 levels*
- *Anthropogenic black carbon – 50 percent below 2013 levels*

SB 1383 also requires the California Department of Resources Recycling and Recovery (CalRecycle), in consultation with the CARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills.

Senate Bill 100. Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard (RPS) Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Executive Order B-55-18. On September 10, 2018, the former Governor Brown issued Executive Order (EO) B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100

For more information on the Senate and Assembly Bills, Executive Orders, and reports discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and www.arb.ca.gov/cc/cc.htm.

Local Regulations. In July 2014, the City of Goleta adopted a Final Climate Action Plan (CAP) to assist the City with reducing GHG emissions consistent with AB 32. For the CAP, the City uses a target of 11 percent below 2007 emissions for emissions in 2020 and 26 percent below 2020 levels for 2030. The CAP identified emission reduction measures (measures) that would enable the City to meet the GHG reduction target for 2020. The CAP is a strategic document which outlines a framework to reduce community GHG emissions by 2020 and 2030 in a manner that meets the intent of the City of Goleta's General Plan Implementation Action CE-IA-5 (Conservation Element) and is supportive of AB 32 and Executive Order S-3-05. The CAP does not, however, include quantitative significance thresholds for land use development projects. The CAP includes the following reduction categories of GHG sources and associated reduction measures:

- *The Building Energy measures aim to reduce GHG emissions by improving the energy efficiency of both new and existing residential and commercial buildings, planting new trees in the City through the Urban Forest Management Plan, and improving communitywide understanding of energy management;*
- *The Renewable Energy measures aim to increase the use of renewable energy to power both new and existing residential and commercial buildings, encourage solar-ready buildings, and pursue a community choice aggregation program;*
- *The On-Road Transportation and Land Use measures focus on reducing emissions by reducing vehicle miles traveled (VMT) through multimodal transportation options, and reducing emissions by supporting design guidelines that will result in more compact, walkable, and transit accessible neighborhoods;*
- *The Water Consumption measure aims to reduce water demand and conserve water, whereby saving energy and avoiding associated emissions under the water energy nexus;*
- *The Off-Road Transportation and Equipment measure aims to increase the use of alternative fuels in construction and landscaping off-road equipment and vehicles and reduce the consumption of fossil fuels;*
- *The Solid Waste measure focuses on reducing emissions by diverting waste from landfills, and supports continual improvement in equipment and operations for landfill management; and*
- *Municipal measures aim to reduce GHG emissions by improving City operations.*

In addition, all new residential and commercial buildings must comply with Goleta Municipal Code Chapter 15.13 entitled “Energy Efficiency Standards,” which require energy savings measures that exceed 2008 State of California Title 24 Energy Requirements by 15 percent, and with the 2019 California Green Building Code, as adopted by Goleta Municipal Code Chapter 15.12.

4.6.2 Impact Analysis

a. Methodology and Significance Thresholds. This section describes how the potential for Project-generated GHG impacts were determined. Air quality model results and calculations are based on calculations completed by Rincon Consultants, and are included as Appendix B.

Significance Thresholds. Based on Appendix G of the *State CEQA Guidelines*, impacts related to GHG emissions from the Project would be significant if the Project would:

1. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or*
2. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. As a result, the issue of climate change typically involves an analysis of whether a project’s contribution towards an impact would be 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 (State CEQA Guidelines, Section 15064[h][1]).

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). Neither the SBCAPCD nor the City of Goleta has adopted quantitative GHG emissions thresholds for land use development projects; however, as discussed in Section 4.6.1(b), the City adopted a CAP in 2014 that identified measures that would enable the City to meet the GHG reduction target for 2020 consistent with AB 32. However, the CAP does not establish a pathway to achieving the State’s goal for 2030. Therefore, the CAP does not qualify as a GHG reduction plan for projects with horizon years beyond 2020. Because the Project would be operational post-2020, consistency with the CAP cannot be used as the basis of the CEQA analysis for the Project.

Instead, this analysis evaluates GHG emissions generated by the Project against a locally appropriate, project-specific efficiency threshold derived from the State’s 2030 target and the City’s GHG inventory from 2007, which is consistent with current best practices in the industry (AEP, 2016). This provides a quantitative assessment of the project’s GHG emissions compared to a project-specific threshold. The locally appropriate, project-specific efficiency threshold used in this analysis was created to comply with the CEQA Guidelines and interpretative GHG case law. An efficiency threshold is calculated by dividing the allowable GHG emissions inventory in a selected calendar year by the service population (residents plus employees) in that year. This calculation identifies the quantity of emissions that can be generated on a per-service population basis without significantly impacting the environment. This approach is

appropriate for the Project because it measures the Project's emissions on a local per capita basis to determine its overall GHG emissions efficiency relative to state and local GHG emission reduction goals.

The State's 2030 target is a legislatively adopted target with an adopted implementation plan (i.e., the 2017 Scoping Plan) that provides guidance on how the State's 2030 target translate into a local target for land use planning. In contrast, the State's 2045 carbon neutrality goal (EO B-55-18) is not an adopted targets or threshold of significance consistent with CEQA Guidelines Sections 15064.4(b)(2) and 15064.7. Additionally, it should be noted that the City has established a GHG reduction target of 26 percent below 2020 levels by 2030; however, because the State target is more stringent, the State target is used in this analysis to provide a conservative estimate of project impacts.

Year 2030 Threshold of Significance. For the Project, a 2030 efficiency threshold was calculated based on the target GHG emission levels that would be consistent with the State's 2030 target using the residential population of Goleta in year 2030.¹ This locally appropriate, project-specific quantitative threshold is derived, in part, from the City's 2007 GHG inventory in line with CARB's recommendations in the 2008 Climate Change Scoping Plan and the 2017 Scoping Plan (CARB, 2008; CARB, 2017). Consistent with the legal guidance provided in the Golden Door (2018) and Newhall Ranch (2015) decisions regarding the correlation between state and local conditions, the City's 2007 GHG inventory were used to calculate a locally-appropriate, evidence-based, project-specific threshold consistent with the State's 2030 target. Accordingly, the threshold established in this EIR is a locally-applicable, project-specific threshold, as opposed to a threshold for general use.

The City completed a 2007 GHG inventory that calculated communitywide emissions of 325,532 MT of CO₂e per year (see Table 4.6-1). Because the Project would result in new housing, the Building Energy, On-Road Transportation and Land Use, Off-Road Transportation and Equipment, Refrigerants, Solid Waste Generation, Water Consumption, and Wastewater Treatment sectors are appropriate to use in developing a project-specific threshold because future residents of the City would consume building energy, generate on-road vehicle trips, generate solid waste, consume water, generate wastewater, and use off-road equipment (e.g., landscaping equipment). Therefore, Agriculture sector emissions were conservatively excluded for the emissions total for project-applicable sectors. Because these sector emissions would not be applicable to the Project, these emissions were subtracted from the total emissions to calculate a project-applicable emissions total of 280,474 MT of CO₂e for 2007.

¹ The residential population was used to calculate the threshold because the Project would only result in construction of new residential units and not commercial uses.



**Table 4.6-1
City of Goleta Baseline Inventory – 2007**

Source	2007 Total (MT of CO₂e)
Building Energy	142,855
On-Road Transportation and Land Use	131,720
Off-Road Transportation and Equipment	24,789
Refrigerants	20,204
Solid Waste Generation	3,514
Water Consumption	1,413
Wastewater Treatment	972
Agriculture	64
Total Emissions	325,532
<i>Emissions from Project-Applicable Sectors¹</i>	<i>325,467</i>

MT = metric tons; CO₂e = carbon dioxide equivalents

¹ Includes Building Energy, On-Road Transportation and Land Use, Off-Road Transportation and Equipment, Refrigerants, Solid Waste Generation, Water Consumption, and Wastewater Treatment sources.

Source: City of Goleta, 2014

AB 32 set a statewide target of reducing GHG emissions to 1990 levels by 2020. Therefore, for the City of Goleta to be consistent with AB 32, annual GHG emissions levels from project-applicable sectors would need to be reduced by 15 percent below 2005 levels by 2020 to approximately 276,647 MT of CO₂e per year (CARB, 2008). In addition, the State set a statewide GHG emission reduction target of 40 percent below 1990 levels. Therefore, annual GHG emissions levels from project-applicable sectors would need to be reduced by 40 percent below 1990 levels to approximately 165,998 MT of CO₂e per year to be consistent with the State's 2030 target. Accordingly, the 2030 project-specific residential efficiency threshold can be calculated by dividing total communitywide GHG emissions by the communitywide service population (residents + employees) for year 2030. The City's 2030 residential population would be approximately 33,100 persons and the City's 2030 jobs forecast is 27,970 (SBCAG, 2019). Therefore, the 2030 locally-appropriate, project-specific threshold would be approximately 2.7 MT of CO₂e per resident per year (see Table 4.6-2).

Table 4.6-2
Locally Applicable Project-Specific 2030 Efficiency Threshold

Target Year	Value
2007 Baseline Levels ¹	325,467 MT of CO ₂ e/year
2020 Target (AB 32) ²	276,647 MT of CO ₂ e/year
2030 Target (SB 32) ³	165,988 MT of CO ₂ e/year
2030 Service Population ⁴	61,070 persons
2030 Project-Specific Efficiency Threshold	2.7 MT of CO₂e per resident per year

MT = metric tons; CO₂e = carbon dioxide equivalents

¹ 2007 emission levels from project-applicable sectors (see Table 4.6-1)

² AB 32 sets a target of reducing GHG emissions to 1990 levels (i.e., 15 percent below 2005 levels) by 2020.

³ SB 32 sets a target of reducing GHG emissions 40 percent below 1990 levels by 2030.

⁴ Source: SBCAG, 2019; the service population (residents + employees) was used here because the 2007 baseline level included GHG emissions from both commercial and residential sectors.

The population for the market-rate housing would be 620 persons based on the Department of Finance per-household figure of 2.72 persons per dwelling unit. The population for the family affordable housing would be 163 persons based on the Housing Authority of the County of Santa Barbara data per-household figure of 2.58 persons per dwelling unit. The population for the senior affordable housing would be 56 persons, based on the *Heritage Ridge Occupant/Unit Ratio Analysis Study* conducted by The Towbes Group, Inc. which determined 1.36 persons per senior dwelling unit (The Towbes Group, Inc., 2014). The proposed residential development would not create substantial new employment, and potential employees associated with the rental office were not included in this analysis to provide a conservative population estimate. The total new residents associated with the Project would therefore be 839 persons. Therefore, the project's service population is 839 persons.

Study Methodology. Calculations of CO₂, CH₄, and N₂O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO₂, CH₄, and N₂O because these make up 98.9 percent of all GHG emissions by volume (IPCC, 2007) and are the GHG emissions that the Project would emit in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF₆, were also considered for the analysis. However, because the Project is a residential development, the quantity of fluorinated gases would not be significant since fluorinated gases are primarily associated with industrial processes. Emissions of all GHGs are converted into their equivalent weight in CO₂ (CO₂e). Minimal amounts of other main GHGs (such as chlorofluorocarbons [CFCs]) would be emitted, but these other GHG emissions would not substantially add to the calculated CO₂e amounts. Calculations are based on the methodologies discussed in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper (January 2008).

On-Site Operational Emissions. Operational emissions from energy use (electricity and natural gas use) for the Project site were estimated using the California Emissions Estimator Model (CalEEMod) computer program, version 2016.3.2 (see Appendix B for calculations). In accordance with Section 150.1(b)14 of the 2019 Building Energy Efficiency Standards, all new residential uses under three stories must install photovoltaic (PV) solar panels that generate an amount of electricity equal to expected electricity usage. Therefore, it was assumed that 100 percent of electricity usage for the proposed low-rise residential uses would be supplied by PV solar panels (see Appendix B). The default values included in the CalEEMod computer program are based on the California Energy Commission (CEC) sponsored California



Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies. CalEEMod provides operational emissions of CO₂, N₂O, and CH₄. This methodology is considered reasonable and reliable for use, as it has been subjected to peer review by numerous public and private stakeholders, and in particular by the CEC. It is also recommended by CAPCOA (January 2008).

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating were calculated in CalEEMod based on standard emission rates from CARB, U.S. EPA, and district supplied emission factor values (CAPCOA, 2017).

Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CAPCOA, 2017). Waste disposal rates by land use and overall composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

Emissions from water and wastewater usage calculated in CalEEMod were based on the default electricity intensity from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for Northern and Southern California. However, CalEEMod does not incorporate water use reductions achieved by CALGreen (Part 11 of Title 24). New development would be subject to CALGreen, which requires a 20 percent increase in indoor water use efficiency. Thus, in order to account for compliance with CALGreen, a 20 percent reduction in indoor water use was included in the water consumption calculations for new development.

Direct Emissions from Mobile Combustion. Emissions of CO₂ and CH₄ from transportation sources were quantified using CalEEMod (Appendix B). Because CalEEMod does not calculate N₂O emissions from mobile sources, N₂O emissions were quantified by Rincon Consultants outside of CalEEMod, using guidance from CARB and the EMFAC2021 Emissions Inventory for the SBAPCD region for the year 2030 (the next State milestone target year for GHG emission reductions) using the EMFAC2011 categories (CARB, 2018; CARB, 2021; see Appendix B for calculations). The estimate of total daily trips and trip distances associated with the Project area was based the *Updated Traffic and Circulation Study* dated March 2021 and *VMT Calculations* dated April 2021 prepared for the Project by Associated Transportation Engineers (ATE, 2021). The traffic analysis developed trip generation estimates using rates contained in the tenth edition of the Institute of Transportation Engineers (ITE) Trip Generation report. For the senior and family affordable housing, the trip generation rates was based on the rates provided by Associated Transportation Engineers (ATE) specific to the project, which is a combined 6.34 trips per unit per weekday for all units. For the neighborhood park, San Diego Association of Governments rates for City Public Park were used, which is 50 trips per acre per weekday. Trip lengths and trip types (primary, diverted, and pass-by) were adjusted to match the total VMT calculated for the project by ATE. The total annual VMT generated by the project would be 4,675,285 miles, which does not account for the project location's proximity to transit, the project's proposed housing unit density, the provision of 31 percent affordable units, the project's pedestrian network improvements, and the project's limited parking supply.

Construction Emissions. Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches (as discussed below in *GHG Cumulative Significance*) adequately address impacts from temporary construction activity. As stated in the *CEQA and Climate Change* white paper, "more study is needed to make this assessment or to develop separate thresholds for construction activity" (CAPCOA, 2008). Nevertheless, air districts such as the SCAQMD (2008) have recommended amortizing construction-related emissions over a 30-year period in conjunction with

the Project's operational emissions. This analysis uses the amortization recommendation from SLOAPCD, which recommends amortization over a 50-year period for residential projects.

Construction of the Project would generate temporary GHG emissions primarily associated with the use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. Emissions associated with the construction period were estimated using CalEEMod, based on the projected maximum amount of equipment that would be used on-site at one time. Complete results from CalEEMod and assumptions can be viewed in Appendix B. The construction schedule and construction equipment were input per information provided by the applicant.

For the purpose of this analysis, construction activity was assumed to occur in two phases; the first phase would include pre-construction export of excess soil over approximately 24 to 27 weeks, and the second phase would include construction of the Project which would occur over a period of approximately 36 months, overlapping with the export phase. Soil is currently stockpiled in two locations on the site and is estimated to total 115,000 cubic yards (CY). The excess soil would be transported off-site prior to construction by haul trucks ranging in capacity from 9 to 20 CY. These two distinct scenarios were modeled in CalEEMod by Rincon. All other values utilized in the modeling were based on applicable CalEEMod defaults for the SBCAPCD region.

b. Project Impacts and Mitigation Measures.

Impact GHG-1 The Project would generate temporary as well as operational GHG emissions, which would incrementally contribute to climate change. However, combined annual GHG emissions from the Project would not exceed applicable thresholds of significance. Impacts would be Class III, less than significant [Threshold 1].

Construction Emissions. For the purpose of this analysis, construction activity is assumed to occur over a period of approximately 36 months. The construction analysis also includes a discussion of pre-construction soil export activity, which would occur prior to the main construction phase, to remove excess stockpiled soil and prepare the site for construction of the Project. Pre-construction export is outlined in two separate Scenarios (Scenario 1 and 2) as described in Section 4.2, *Air Quality*. Scenario 1 assumes that the existing stockpiled material would be removed using 9-CY trucks, which would require a total of 25,556 one-way haul truck trips; Scenario 2 assumes that 20-CY trucks would be used to haul the material, resulting in approximately 11,500 one-way haul truck trips.

As shown in Table 4.6-3, construction activity for the Project would generate an estimated 3,197 MT CO₂e under Scenario 1 or 2,648 MT CO₂e under Scenario 2. Following the SLOAPCD's recommended methodology to amortize emissions over a 50-year period (the assumed life of the Project), construction of the Project would generate an estimated 64 MT of CO₂e per year under Scenario 1 or 88 MT of CO₂e per year under Scenario 2.

**Table 4.6-3
Estimated Construction Emissions of Greenhouse Gases**

Year	MT CO ₂	MT CH ₄	MT N ₂ O	MT of CO ₂ e
<i>Project Construction Emissions</i>				
2021	180	<1	<1	182
2022	904	<1	<1	909
2023	958	<1	<1	961
2024	671	<1	<1	673
Subtotal	2,713	<1	<1	2,725
<i>Pre-construction Export Emissions</i>				
Scenario 1	1,063	<1	<1	1,066
Scenario 2	514	<1	<1	516
Scenario 1 Combined Total	3,776	<1	<1	3,791
Amortized over 50 Years	76	<1	<1	76
Scenario 2 Combined Total	3,227	<1	<1	3,241
Amortized over 50 Years	65	<1	<1	65

See Appendix B for CalEEMod Results.

Operational Emissions. Long-term emissions relate to area sources, energy use, solid waste, water use, and transportation. Each of these sources are discussed below, and associated GHG emissions were estimated using CalEEMod. Project sustainable design features described in Appendix B based on applicant-provided information, would reduce GHG emissions associated with operational emissions. The sustainable design features associated with this project that have quantifiable reductions include:

- *Increased density of dwelling units to 19.1 units per acre;*
- *Increased transit accessibility, with the nearest station located 0.4 mile from the site;*
- *Integration of below market rate (affordable) housing, of 31 percent of proposed dwelling units;*
- *Improved pedestrian network by connecting the Project and surrounding neighborhoods with pedestrian facilities contiguous with the Project site; and*
- *Limited parking supply with a 2.2 percent reduction in total required spaces per the City zoning code.*

Area Source Emissions. Direct sources of air emissions located at the Project site include consumer product use and landscape maintenance equipment. Area source emissions would be approximately 4 MT of CO₂e per year.

Energy Use. Operation of on-site development would consume both electricity and natural gas. The generation of electricity through combustion of fossil fuels typically yields CO₂, and to a smaller



extent, N₂O and CH₄. Electricity consumption associated with the Project would generate approximately 0 MT of CO₂e per year due to the 100 percent solar requirement, and natural gas use would generate approximately 213 MT of CO₂e per year (see Appendix B for full results and calculations). Thus, overall energy use at the Project site would generate approximately 213 MT of CO₂e per year.

Solid Waste Emissions. In accordance with AB 939, the CalEEMod emissions estimate assumes by default that the Project would achieve at least a 50 percent diversion rate of recyclable materials. Based on this estimate, solid waste associated with the Project would generate approximately 71 MT of CO₂e per year.

Water Use Emissions. Based on the amount of electricity used to supply and convey water for the Project, the Project would generate approximately 35 MT of CO₂e per year.

Transportation Emissions. Mobile source GHG emissions were estimated using the average daily trips for the Project according to the Project traffic and circulation study and VMT calculations (see Appendix I). The Project would generate approximately 4,675,285 annual VMT. As noted above, CalEEMod does not calculate N₂O emissions related to mobile sources. Rincon estimated N₂O emissions and included these in the overall emissions total, based on the Project's VMT using calculation methods provided by CARB (CARB, 2018). The Project would generate a total of approximately 1,262 MT CO₂e, associated with mobile emissions.

Combined Construction, Operation, and Mobile Source Emissions. Table 4.6-4 shows the combined construction and operational GHG emissions associated with development of the Project. As shown in Table 4.6-4, the maximum estimated annual operational indirect and direct emissions, would be approximately 1,661 MT CO₂e per year. As described in Section 4.6.2(a), the service population for the Project is 839 persons. This equates to approximately 2.0 MT CO₂e/resident/year. GHG emissions associated with the Project would not exceed the 2.7 MT CO₂e/resident/year threshold of significance. Therefore, this impact would be less than significant.

Mitigation Measures. Mitigation is not required as emissions would not exceed significance thresholds.

Residual Impacts. Impacts would be less than significant without mitigation.

**Table 4.6-4
Combined Annual Emissions of Greenhouse Gases (2024)**

Emission Source	Annual Emissions (MT of CO ₂ e)	
	Scenario 1	Scenario 2
Project Construction	76	65
Project Operational		
Area	4	
Energy	213	
Solid Waste	71	
Water	35	
Project Mobile		
CO ₂ and CH ₄	1,240	
N ₂ O ¹	22	
Total Emissions from Project	1,661 metric tons CO ₂ e	1,650 metric tons CO ₂ e
Project Service Population	839	839
Per Service Population Emissions	2.0 metric tons CO ₂ e/SP ²	2.0 metric tons CO ₂ e/SP ²
Project-Specific Service Population Threshold	2.7 metric tons CO ₂ e/SP	2.7 metric tons CO ₂ e/SP
Threshold Exceeded?	No	No

Sources: See Appendix B for calculations and for GHG emission factor assumptions.

1. Operational N₂O emissions were calculated outside of CalEEMod. Calculation sheets for N₂O mobile emissions are included in Appendix B.

2. The Project would have approximately 839 residents.

**Impact GHG-2 The Project is consistent with the City of Goleta Climate Action Plan.
Impacts would be Class III, less than significant [Threshold 2].**

As discussed under in Section 4.6.2(a), *Methodology and Significance Thresholds*, in July 2014, the City of Goleta adopted a CAP. The CAP outlines a programmatic approach to review the potential from GHG-related impacts associated with new development. Table 4.6-5 describes the Project's consistency with applicable CAP measures.

Table 4.6-5
Project Consistency with Applicable Climate Action Plan Measures

<i>Strategy</i>	<i>Project Consistency</i>
Building Energy Efficiency	
BEE-1 Continue implementation of the Residential and Commercial Building Code that Exceeds Title 24 Standards by 15 percent effective through Code Expiration (July 2014).	Consistent The Project would comply with and exceed the Chapter 15.13 Energy Efficiency Standards of the Goleta Municipal Code by also complying with the 2019 Energy Code, which would result in residences that use 53 percent less energy than those built to 2016 Energy Code standards (CEC, 2020). The 2019 Energy Code is substantially better than the 2008 Energy Code standards referenced by the Municipal Code.
BEE-5 Support Planting of New Trees in the City through Urban Forest Management Plan.	Consistent The Project includes a 2-acre public park, native landscaping, and new trees on the project site. The total landscaped area for the Project is approximately 1.6 acres in addition to the 2-acre public park.
Renewable Energy	
RE-1 Continue Implementation of Ordinance Requiring Construction of Solar-Ready Buildings.	Consistent Per the 2019 Energy Code, the Project is required to install solar panels providing 100 percent of the electricity for the proposed residential uses.
RE-4 Encourage Solar Installation in New Residential.	Consistent Buildings 5 through 10 are oriented primarily on an east–west axis to take advantage of solar orientation. Additionally, per the 2019 Energy Code, the Project is required to install solar panels providing 100 percent of the electricity for the proposed residential uses.
On-Road Transportation and Land Use	
T-7 Implement General Plan Policy TE 11: Bikeways Plan.	Consistent The Project would implement General Plan Policy TE 11 by encouraging increased bicycle use through the installation of trails connecting the site to surrounding neighborhoods. In addition, bicycle parking would be provided on-site to encourage bicycle use. The project would provide connections to existing Class II bicycle facilities on Camino Vista and Calle Koral (City of Goleta, 2018).
T-8 Encourage Bicycle Parking through Development of Design Guidelines and Policies.	Consistent Bicycle parking would be provided on-site to encourage bicycle use and active transportation.
Water Consumption	
WR-1 Continue Compliance with SB X7-7: Reduce Per Capita Urban Water Use	Consistent The Project would include incorporation of low-flow fixtures, water-wise and California native landscaping, minimal recreational turf, and rainwater capture systems to assist the City with compliance with SB X7-7.

As indicated in Tables 4.6-5, the Project would be consistent with applicable CAP Strategies.

Consistency with SBCAG's 2040 RTP/SCS. SBCAG's 2040 RTP-SCS provides land use and transportation strategies to reduce regional GHG emissions. The project's consistency with applicable goals and objectives from the 2040 RTP-SCS is discussed in Table 4.6-6.

Table 4.6-6
Project Consistency with Applicable SBCAG 2040 RTP-SCS Goals and Objectives

<i>Goals and Objectives</i>	<i>Project Consistency</i>
Environment	
<p>Goal: Foster patterns of growth, development and transportation that protect natural resources and lead to a healthy environment.</p> <p>Objective 1: Reduce GHG emissions in compliance with CARB regional targets.</p> <p>Objective 4: Promote transit use and alternative transportation.</p> <p>Objective 5: Reduce vehicle miles traveled.</p> <p>Objective 6: Preserve open space and agricultural land.</p>	<p>Consistent. GHG emission forecasts contained in the SBCAG 2040 RTP-SCS are based on the 2010-2040 Regional Growth Forecast, which accounts for local General Plan land uses (SBCAG, 2012). SBCAG's 2010-2040 growth forecast projects Goleta's population to be approximately 30,000 in 2020, 33,900 in 2035, and 34,600 in 2040 (SBCAG, 2012). Based on 2020 population data from the California Department of Finance, Goleta's current population of 32,223 already exceeds the SBCAG 2020 population projection of 30,000 by 2,223 people. The Project would contribute to the existing exceedance of population projections. However, because the project would meet the project-specific efficiency thresholds, as described under Impact GHG-1, the project would not inhibit SBCAG from reaching its regional GHG emission targets, consistent with Objective 1.</p> <p>The project would include connections to existing adjacent pedestrian and bicycle networks identified in the City's Bicycle and Pedestrian Master Plan. Additionally, the project site is in close proximity to existing transit stops consistent with Objective 4.</p> <p>The 2040 RTP-SCS preferred scenario for VMT reduction is based on land uses allowable under adopted General Plans with intensification of select locations in core urban areas. The project site is not identified as a location for proposed land use intensification (SBCAG, 2017). Therefore, the project would not conflict with the VMT reductions anticipated by the SBCAG 2040 RTP-SCS under the preferred scenario and would be consistent with Objective 5.</p> <p>The project would maintain approximately 40 percent of the project site as open space, in addition to an on-site 2-acre park, consistent with Objective 6.</p>
Mobility & System Reliability	
<p>Goal: Optimize the transportation system to improve accessibility to jobs, schools, and services, allow the unimpeded movement of people and goods, and ensure the reliability of travel by all modes.</p> <p>Objective 3: Increase bike, walk, and transit mode share.</p>	<p>Consistent. The project would include connections to existing adjacent pedestrian and bicycle networks identified in the City's Bicycle and Pedestrian Master Plan. Additionally, the project site is in close proximity to existing transit stops.</p>
Equity	
<p>Goal: Assure that the transportation and housing needs of all socio-economic groups are adequately served.</p> <p>Objective 1: Comply with HCD/Regional Housing Needs Assessment.</p> <p>Objective 2: Provide adequate affordable and workforce housing near jobs.</p>	<p>Consistent. The project would assist the County in meeting its housing requirements by developing housing and would be consistent with the provisions of the Santa Barbara Inclusionary Housing Element because the project would develop 31 percent affordable housing on site.</p>

As summarized in Table 4.6-6, the project would be consistent with the applicable goals and objectives from the SBCAG 2040 RTP-SCS. Therefore, the project would not conflict with or obstruct implementation of the SBCAG 2040 RTP-SCS.

Consistency with 2017 Scoping Plan. The principal state plans and policies are AB 32, the California Global Warming Solutions Act of 2006, and the subsequent legislation, SB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the 2017 Scoping Plan was created to outline goals and measures for the state to achieve the reductions. The 2017 Scoping Plan's strategies that are applicable to the proposed project include reducing fossil fuel use, energy demand, and VMT; maximizing recycling and diversion from landfills; and increasing water conservation. The project would be consistent with these goals through project design, which includes complying with the 2019 Building Energy Efficiency Standards, requiring the installation of solar panels on all new residential buildings, and water-use reductions required by CALGreen (Part 11 of Title 24). The project would be served by Southern California Edison, which is required to increase its renewable energy procurement in accordance with SB 100 targets. The project would be located in an area well-served by transit and within walking and biking distance of several commercial and recreational destinations, which would reduce future residents' VMT and associated fossil fuel usage. Therefore, the project would be consistent with the 2017 Scoping Plan.

Conclusion. The Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and would therefore be consistent with the objectives of AB 32, SB 32, SB 375, and the City's CAP. This impact would be less than significant.

Mitigation Measures. Mitigation is not required since the Project impact related to GHGs is less than significant.

Residual Impacts. Impacts would be less than significant without mitigation.

Cumulative Impacts. Analysis of GHG-related impacts is cumulative in nature as climate change is related to the accumulation of GHGs in the global atmosphere. As shown in Tables 3-1 and 3-2 in Section 3.0, *Related Projects*, 741 residential units and more than 782,000 square feet of non-residential development are approved or pending in and around Goleta. Such development would increase overall GHG emissions generated within Goleta. Similar to the Project, planned and pending projects in the City would be required to comply with applicable strategies contained in the Goleta CAP. As indicated in Impact GHG-1, GHG emissions associated with the Project were found to be less than significant. Although cumulative increases in atmospheric GHGs may be significant, the Project's contribution to cumulative levels of GHGs is not cumulatively considerable because emissions associated with the Project would not exceed the quantitative locally-applicable, project-specific threshold and the Project is consistent with all applicable plans and policies pertaining to GHG reduction.

4.9 LAND USE AND PLANNING

This section analyzes the Project's land use compatibility with existing land uses and consistency with applicable City land use policies. Additional impacts that can affect the Project's compatibility with adjacent and nearby land uses are discussed in the following sections: Section 4.1, *Aesthetics*; Section 4.2, *Air Quality*; Section 4.7, *Hazardous Materials/Risk of Upset*; Section 4.10, *Noise*; and Section 4.13, *Transportation and Circulation*. The purpose of this discussion is to identify whether or not the Project would conflict with City land use policies and thereby result in an environmental impact, policy inconsistency or prevent mitigation of environmental effects intended by the policy. This discussion is provided for environmental analysis and does not affect the City Council's determinations regarding the Project. Pursuant to CEQA, and for purposes of this analysis, an action, program or project is consistent with the General Plan if, considering all of its aspects, it will further the goals, objectives and policies of the overall Plan.

4.9.1 Setting

a. Regional Land Use. Goleta encompasses approximately eight square miles and is located in the South Coast of Santa Barbara County. The City is situated along U.S. 101, the major coastal highway linking northern and southern portions of the state. A portion of the City, including its two-mile Pacific shoreline, is within the California Coastal Zone. The Santa Barbara Municipal Airport, which is within the corporate boundaries of the City of Santa Barbara, lies near the geographical center of Goleta. The land use pattern in Goleta today is primarily a result of a transition over many decades from rural and agricultural land uses to a suburban community (Goleta General Plan/Coastal Land Use Plan FEIR, 2006). The predominant land use in Goleta is residential, though the City also includes a variety of commercial, industrial, and institutional land uses as well as agricultural land.

b. Site and Surrounding Land Uses. Historically, the Project site was used for grazing and agriculture (including row crops and orchards). The Project site is currently undeveloped and sparsely vegetated with weeds and shrubs. There are also a number of rock piles, pieces of construction machinery and storage containers that are stored on-site. The Project site is surrounded by existing development as described below.

To the north of the Project site, the Union Pacific Railroad tracks are located approximately 50 feet from the site's northern property line. The U.S. 101 southbound freeway on-ramp from South Los Carneros Road is immediately north of the railroad tracks, which is approximately 160 feet from the sites' northern property line. U.S. 101 is located north of the on-ramp, approximately 250 feet from the northern property line. South Los Carneros Road is located directly west of the Project site. A residential development (Village at Los Carneros) with 465 residential units has recently been constructed on a formerly vacant site west of South Los Carneros Road. To the east of the Project site, industrial businesses are located along Aero Camino Road. Across Camino Vista Road to the south of the Project site are 335 multi-family residential units (Willow Springs I and II) previously constructed and currently managed by the Towbes Group. Surrounding land uses are labeled on the aerial view of the Project site shown on Figure 2-2.

c. Regulatory Setting. Goleta General Plan/Coastal Land Use Plan ("General Plan") is a comprehensive statement of goals, objectives, and policies relating to the development of the community, the management of potential hazards, and the protection of natural and cultural resources within its boundaries. The General Plan is the primary means for guiding future change in Goleta and



provides a guide for decision-making. The General Plan was adopted in 2006 and amended and republished in 2009. It includes the following elements: Land Use, Open Space, Conservation, Safety, Visual and Historic Resources, Transportation, Public Facilities, Noise, and Housing.

As discussed in Section 2.0, *Project Description*, the Project site has a General Plan land use designation of Medium-Density Residential (R-MD) and is located in the “Central Hollister Residential Development Area” with a corresponding designation as an Affordable Housing Opportunity Site. This designation requires a minimum residential density of 20 units per acre and a maximum density of 25 units per acre. The Inland Zoning Ordinance designation of Design Residential¹ permits up to a maximum of 20 units per acre. Figure 2-3 identifies the General Plan land use designations for the Project site and surrounding properties. Figure 2-4 provides the zoning designations for the Project site and the surrounding properties. Table 2-1 provides site and surrounding land use information.

The Project site is also located within the City’s Central Hollister Residential Development Area. According to the General Plan the objective of this area is to “promote coordinated planning and development of designated medium-density residential uses in the Central Hollister area in order to create quality, livable environment with appropriate design and amenities for future residents of this new residential neighborhood.”

The Project includes an application for a General Plan Amendment involving a correction to Figure 4-1 of the Conservation Element and Figure 3-5 of the Open Space Element of the General Plan as amended. These figures indicate the existence of coastal sage scrub Environmentally Sensitive Habitat Area (ESHA) on the property. Because no ESHA was found on-site during recent biological surveys, the current designation on the General Plan maps will be removed. This action is not considered a project pursuant to CEQA.

4.9.2 Impact Analysis

a. Methodology and Significance Thresholds. Land use impacts were assessed based upon the level of physical impact anticipated for the various issues that can affect compatibility (air quality, noise, human health and safety, aesthetics), as well as consistency with adopted plans, policies, and regulations.

Based on Appendix G of the *CEQA Guidelines*, the effects of the Project on land use would be significant if the Project would:

1. *Physically divide an established community; or*
2. *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigation an environmental effect.*

As discussed above, the Project site is located within the City’s Central Hollister Residential Development Area and development of the Project site would contribute to the objectives established for this area. The Project would not divide an established community; therefore the Project would have

¹ The Project site is currently zoned Medium Density Residential (RM). However, the Project application was deemed complete prior to September 2019, when the new zoning code (Title 17) took effect in April 2020. Therefore, the Project is being processed under the previous zoning code (Article III, Inland Zoning Code).

no impact with respect to Threshold 1. This threshold is discussed in Section 4.15, *Effects Found Not to be Significant*. The Project's compatibility with applicable land use plans and policies is analyzed in Impact LU-1 and Table 4.9-1.

b. Project Impacts and Mitigation Measures.

Impact LU-1 The Project would be consistent with applicable General Plan policies, accounting for mitigation included throughout this EIR. Impacts would be Class III, *less than significant [Threshold 2]*.

When the General Plan was adopted in 2006, the City Council considered the land use and zoning designations for all vacant parcels in the City and determined that residential land use/zoning designations with an Affordable Housing Opportunity designation was appropriate for the Project site. The Project site has a General Plan land use designation of Medium-Density Residential (R-MD) (refer to Figure 2-3 in the Project Description for the Project site and the surrounding properties' land use designations). The R-MD land use designation allows a maximum of 20 units per acre and a minimum of 15 units per acre. The site is also designated as Affordable Housing Opportunity Site within General Plan Housing Element, which allows for a maximum of 25 units per acre and a minimum of 20 units per acre.

The developable lot area is used to calculate residential density. The net developable acreage is defined pursuant to Land Use Element Policy LU 2.2 as gross acreage minus all acreage containing the following development constraints:

- *Environmentally sensitive habitat areas;*
- *Areas prone to flooding and geologic, slope instability, or other natural hazards;*
- *Areas with stormwater drainage problems;*
- *Presence of other significant hazards or hazardous materials;*
- *Protection of significant public and private views;*
- *Exposure to exterior noise levels that exceed a Community Noise Exposure Level (CNEL) of 60 dBA (see related NE 1.2);*
- *Areas with archaeological or cultural resources;*
- *Deficiencies in the type or level of services necessary for urban development, such as transportation facilities (roadway and pedestrian), sewer and water service, and emergency service response time; and*
- *Prevailing densities of adjacent developed residential areas.*

After removing the development constraints area of 3.31 acres from the 17.36-acre Project site pursuant to LU 2.2, the net developable acreage is 14.05 acres. With the proposed 332 housing units, the density would be 23.63 units per acre (net developable). At the 25 units per acre maximum specified by the General Plan for this Central Hollister Housing Opportunity Site, the site is restricted to 356 units and, therefore, the Project would not exceed the density limit.

The Project site is located within the City of Goleta's Central Hollister Residential Development Area. According to the General Plan, the objective of this area is to "promote coordinated planning and development of designated medium-density residential uses in the Central Hollister area in order to create quality, livable environment with appropriate design and amenities for future residents of this new residential neighborhood." The Project involves medium density residential uses consistent with the General Plan vision for the Central Hollister Residential Development Area. This area is close to such



amenities as public transit, local and regional circulation routes, major employment centers, major shopping areas, restaurants, and other commercial services. The applicant's objectives for the Project include providing affordable and market-rate housing and complying with the Regional Housing Needs Allocation (RHNA) requirements as well as utilizing the existing public infrastructure (Camino Vista and all utilities) provided by Willow Springs I and II.

Land Use Policies LU 8.5 and LU 8.6 guide development in the Central Hollister area. Consistency with applicable policies in the General Plan for the Central Hollister area and for residential development in general is shown in Table 4.9-1.

As indicated previously, the Project also proposes an amendment to the General Plan that would revise Figure 3-5 of the Open Space Element and Figure 4-1 of the Conservation Element to remove an ESHA designation of Coastal Sage Scrub that does not occur on the property.

The Project would be consistent with the front and rear yard setbacks, parking design, distance between buildings, building coverage, height limit, open space and landscaping requirements of the City's zoning regulations. The total amount of required parking for the residential portion of the Project per the zoning code would be 542 spaces with 530 spaces provided. This results in a 12-space deficit. A Modification from parking requirements will not be required due to State Density Bonus Law parking reduction allowances which reduces the required parking to 455 spaces. As detailed in the Project Description, because the Project will provide approximately 31% of the total units for lower income residents, the Project qualifies for prescriptive parking rights under the State Density Bonus Law. Under the State Density Bonus Law, the zoning required parking for the Project is one space for studio units and two spaces for two- and three-bedroom units. By applying these parking rights to the proposed development, the Project would have a total surplus of 75 parking spaces.

Mitigation Measures. Mitigation would not be required as this impact would be less than significant.

Residual Impact. Impacts would be less than significant without mitigation.

c. Cumulative Impacts. As discussed in Section 3.0, *Related Projects*, planned, pending and recently approved development in and around Goleta consists of 741 residential units and approximately 782,223 square feet of non-residential development. Conflicts regarding land use compatibility between the Project and surrounding uses have been found to be less than significant. These impacts are localized to the Project site and its surrounding area and as such would not involve any significant cumulative impacts. Potential land use conflicts for cumulative development would be addressed on a case-by-case basis and potential impacts would be reduced through Project design review. The Project's contribution to cumulative land use impacts would be less than significant.

Table 4.9-1
Consistency with Policies in the Goleta General Plan

Policy	Discussion
LAND USE ELEMENT	
LU 1.2: Residential Character. The Land Use Plan map shall ensure that Goleta's land use pattern remains predominately residential and open, with the majority of nonresidential development concentrated along the primary transportation corridor— east and west along Hollister Avenue and US-101. The intent of the Land Use Plan is to protect and preserve residential neighborhoods by preventing intrusion of nonresidential uses that would be detrimental to the preservation of the existing character of the neighborhoods.	Consistent. The Project is a residential development and is located between Hollister Avenue and U.S. 101. The Project does not involve nonresidential uses that would intrude in an existing residential neighborhood (see Impact LU-4 in this section).
LU 1.7: New Development and Protection of Environmental Resources. Approvals of all new development shall require adherence to high environmental standards and the preservation and protection of environmental resources, such as environmentally sensitive habitats, consistent with the standards set forth in the Conservation Element and the City's Zoning Code.	<p>Consistent. Site-specific biological analysis indicates that the Project would not result in an impact to ESHAs or other environmental resources. Although the Project site contains a City of Goleta mapped ESHA, the habitat was not found within the Project boundary or immediately adjacent areas during the biological resources analysis and the Project includes an amendment to the General Plan to remove the ESHA designation of Coastal Sage Scrub.</p> <p>See additional discussion of consistency with Conservation Element policies below.</p>
LU 1.8: New Development and Neighborhood Compatibility. Approvals of all new development shall require compatibility with the character of existing development in the immediate area, including size, bulk, scale, and height. New development shall not substantially impair or block important viewsheds and scenic vistas, as set forth in the Visual and Historical Resources Element.	<p>Consistent with Mitigation. As redesigned, the size, bulk, scale, and height of the Project would fit with the surrounding development, most notably the adjacent Willow Springs Phases I and II residential developments. The proposed design of various project components is intended to blend with the surrounding residential and industrial development. Additionally, Mitigation measures AES-4(a) and AES-4(b) would be required to reduce potentially significant impacts from the Project's massing and architectural style and to ensure that building heights remain consistent with adjacent development.</p> <p>With regard to scenic views identified in the General Plan, including Figure 6-1, the Project development will be visible primarily from the Los Carneros Road Overpass, the U.S. 101 Los Carneros southbound on-ramp, and the Los Carneros Road scenic view. As described in Impact AES-1, the redesigned project with two- and three-story buildings in the southwest portion of the site would not obscure the existing ridgeline of the Santa Ynez Mountains, minimally obstructing existing views of the mountains to the northeast from the perspective of northbound motorists on South Los Carneros Road. Therefore, as discussed in Section 4.1, <i>Aesthetics</i>, the Project would have a less than significant (Class III) impact on scenic views.</p> <p>See additional discussion of consistency with Land Use Policy LU 1.2, and Visual and Historic Resources policies.</p>



Table 4.9-1
Consistency with Policies in the Goleta General Plan

Policy	Discussion
<p>LU 1.9: Quality Design in the Built Environment. The City shall encourage quality site, architectural, and landscape design in all new development proposals. Development proposals shall include coordinated site planning, circulation, and design. Public and/or common open spaces with quality visual environments shall be included to create attractive community gathering areas with a sense of place and scale.</p>	<p>Consistent. The Project would provide an activity trail, fitness stations, tot lot, benches, barbecue area, picnic tables, bicycle parking, and a level turf play area.</p> <p>See additional discussion for Policies LU 1.7 and LU 1.8.</p>
<p>LU 1.10: Multifamily Residential Development. The Medium- and High-Density Multifamily designations shall provide appropriate locations for multifamily dwellings as well as allow development standards that enable creativity and diversity in design while protecting health and safety. The use categories differ in terms of maximum permitted densities allowed, but each designation shall permit a range of housing types, including detached units, attached townhouses, and garden apartments. All multifamily developments shall be required to provide or ensure:</p> <ol style="list-style-type: none"> Adequate open space and recreational facilities, such as parks, open spaces, or bike paths as an integral part of the development; community garden areas are encouraged. Appropriate amounts of outdoor space for the exclusive use of individual residential units. Appropriate pedestrian and bicyclist access to commercial or other activity centers and appropriate facilities to encourage use of public transit. Adequate services and facilities (such as sewer, water, and roadway capacity) concurrent with development. Adequate off-street parking. Appropriate access by emergency vehicles. 	<p>Consistent. The Project is a multifamily residential Project within the Medium-Density designation. The Project density is consistent with the R-MD/Affordable Housing Opportunity designation, while health and safety would be protected through noise and air quality mitigation. The Project includes a range of unit sizes (studios, and one-, two-, and three-bedroom units).</p> <p>The Project includes private recreational facilities accessible to residents of the Project, including: an activity trail, fitness stations, tot lot, benches, barbecue area, picnic tables, bicycle parking, and a level turf play area. As stated in this section and in Section 4.13, <i>Transportation and Circulation</i>, the Project would provide pedestrian and bicycle access as well as bicycle parking, adequate parking, and emergency vehicle access.</p> <p>As discussed in Section 4.14, <i>Utilities and Service Systems</i>, the Project would have adequate utility services and facilities. Mitigation to require a Solid Waste Management Plan is proposed to reduce impacts from solid waste generation.</p>
<p>LU 1.13: Adequate Infrastructure and Services. For health, safety, and general welfare reasons, approvals of new development shall be subject to a finding that adequate infrastructure and services will be available to serve the proposed development in accordance with the Public Facilities and Transportation Elements.</p>	<p>Consistent. As discussed in Section 4.14, <i>Utilities and Service Systems</i>, the Project would have adequate on-site utility infrastructure and public water and sewer services are available. The Project includes the development of all necessary infrastructure to serve the Project.</p>
<p>LU 2.2: Residential Use Densities. All proposed residential projects shall be consistent with the recommended standards for density and building intensity set forth in this plan. The recommended densities described in the policies for the residential use categories and in Table 2-1 are maximum permitted densities but are not guaranteed. Density of development allowed on any site shall reflect site constraints, including:</p> <ol style="list-style-type: none"> Environmentally sensitive habitat areas (ESHA). Areas prone to flooding and geologic, slope instability, or other natural hazards. Areas with stormwater drainage problems. Presence of other significant hazards or hazardous materials. Protection of significant public and private views. Exposure to exterior noise levels that exceed a Community Noise Exposure Level (CNEL) of 60 dBA 	<p>Consistent with Mitigation. The Project meets the General Plan and zoning designations for medium density residential development with a density of 23.63 units per acre. The Project has been designed to primarily avoid disturbance of the on-site archeological resource by adding protective fill soil to cover the site and avoid grading at the site. In addition, implementation of required mitigation measures would reduce potential archaeological resource impacts to below a level of significance. See Section 4.4, <i>Cultural Resources</i>, for further discussion. Therefore, the Project would be consistent with the required density of 20-25 units/acre, for an AHO site pursuant to the Housing Element of the General Plan.</p> <p>The biological assessment prepared for the Project found no ESHA on site. The General Plan maps that show ESHA on this property will be amended to remove the designation. Density is not affected by ESHA.</p>

Table 4.9-1
Consistency with Policies in the Goleta General Plan

Policy	Discussion
<p>(see related NE 1.2).</p> <p>g. Areas with archaeological or cultural resources.</p> <p>h. Deficiencies in the type or level of services necessary for urban development, such as transportation facilities (roadway and pedestrian), sewer and water service, and emergency service response time.</p>	<p>The Project would be subject to noise from U.S. 101 and the UPRR. Noise levels would potentially exceed City standards; required outdoor mitigation (installation of sound attenuation barriers along the perimeter of outdoor living spaces) and indoor mitigation, would reduce noise impacts to a less than significant level. See Section 4.10, <i>Noise</i>, for further discussion.</p>
<p>LU 2.3: Residential Development Standards. The following standards or criteria shall be applicable to residential development proposals:</p> <p>a. The privacy of existing residential uses in the immediate area shall be protected in the design of new or expanded structures.</p> <p>b. Solar access of residential uses shall be protected in the design of new or expanded structures.</p> <p>c. Proposals for construction of new or expanded homes shall be required to have a size, bulk, scale, and height that are compatible with the character of the immediate existing neighborhood.</p>	<p>Consistent. As discussed under consistency with Policy LU 1.8, the Project would be compatible with the character of the existing development in the immediate area, including the bulk, scale, and height. Additionally, the Project would not block solar access to neighboring units.</p>
<p>LU 2.6: Medium-Density Residential (R-MD). This use category permits multifamily housing and accessory uses customarily associated with residences. Development may also include attached and detached single-family dwellings and duplex structures. Medium-density areas may also function as a transition between business uses and single-family residential neighborhoods. This designation is intended to provide for development of residential units at densities of up to 20.0 units per acre. In order to achieve efficient use of a limited supply of land designated in this use category, the minimum density permitted shall be 15.0 units per acre, except where site-specific constraints are determined to limit development to fewer units. Central Hollister Housing Opportunity Sites as identified in Housing Element Subpolicy HE 11.6 shall provide for development of residential units at densities ranging from a minimum of 20 to a maximum of 25 units per acre in support of the achievement of affordable housing goals. Assuming an average household size of 2.0 to 3.0 persons, the range of population densities allowed in this use category is between 26.0 persons per acre and 60.0 persons per acre. (See related Policy LU 8 and Subpolicy HE 11.6).</p>	<p>Consistent. The Project site is designated as Medium-Density Residential by the General Plan. On August 18, 2009, the City Council adopted Resolution No. 09-44 (Housing Element Amendments), which increased the density for the Medium Density Residential (R-MD) Central Hollister Affordable Housing Opportunity Sites. The minimum density was increased to 20 units per acre (except where there are site constraints) and the maximum density was increased to 25 units per acres, to ensure the most efficient use of the property. As noted in the Project description, the Project's density is 23.63 units per acre (net developable). Therefore, the Project density is consistent with the above policies.</p> <p>Based on an average household size of 2.72 persons for market-rate housing (228 units proposed), 2.58 persons for family affordable housing (63 units proposed) and 1.36 persons for senior affordable housing (41 units proposed), the Project's estimated population would be approximately 839 persons (Department of Finance, 2020; Towbes, 2020; HACSB, 2020). The expected population density of the Project would be 48.3 persons per acre which is within the range of Policy LU 2.6.</p>
<p>Policy LU 8: Central Hollister Residential Development Area Objective: To promote coordinated planning and development of designated medium-density residential sites in the Central Hollister area in order to create a quality, livable environment with appropriate design and amenities for future residents of this new residential neighborhood.</p> <p>LU 8.2: Purpose. The intent for this area is to enable new residential development on scale commercial uses that will serve the needs of existing employees and future residents in the immediate area. The nonresidential development</p>	<p>Consistent. The Central Hollister Residential Development Area promotes coordinated planning and development of residential sites. The Project is a multi-family residential development with 332 units on infill land. The Project residents would have close and easy access to Hollister Avenue, South Los Carneros Road, U.S. 101, public transportation, jobs, and shopping. The Project would create a quality, livable environment with appropriate design and amenities for future residents on the site, which meets a goal of the Central Hollister Development Area. On-site amenities would provide residents with passive and active recreation opportunities including an activity trail, fitness stations, tot</p>

Table 4.9-1
Consistency with Policies in the Goleta General Plan

Policy	Discussion
<p>should be clustered at a single site or a small number of individual sites west of Los Carneros Way. A related intent is to enable transit-oriented development along the city's primary transportation corridor so as to efficiently utilize existing infrastructure, reduce future increases in automobile travel, and support use of alternative, less polluting modes of travel.</p>	<p>lot, benches, barbecue area, picnic tables bicycle parking, level turf play area, and native landscaping. In addition, the Project includes a wide variety of residential unit types, sizes, configurations, and bedroom count, which maximizes the potential for affordability and the ability to appeal to a wider market.</p>
<p>LU 8.5: Coordinated Development Plan and Quality Design. In considering proposed projects within the Central Hollister Residential Development Area, emphasis shall be given to coordinated planning and design for the mixed-use area as a whole, including the parcels designated for Business Park uses. This may be accomplished by amendment of the Raytheon Specific Plan for lands within its boundaries and by preparation of a second Specific Plan encompassing lands within the North Willow Springs area. The provisions of the specific plans shall:</p> <ol style="list-style-type: none"> Ensure that the various uses are blended in a manner so that each use is compatible with the others on an individual site, as well as uses on adjacent sites. Ensure that any future residential development will not threaten the continued viability of the existing Business Park uses. Require that design and location of internal roadways and circulation be integrated with external circulation in a manner that improves overall safety and traffic flow. Provide for appropriate internal street, bicycle, and pedestrian circulation systems. Provide an adequate supply of parking within each development, with consideration of shared (or joint) parking between uses where peak parking demand is in the daytime and uses where peak demand is typically in the evening hours. Require that any future housing development create a living environment that is attractive, with high-quality architectural and landscape design. Provide for a mix of unit sizes (number of bedrooms) in residential projects. Ensure that future development will include ample open space, recreational facilities, and other amenities for employees and residents of the new housing. 	<p>Consistent. The Project site is not encompassed within a Specific Plan. Compatibility issues are discussed throughout this section. The Project would be located adjacent to existing residential development with similar size, bulk, scale, and height. The Project would be located in the vicinity of existing Business Parks and industrial uses, and would not affect the viability of those uses. The Project provides for a mix of unit sizes, and is integrated with the existing circulation system.</p> <p>The Project would provide adequate site access and circulation for vehicles, bicycles, and pedestrians and would not cause any conflicts with traffic flow. Further, the Project would provide adequate parking pursuant to the State Density Bonus Law.</p> <p>As discussed in Section 4.1, <i>Aesthetics</i>, the visual character of proposed buildings and landscaping would be compatible with that of adjacent multi-family residential development. The proposed landscape design is intended to blend with the existing Willow Springs Apartments by using a similar plant palette and two-rail fence along Camino Vista. Additionally, Mitigation measures AES-4(a) and AES-4(b) would be required to reduce potentially significant impacts from the Project's massing and architectural style and to ensure that building heights remain consistent with adjacent development. The size, bulk, scale, and height of the Project would fit with the surrounding development, most notably the adjacent Willow Springs Phases I and II residential developments.</p> <p>The Project provides a mix of unit sizes. It would provide a mixture of senior- and family-affordable and market-rate housing through studios, and one-, two-, and three-bedroom units with a total of 332 units. The Project includes a preliminary landscaping plan, and the massing and architectural style of the proposed apartment buildings would be compatible with surrounding development. The Project also includes on-site amenities would provide residents with passive and active recreation opportunities including an activity trail, fitness stations, tot lot, benches, barbecue area, picnic tables, 120 bicycle parking spaces throughout the property, level turf play area, and native landscaping. These facilities would be available to Project residents.</p>

Table 4.9-1
Consistency with Policies in the Goleta General Plan

Policy	Discussion
<p>LU 8.6: Performance Standards. Performance standards applicable to development within this area shall ensure that:</p> <ul style="list-style-type: none"> a. The scale and design of uses are compatible with each other and reinforce the character and functions of other uses in the area and surrounding areas. b. The timing of new development will ensure a balance of housing and commercial uses. c. Lighting, noise, odors, and air pollutant emissions from commercial and Business Park uses will not interfere or conflict with residential uses. d. Signage will be controlled and limited to maintain an attractive living environment. e. Curb cuts for driveway access to individual properties will be minimized and sharing of access encouraged. f. Efficient and attractive pedestrian and bicycle connectivity will be provided between uses. g. Pedestrian-oriented outdoor spaces will be provided at strategic locations in the development. h. Adequate and safe motorized and nonmotorized access to each site is provided. 	<p>Consistent. As discussed in LU 1.8, the Project would not conflict with the character of existing development in the neighborhood, including size, bulk, scale, and height. Mitigation measures AES-4(a) and AES-4(b) would be required to reduce potentially significant impacts from the Project's massing and architectural style and to ensure that building heights remain consistent with adjacent development. The Project has been designed with features that enable a choice of various alternative modes of travel, such as transit, biking, and walking. Internal pedestrian walkways and bicycle access is provided within the site and to other developments. Collectively, these features facilitate alternative modes of transportation to jobs, shopping, and other activity centers as well as for recreation.</p>
OPEN SPACE ELEMENT	
<p>OS 7.2: Open Space for Preservation of Natural Resources. Figure 3.5 designates all ESHAs as protected open space.</p>	<p>Consistent. A biological survey was commissioned for the site which was verified through peer review by Rincon. The biological survey documented that ESHA habitat is not present within the Project boundary. As ESHA habitat is not present on the site, the Project would be consistent with Policy OS 7.2. However, the existing Open Space Element Figure 3-5 and Conservation Element Figure 4-1 incorrectly identify ESHA habitat on the site. Therefore, the Project includes an amendment to the General Plan to revise Figure 3-5 of the Open Space Element and Figure 4-1 of the Conservation Element to remove an ESHA designation of Coastal Sage Scrub that does not occur on the Project site. If the proposed General Plan Amendment is not approved, then the Project would be inconsistent with Figures 3-5 and 4-1 because of errors on the General Plan figures, but would not be inconsistent with Policy OS 7.2.</p>
<p>OS 7.8: Provision of Open Space in New Development. A minimum open space area shall be required in new development situated in certain land use categories, as set forth in the applicable policies of the Land Use Element. These private open space areas shall be in addition to any public park and open space land that may be required to be dedicated pursuant to the Quimby Act or other state or local statutes.</p> <p>Although private open space areas may be reserved to protect resources or avoid development in areas subject to hazards, such reservations shall include lands usable for outdoor recreation activities, where feasible.</p>	<p>Consistent. Based on the authority vested in the City by the Quimby Act, Chapter 16.14 of the Goleta Municipal Code requires new development and subdivisions within the City to mitigate their park and recreation facility impacts by constructing, or financing the construction of, the park and recreation facilities needed to serve their projects. Section 16.14.010 of the Goleta Municipal Code requires dedication of 0.0128 acres of property per dwelling unit to neighborhood and community park and recreational purposes, exclusive of and in addition to school lands used cooperatively for recreational purposes. In lieu of dedicating parkland, a developer may pay a fee for the purpose of developing new or rehabilitating existing park or recreation facilities.</p> <p>The Project includes a two-acre public park that would be</p>



Table 4.9-1
Consistency with Policies in the Goleta General Plan

Policy	Discussion
	<p>developed onsite and would include an activity trail, fitness stations, tot lot, benches, barbecue area, picnic tables bicycle parking, level turf play area, and native landscaping. This park would not create any significant environmental impacts and would partially offset impacts of the population increase generated from the Project. Additionally, the applicant would be required to pay in-lieu parks and recreation fees upon the approval of the final subdivision map and development project and prior to the issuance of land use permits, which would be used to fund public park and recreational facilities. With development of the two-acre park onsite and payment of these fees, the Project would comply with City requirements related to provision of park facilities.</p> <p>In addition, the Project exceeds the minimum R-MD open space and landscaped area of 40% by providing 40.4% (excluding the park).</p>
<p>OS 8.3: Preservation. The City shall protect and preserve cultural resources from destruction. The preferred method for preserving a recorded archeological site shall be by preservation in place to maintain the relationship between the artifacts and the archaeological context. Preservation in place may be accomplished by deed restriction as a permanent conservation easement, avoidance through site planning and design, or incorporation of sites into other open spaces to prevent any future development or use that might otherwise adversely impact these resources.</p>	<p>Consistent with Mitigation. As discussed in Section 4.4, <i>Cultural Resources</i>, there is a previously recorded intact archaeological resource on the Project site. This resource is proposed to be preserved in place through a Phase 3 Data Recovery Program and design of the Project to avoid disturbance of any intact deposits by adding a minimum of two feet of protective fill soil over the deposits and avoiding grading the area. Mitigation Measures CR-1(a) through (f) would ensure that cultural resources are protected.</p>
<p>OS 8.4: Evaluation of Significance. For any development proposal identified as being located in an area of archaeological sensitivity, a Phase I cultural resources inventory shall be conducted by a professional archaeologist or other qualified expert. All sites determined through a Phase 1 investigation to potentially include cultural resources must undergo subsurface investigation to determine the extent, integrity, and significance of the site. Where Native American artifacts have been found or where oral traditions indicate the site was used by Native Americans in the past, research shall be conducted to determine the extent of the archaeological significance of the site.</p>	<p>Consistent with Mitigation. An Archaeological Resources Assessment was prepared for the Project site by Dudek in 2014. This report considers a series of previous cultural resources investigations conducted for the Project site and adjacent properties: an original excavation in 1929, subsequent excavations in 1982, an intensive ground surface collection of artifacts in 1990, Extended Phase 1 excavations in 1996, a Supplemental Phase 2 investigation in 1999, and a Phase 3 Data Recovery Mitigation program in 2014. This report was peer reviewed by Rincon Consultants, Inc. in 2015 as part of this EIR. The reports found a potentially significant impact with respect to archaeological resources and suggest mitigation to reduce impacts. Refer to Section 4.4, <i>Cultural Resources</i>.</p>
<p>OS 8.5: Mitigation. If research and surface reconnaissance shows that the project area contains a resource of cultural significance that would be adversely impacted by proposed development and avoidance is infeasible, mitigation measures sensitive to the cultural beliefs of the affected population shall be required. Reasonable efforts to leave these resources in an undisturbed state through capping or covering resources with a soil layer prior to development shall be required. If data recovery through excavation is the only feasible mitigation, the City shall confer with the affected Native American nation or most-likely descendants, as well as agencies charged with the responsibility of preserving these resources and</p>	<p>Consistent with Mitigation. See discussion of OS 8.3 and 8.4.</p>



Table 4.9-1
Consistency with Policies in the Goleta General Plan

Policy	Discussion
organizations having a professional or cultural interest, prior to the removal and disposition of any artifacts.	
<p>OS 8.6: Monitoring and Discovery. Onsite monitoring by a qualified archaeologist and appropriate Native American observer shall be required for all grading, excavation, and site preparation that involves earth moving operations on sites identified as archaeologically sensitive. If cultural resources of potential importance are uncovered during construction, the following shall occur:</p> <ol style="list-style-type: none"> The grading or excavation shall cease and the City shall be notified. A qualified archeologist shall prepare a report assessing the significance of the find and provide recommendations regarding appropriate disposition. <p>Disposition will be determined by the City in conjunction with the affected Native American nation.</p>	<p>Consistent. See discussion of OS 8.3.</p>
<p>OS 8.7: Protection of Paleontological Resources. Should substantial paleontological resources be encountered during construction activities, all work that could further disturb the find shall be stopped and the City of Goleta shall be notified within 24 hours. The applicant shall retain a qualified consultant to prepare a report to the City that evaluates the significance of the find and, if warranted, identifies recovery measures. Upon review and approval of the report by the City, construction may continue after implementation of any identified recovery measures.</p>	<p>Consistent. There is no evidence of paleontological resources on-site. Per the requirements of this policy, all work would stop in the event that unforeseen resources are encountered during site grading.</p>
<p>OS 9.2: Mitigation of Impacts of New Development on Parks and Recreation Facilities. The following shall apply to approvals of new development projects:</p> <ol style="list-style-type: none"> To ensure new development pays a proportionate share of the cost of acquisition and improvement of parks, recreation facilities, and open space, the City shall require a one-time impact fee to offset costs necessary to accommodate the development. These fees shall be used for acquiring and/or developing new or improving/rehabilitating existing park, recreation, or open space facilities. At its discretion, the City may allow any appropriate park and recreational facilities provided within a development to meet all or part of the mitigation requirement in lieu of payment of a portion of the impact fee only if they are open and accessible to the public. Within new subdivisions, where the City may allow dedications of land in lieu of payment of fees pursuant to California Government Code Section 66477 (Quimby Act), the land area to be dedicated shall be usable space for active recreation purposes. 	<p>Consistent. The Project includes more open space than the minimum open space and landscaped area requirement of 40%. The City's General Plan Open Space Element Figure 3-2 indicates the location of existing and planned public parks, including a two-acre park (denoted as planned future park site "C") proposed for the Project. The applicant would also be required to pay park and recreation development impact fees as appropriate to the City that will be used for the acquisition and improvement of public parks, recreation facilities, and open space.</p>



Table 4.9-1
Consistency with Policies in the Goleta General Plan

Policy	Discussion
CONSERVATION ELEMENT	
CE 1.2: Designation of Environmentally Sensitive Habitat Areas. ESHAs are shown in Figure 4-1.	Consistent. See discussion under OS 7.2.
CE 1.5: Corrections to Map of ESHAs. If a site-specific biological study contains substantial evidence that an area previously shown as an ESHA on Figure 4-1 does not contain habitat that meets the definition of an ESHA for reasons other than that set forth in CE 1.4, the City biologist and the Planning Commission shall review all available information and determine if the area in question should no longer be considered an ESHA and therefore not be subject to the ESHA protection policies of this plan. If the final decision-making body determines that the area is not an ESHA, a map modification shall be included in the next General Plan/Coastal Land Use Plan amendment; however, Local Coastal Program policies and standards for protection of ESHAs shall not apply, and approval of development consistent with all other requirements of this plan may be considered prior to the map revision.	Consistent. Site-specific biological analysis indicates that the Project would not result in an impact to ESHAs. Although the Project site contains a City of Goleta mapped Coastal Sage Scrub ESHA, the habitat is not present within the Project site boundary or immediately adjacent areas. Project site habitat includes 4.74 acres of Bromus grassland, 4.17 acres of quailbush scrub, 3.29 acres of coyote brush scrub, and 4.06 acres of upland mustards that likely provide limited low-quality foraging habitat for raptors. Additionally, there is 8.80 acres of non-native grassland. None of these habitats qualify as ESHA.
CE 1.6: Protection of ESHAs. ESHAs shall be protected against significant disruption of habitat values, and only uses or development dependent on and compatible with maintaining such resources shall be allowed within ESHAs or their buffers. The following shall apply: a. No development, except as otherwise allowed by this element, shall be allowed within ESHAs and/or ESHA buffers. b. A setback or buffer separating all permitted development from an adjacent ESHA shall be required and shall have a minimum width as set forth in subsequent policies of this element. The purpose of such setbacks shall be to prevent any degradation of the ecological functions provided by the habitat area. c. Public accessways and trails are considered resource-dependent uses and may be located within or adjacent to ESHAs. These uses shall be sited to avoid or minimize impacts on the resource to the maximum extent feasible. Measures—such as signage, placement of boardwalks, and limited fencing or other barriers—shall be implemented as necessary to protect ESHAs. d. The following uses and development may be allowed in ESHAs or ESHA buffers only where there are no feasible, less environmentally damaging alternatives and will be subject to requirements for mitigation measures to avoid or lessen impacts to the maximum extent feasible: 1) public road crossings, 2) utility lines, 3) resource restoration and enhancement projects, 4) nature education, 5) biological research, and 6) Public Works projects as identified in the Capital Improvement Plan, only where there are no feasible, less environmentally damaging alternatives. e. If the provisions herein would result in any legal parcel	Consistent. Site-specific biological analysis indicates that the Project would not result in an impact to ESHAs. Although the Project site contains a City of Goleta mapped ESHA, the habitat is no longer present within the Project boundary or immediately adjacent areas.



Table 4.9-1
Consistency with Policies in the Goleta General Plan

Policy	Discussion
<p>created prior to the date of this plan being made unusable in its entirety for any purpose allowed by the land use plan, exceptions to the foregoing may be made to allow a reasonable economic use of the parcel. Alternatively, the City may establish a program to allow transfer of development rights for such parcels to receiving parcels that have areas suitable for and are designated on the Land Use Plan map for the appropriate type of use and development.</p>	
<p>CE 1.7: Mitigation of Impacts to EHSAs. New development shall be sited and designed to avoid impacts to ESHAs. If there is no feasible alternative that can eliminate all impacts, then the alternative that would result in the fewest or least significant impacts shall be selected. Any impacts that cannot be avoided shall be fully mitigated, with priority given to onsite mitigation. Offsite mitigation measures shall only be approved when it is not feasible to fully mitigate impacts on site. If impacts to onsite ESHAs occur in the Coastal Zone, any offsite mitigation area shall also be located within the Coastal Zone. All mitigation sites shall be monitored for a minimum period of 5 years following completion, with changes made as necessary based on annual monitoring reports. Where appropriate, mitigation sites shall be subject to deed restrictions. Mitigation sites shall be subject to the protections set forth in this plan for the habitat type unless the City has made a specific determination that the mitigation is unsuccessful and is to be discontinued.</p>	<p>Consistent. See discussion under policy CE 1.6.</p>
<p>CE 1.9: Standards Applicable to Development Projects. The following standards shall apply to consideration of developments within or adjacent to ESHAs:</p> <ol style="list-style-type: none"> Site designs shall preserve wildlife corridors or habitat networks. Corridors shall be of sufficient width to protect habitat and dispersal zones for small mammals, amphibians, reptiles, and birds. Land divisions for parcels within or adjacent to an ESHA shall only be allowed if each new lot being created, except for open space lots, is capable of being developed without building in any ESHA or ESHA buffer and without any need for impacts to ESHAs related to fuel modification for fire safety purposes. Site plans and landscaping shall be designed to protect ESHAs. Landscaping, screening, or vegetated buffers shall retain, salvage, and/or reestablish vegetation that supports wildlife habitat whenever feasible. Development within or adjacent to wildlife habitat networks shall incorporate design techniques that protect, support, and enhance wildlife habitat values. Planting of nonnative, invasive species shall not be allowed in ESHAs and buffer areas adjacent to ESHAs. All new development shall be sited and designed so as to minimize grading, alteration of natural landforms and physical features, and vegetation clearance in order to reduce or avoid soil erosion, creek siltation, 	<p>Consistent. See discussion under policy CE 1.6.</p>



Table 4.9-1
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Policy	Discussion
<p>increased runoff, and reduced infiltration of stormwater and to prevent net increases in baseline flows for any receiving water body.</p> <p>e. Light and glare from new development shall be controlled and directed away from wildlife habitats. Exterior night lighting shall be minimized, restricted to low intensity fixtures, shielded, and directed away from ESHAs.</p> <p>f. All new development should minimize potentially significant noise impacts on special-status species in adjacent ESHAs.</p> <p>g. All new development shall be sited and designed to minimize the need for fuel modification, or weed abatement, for fire safety in order to preserve native and/or nonnative supporting habitats. Development shall use fire-resistant materials and incorporate alternative measures, such as firewalls and landscaping techniques, that will reduce or avoid fuel modification activities.</p> <p>h. The timing of grading and construction activities shall be controlled to minimize potential disruption of wildlife during critical time periods such as nesting or breeding seasons.</p> <p>i. Grading, earthmoving, and vegetation clearance adjacent to an ESHA shall be prohibited during the rainy season, generally from November 1 to March 31, except as follows: 1) where erosion control measures such as sediment basins, silt fencing, sandbagging, or installation of geofabrics have been incorporated into the project and approved in advance by the City; 2) where necessary to protect or enhance the ESHA itself; or 3) where necessary to remediate hazardous flooding or geologic conditions that endanger public health and safety.</p> <p>j. In areas that are not adjacent to ESHAs, where grading may be allowed during the rainy season, erosion control measures such as sediment basins, silt fencing, sandbagging, and installation of geofabrics shall be implemented prior to and concurrent with all grading operations.</p>	
<p>CE 3.3: Site-Specific Wetland Delineations. In considering development proposals where an initial site inventory or reconnaissance indicates the presence or potential for wetland species or indicators, the City shall require the submittal of a detailed biological study of the site, with the addition of a delineation of all wetland areas on the project site. Wetland delineations shall be based on the definitions contained in Section 13577(b) of Title 14 of the California Code of Regulations. A preponderance of hydric soils or a preponderance of wetland indicator species will be considered presumptive evidence of wetland conditions. At a minimum, the delineation report shall contain:</p> <p>a. A map at a scale of 1":200' or larger showing topographic contours.</p>	<p>Consistent. As discussed in Section 4.3, <i>Biological Resources</i>, no wetlands are located on site. Rincon Consultants completed a biological evaluation in 2015 and no wetlands were identified on the site.</p>



**Table 4.9-1
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Policy	Discussion
<ul style="list-style-type: none"> b. An aerial photo base map. c. A map at a scale of 1":200' or larger with polygons delineating all wetland areas, polygons delineating all areas of vegetation with a preponderance of wetland indicator species, and the locations of sampling points. d. A description of the survey methods and surface indicators used for delineating the wetland polygons. e. A statement of the qualifications of the person preparing the wetland delineation. 	
<p>CE 5.2: Protection of Native Grasslands. In addition to the provisions of Policy CE 1, the following standards shall apply:</p> <ul style="list-style-type: none"> a. For purposes of this policy, existing native grasslands are defined as an area where native grassland species comprise 10 percent or more of the total relative plant cover. Native grasslands that are dominated by perennial bunch grasses tend to be patchy. Where a high density of separate small patches occurs in an area, the whole area shall be delineated as native grasslands. b. To the maximum extent feasible, development shall avoid impacts to native grasslands that would destroy, isolate, interrupt, or cause a break in continuous habitat that would (1) disrupt associated animal movement patterns and seed dispersal, or (2) increase vulnerability to weed invasions. c. Removal or disturbance to a patch of native grasses less than 0.25 acre that is clearly isolated and is not part of a significant native grassland or an integral component of a larger ecosystem may be allowed. Removal or disturbance to restoration areas shall not be allowed. d. Impacts to protected native grasslands shall be minimized by providing at least a 10-foot buffer that is restored with native species around the perimeter of the delineated native grassland area. e. Removal of nonnative and invasive exotic species shall be allowed; revegetation shall be with plants or seeds collected within the same watershed whenever feasible. 	<p>Consistent. Vegetation at the Project site consists of coyote brush scrub or ruderal/disturbed areas that consist overwhelmingly of non-native grasses and forbs. Evidence demonstrating that the coyote brush scrub at the site does not meet the definition of an ESHA is provided above under Section 4.3.1.b. The purple needle grass observed within the upland mustard area on-site does not constitute sensitive native grassland pursuant to the City's General Plan and Environmental Review Guidelines and Environmental Thresholds Manual, since it was required to be planted for erosion control following approved 2013 grading. No plant communities within the Project site are considered sensitive. The Project would not affect native grasses.</p>
<p>CE 8.1: ESHA Designation. Requisite habitats for individual occurrences of special-status plants and animals, including candidate species for listing under the state and federal endangered species acts, California species of special concern, California Native Plant Society List 1B plants, and other species protected under provisions of the California Fish and Game Code shall be preserved and protected, and their occurrences, including habitat requirements, shall be designated as ESHAs. These habitats include, but are not limited to, the following:</p> <ul style="list-style-type: none"> a. Special-status plant species such as Santa Barbara honeysuckle (<i>Lonicera subspicata</i> var. <i>subspicata</i>), southern tarplant (<i>Centromadia parryi</i> ssp. <i>australis</i>) 	<p>Consistent with Mitigation. Based on survey results (Rincon 2015), special status plant and wildlife species have a low potential to occur on-site and a low probability of being impacted by the Project. Mitigation would reduce potential impacts to nesting birds, wildlife movement and off-site sensitive communities. See discussion in Section 4.3, <i>Biological Resources</i>.</p>

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Policy	Discussion
<p>and blackflowered figwort (<i>Scrophularia atrata</i>).</p> <p>b. Nesting and roosting areas for various species of raptors such as Cooper's hawks (<i>Accipiter cooperii</i>), red-tailed hawks (<i>Buteo jamaicensis</i>), white-tailed kites (<i>Elanus leucurus</i>), and turkey vultures (<i>Cathartes aura</i>).</p>	
<p>CE 8.2: Protection of Habitat Areas. All development shall be located, designed, constructed, and managed to avoid disturbance of, or adverse impacts to, special-status species and their habitats, including spawning, nesting, rearing, roosting, foraging, and other elements of the required habitats.</p>	<p>Consistent with Mitigation. See discussion under policy CE 8.1.</p>
<p>CE 8.3: Site-Specific Biological Resources Study. Any areas not designated on Figure 4-1 that meet the ESHA criteria for the resources specified in CE 8.1 shall be accorded the same protections as if the area were shown on the figure. Proposals for development on sites where ESHAs are shown on the figure, or where there is probable cause to believe that an ESHA may exist, shall be required to provide the City with a site-specific biological study that includes the following information:</p> <ol style="list-style-type: none"> A base map that delineates topographic lines, parcel boundaries, and adjacent roads. A vegetation map that 1) identifies trees or other sites that are existing or historical nests for the species of concern and 2) delineates other elements of the habitat such as roosting sites and foraging areas. A detailed map that shows the conclusions regarding the boundary, precise location and extent, or current status of the ESHA based on substantial evidence provided in the biological studies. A written report that summarizes the survey methods, data, observations, findings, and recommendations. 	<p>Consistent. Biological Resources Assessments were conducted for the Project site by Dudek in 2014 and Rincon Consultants, Inc. in 2015. No ESHAs were found on-site.</p>
<p>CE 8.4: Buffer Areas for Special-Status Species. Development shall be designed to provide a 100-foot buffer around active and historical nest sites for protected species of raptors when feasible. In existing developed areas, the width of the buffer may be reduced to correspond to the actual width of the buffer for adjacent development. If the biological study described in Subpolicy CE 8.3 determines that an active raptor nest site exists on the subject property, whenever feasible no vegetation clearing, grading, construction, or other development activity shall be allowed within a 300-foot radius of the nest site during the nesting and fledging season.</p>	<p>Consistent. See discussions under Policies CE 8.1, CE 8.2, and CE 8.3.</p>
<p>CE 9.1: Definition of Protected Trees. New development shall be sited and designed to preserve the following species of native trees: oaks (<i>Quercus</i> spp.), walnut (<i>Juglans californica</i>), sycamore (<i>Platanus racemosa</i>), cottonwood (<i>Populus</i> spp.), willows (<i>Salix</i> spp.), or other native trees that are not otherwise protected in ESHAs, unless as otherwise allowed in CE 9.</p>	<p>Consistent. No trees are present on the site.</p>



Table 4.9-1
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Policy	Discussion
CE 9.2: Tree Protection Plan. Applications for new development on sites containing protected native trees shall include a report by a certified arborist or other qualified expert. The report shall include an inventory of native trees and a Tree Protection Plan.	Consistent. No trees are present on the site. No Tree Protection Plan would be required.
CE 9.4: Tree Protection Standards. The following impacts to native trees and woodlands should be avoided in the design of projects: 1) removal of native trees; 2) fragmentation of habitat; 3) removal of understory; 4) disruption of the canopy, and 5) alteration of drainage patterns. Structures, including roads and driveways, should be sited to prevent any encroachment into the protection zone of any protected tree and to provide an adequate buffer outside of the protection zone of individual native trees in order to allow for future growth. Tree protection standards shall be detailed in the Tree Protection Ordinance called for in CE-IA-4.	Consistent. No trees are present on the site.
CE 9.5: Mitigation of Impacts to Native Trees. Where the removal of mature native trees cannot be avoided through the implementation of project alternatives or where development encroaches into the protected zone and could threaten the continued viability of the tree(s), mitigation measures shall include, at a minimum, the planting of replacement trees on site, if suitable area exists on the subject site, or offsite if suitable onsite area is unavailable, consistent with the Tree Protection Ordinance (see also CE-IA-4). The Tree Protection Ordinance shall establish the mitigation ratios for replacement trees for every tree removed. Where onsite mitigation is not feasible, offsite mitigation shall be provided by planting of replacement trees at a site within the same watershed. If the tree removal occurs at a site within the Coastal Zone, any offsite mitigation area shall also be located within the Coastal Zone. Minimum sizes for various species of replacement trees shall be established in the Tree Protection Ordinance. Mitigation sites shall be monitored for a period of 5 years. The City may require replanting of trees that do not survive.	Consistent. No significant native trees are present on the site.
CE 10.1: New Development and Water Quality. New development shall not result in the degradation of the water quality of groundwater basins or surface waters; surface waters include the ocean, lagoons, creeks, ponds, and wetlands. Urban runoff pollutants shall not be discharged or deposited such that they adversely affect these resources.	Consistent with Mitigation. Implementation of the existing U.S. Army Corps or Engineers permit and NPDES requirements and mitigation for post-construction monitoring would ensure that the Project would not adversely affect surface waters. As described in Section 4.3, <i>Biological Resources</i> , the Project would not result in a reduction in runoff that would result in any hydrological interruption to in Los Carneros Wetland or affect the existing hydrological process. Also refer to Section 4.8, <i>Hydrology and Water Quality</i> .
CE 10.2: Siting and Design of New Development. New development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to ensure the following: a. Protection of areas that provide important water quality benefits, areas necessary to maintain riparian	Consistent with Mitigation. The site does not contain riparian or aquatic resources. Mitigation for post-construction monitoring would ensure that the Project would not adversely affect surface waters. See Section 4.8, <i>Hydrology and Water Quality</i> .



Table 4.9-1
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Policy	Discussion
<p>and aquatic biota, and areas susceptible to erosion and sediment loss.</p> <p>b. Limiting increases in areas covered by impervious surfaces.</p> <p>c. Limiting the area where land disturbances occur, such as clearing of vegetation, cut-and-fill, and grading, to reduce erosion and sediment loss.</p> <p>d. Limiting disturbance of natural drainage features and vegetation.</p>	
<p>CE 10.3: Incorporation of Best Management Practices for Stormwater Management. New development shall be designed to minimize impacts to water quality from increased runoff volumes and discharges of pollutants from nonpoint sources to the maximum extent feasible, consistent with the City's Storm Water Management Plan or a subsequent Storm Water Management Plan approved by the City and the Central Coast Regional Water Quality Control Board. Post construction structural BMPs shall be designed to treat, infiltrate, or filter stormwater runoff in accordance with applicable standards as required by law. Examples of BMPs include, but are not limited to, the following:</p> <p>a. Retention and detention basins.</p> <p>b. Vegetated swales.</p> <p>c. Infiltration galleries or injection wells.</p> <p>d. Use of permeable paving materials.</p> <p>e. Mechanical devices such as oil-water separators and filters.</p> <p>f. Revegetation of graded or disturbed areas.</p> <p>g. Other measures as identified in the City's adopted Storm Water Management Plan and other City-approved regulations.</p>	<p>Consistent with Mitigation. The Project includes construction of drainage infrastructure. Mitigation is required to ensure the infrastructure is maintained over the life of the Project and minimize impacts to water quality and site drainage. See Section 4.8, <i>Hydrology and Water Quality</i>.</p>
<p>CE 10.4: New Facilities. New bridges, roads, culverts, and outfalls shall not cause or contribute to creek bank erosion or creek or wetland siltation and shall include BMPs to minimize impacts to water quality. BMPs shall include construction phase erosion control, polluted runoff control plans, and soil stabilization techniques. Where space is available, dispersal of sheet flow from roads into vegetated areas, or other onsite infiltration practices, shall be incorporated into the project design.</p>	<p>Consistent. See discussion under CE 10.3 and Section 4.8, <i>Hydrology and Water Quality</i>.</p>
<p>CE 10.6: Stormwater Management Requirements. The following requirements shall apply to specific types of development:</p> <p>a. Commercial and multiple-family development shall use BMPs to control polluted runoff from structures, parking, and loading areas.</p> <p>b. Restaurants shall incorporate BMPs designed to minimize runoff of oil and grease, solvents, phosphates, and suspended solids to the storm drain system.</p> <p>c. Gasoline stations, car washes, and automobile repair facilities shall incorporate BMPs designed to minimize runoff of oil and grease, solvents, car battery acid,</p>	<p>Consistent with Mitigation. The Project would incorporate appropriate BMPs for structures and parking areas. Mitigation is proposed for a Maintenance Agreement to maintain new storm water infrastructure. See Section 4.8, <i>Hydrology and Water Quality</i>.</p>

Table 4.9-1
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Policy	Discussion
<p>engine coolants, and gasoline to the stormwater system.</p> <p>d. Outdoor materials storage areas shall be designed to incorporate BMPs to prevent stormwater contamination from stored materials.</p> <p>e. Trash storage areas shall be designed using BMPs to prevent stormwater contamination by loose trash and debris.</p>	
<p>CE 10.7: Drainage and Stormwater Management Plans. New development shall protect the absorption, purifying, and retentive functions of natural systems that exist on the site. Drainage Plans shall be designed to complement and use existing drainage patterns and systems, where feasible, conveying drainage from the site in a nonerosive manner. Disturbed or degraded natural drainage systems shall be restored where feasible, except where there are geologic or public safety concerns. Proposals for new development shall include the following:</p> <p>a. A Construction-Phase Erosion Control and Stormwater Management Plan that specifies the BMPs that will be implemented to minimize erosion and sedimentation; provide adequate sanitary and waste disposal facilities; and prevent contamination of runoff by construction practices, materials, and chemicals.</p> <p>b. A Post-Development-Phase Drainage and Stormwater Management Plan that specifies the BMPs—including site design methods, source controls, and treatment controls—that will be implemented to minimize polluted runoff after construction. This plan shall include monitoring and maintenance plans for the BMP measures.</p>	<p>Consistent with Mitigation. The Project would comply with the requirements of approved drainage and stormwater management plans. Mitigation is proposed for a Maintenance Agreement to maintain new storm water infrastructure. See Section 4.8, <i>Hydrology and Water Quality</i>.</p>
<p>CE 10.8: Maintenance of Stormwater Management Facilities. New development shall be required to provide ongoing maintenance of BMP measures where maintenance is necessary for their effective operation. The applicant and/or owner, including successors in interest, shall be responsible for all structural treatment controls and devices as follows:</p> <p>a. All structural BMPs shall be inspected, cleaned, and repaired when necessary prior to September 30th of each year.</p> <p>b. Additional inspections, repairs, and maintenance should be performed after storms as needed throughout the rainy season, with any major repairs completed prior to the beginning of the next rainy season.</p> <p>c. Public streets and parking lots shall be swept as needed and financially feasible to remove debris and contaminated residue.</p> <p>d. The homeowners association, or other private owner, shall be responsible for sweeping of private streets and parking lots.</p>	<p>Consistent with Mitigation. The applicant would be responsible for maintenance of BMPs in accordance with an approved stormwater management plan. Mitigation is proposed for a Maintenance Agreement to maintain new storm water infrastructure. See Section 4.8, <i>Hydrology and Water Quality</i>.</p>

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Policy	Discussion
<p>CE 12.1: Land Use Compatibility. The designation of land uses on the Land Use Plan Map (Figure 2-1) and the review of new development shall ensure that siting of any new sensitive receptors provides for adequate buffers from existing sources of emissions of air pollutants or odors. Sensitive receptors are a facility or land use that includes members of the population sensitive to the effects of air pollutants.</p> <p>Sensitive receptors may include children, the elderly, and people with illnesses. If a development that is a sensitive receptor is proposed within 500 feet of U.S. 101 an analysis of mobile source emissions and associated health risks shall be required. Such developments shall be required to provide an adequate setback from the highway and, if necessary, identify design mitigation measures to reduce health risks to acceptable levels.</p>	<p>Consistent with Mitigation. The Project would place sensitive receptors within 500 feet of the U.S. 101 corridor. A Health Risk Assessment (HRA) was conducted by Rincon Consultants, Inc. to study the potential long-term health risks associated with exposure of site residents to diesel particulates from U.S. 101 and the UPRR (refer to Appendix C). The HRA found that site residents would not be exposed to acute (short-term) and chronic health risks due to exposure to air pollutants from U.S. 101 and UPRR. However, the HRA found that health (cancer) risks would be above applicable thresholds. Mitigation Measure AQ-4 would provide for the removal of particulates before they enter the indoor environment, thereby reducing the overall exposure of individual residents to below applicable cancer risk thresholds. With this reduction in exposure, health risks to future residents would be below significance thresholds.</p>
<p>CE 12.2: Control of Air Emissions from New Development. The following shall apply to reduction of air emissions from new development:</p> <ol style="list-style-type: none"> Any development proposal that has the potential to increase emissions of air pollutants shall be referred to the Santa Barbara County Air Pollution Control District for comments and recommended conditions prior to final action by the City. All new commercial and industrial sources shall be required to use the best-available air pollution control technology. Emissions control equipment shall be properly maintained to ensure efficient and effective operation. Wood-burning fireplace installations in new residential development shall be limited to low-emitting State- and U.S. Environmental Protection Agency (EPA)-certified fireplace inserts and woodstoves, pellet stoves, or natural gas fireplaces. In locations near monarch butterfly ESHAs, fireplaces shall be limited to natural gas. Adequate buffers between new sources and sensitive receptors shall be required. Any permit required by the Santa Barbara County Air Pollution Control District shall be obtained prior to issuance of final development clearance by the City. 	<p>Consistent. The Project was referred to the APCD for comments. The Project would generate long-term Project emissions primarily associated with Project-generated traffic; however, impacts would be below APCD thresholds. The Project does not involve any commercial or industrial uses or any wood-burning fireplace installations.</p>
<p>CE 12.3: Control of Emissions during Grading and Construction. Construction site emissions shall be controlled by using the following measures:</p> <ol style="list-style-type: none"> Watering active construction areas to reduce windborne emissions. Covering trucks hauling soil, sand, and other loose materials. Paving or applying nontoxic solid stabilizers on unpaved access roads and temporary parking areas. Hydroseeding inactive construction areas. Enclosing or covering open material stockpiles. Revegetating graded areas immediately upon 	<p>Consistent. Construction of the Project is expected to occur over 36 months, including the required pre-construction soil export. Estimated preliminary Project grading would include approximately 178,700 cubic yards of cut and 15,500 cubic yards of fill and approximately 115,000 cubic yards of soil would be exported off-site before construction of the Project. Ozone precursors NO_x and ROC, as well as CO and diesel exhaust PM, would be emitted by the operation of construction equipment such as graders, backhoes, and generators, while fugitive dust (PM₁₀) would be emitted by activities that disturb the soil, such as grading and excavation, road construction and building construction. The pre-</p>



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Policy	Discussion
completion of work.	construction soil export would proceed according to one of two potential scenarios – one based on smaller (9 cubic yard) haul trucks and another based on larger (20 cubic yard) haul trucks. Scenario 1 includes 25,556 one-way haul truck trips, worker trips, and operation of on-site equipment and Scenario 2 includes 11,500 one-way haul truck trips, worker trips, and operation of on-site equipment. The Project would include standard dust control measures in accordance with APCD requirements and emissions would not exceed APCD thresholds.
<p>CE 12.4: Minimizing Air Pollution from Transportation Sources. The following measures are designed to reduce air pollution from transportation sources:</p> <p>a. Hollister Corridor Mixed Use. The Land Use Plan for the Hollister Corridor is designed to: 1) Provide new housing near existing workplaces and commercial services to encourage short trips by foot and bicycle. 2) Provide new housing near existing bus routes with convenient and high frequency service. 3) Provide new housing near the US-101 ramps so as to minimize the length of auto trips on streets within the community. 4) Provide new housing at locations near the existing Amtrak line, which could be considered for commuter rail service in the future.</p> <p>b. Other Land Use Policies: The following land use policies are designed to reduce demand for auto travel and promote less polluting modes such as bus transit, walking, and bicycling: 1) Clustering of moderate density housing and incorporation of residential apartments on upper floors of buildings, particularly in Goleta Old Town. 2) Integration of new housing into existing neighborhood commercial centers. 3) Emphasis on moderate density residential development rather than low density sprawl. 4) Integrating pedestrian, bicycle, and transit facilities into new development. 5) Establishment of a fixed urban boundary to reduce sprawl outward from the existing urbanized area.</p> <p>c. Transportation Policies: The following transportation measures are designed to lower emissions of air pollutants by promoting efficient use of the street system: 1) Fine-tuning of intersections and their operations to minimize delays. 2) Coordinated signal timing to improve traffic flow. 3) Promotion of improved transit services. Creation of a linked pedestrian circulation system. 4) Provision of a bikeway system. 5) Encouragement of employer-based trip reduction measures such as subsidized bus fares, flexible work hours, vanpools, and similar measures.</p>	<p>Consistent. The Project is on an infill site located in the Central Hollister Residential Development Area as specified in the General Plan. This area is designated by the General Plan and zoning regulations for medium density residential development in an area that enables a choice of alternative modes of travel, such as biking, walking, and public transit. The site is located near retail/commercial centers and job opportunities, thus potentially reducing the distance that residents have to drive to work and for other activities. The Project site is located close to bus lines along Hollister Avenue, approximately 0.5 miles to the south, thus providing convenient access to transit. Additionally, the site is located in proximity to the U S 101 on- and off-ramps at Los Carneros Road, and the Amtrak Station located 0.3 mile east of the site. Although direct access to the Amtrak Station is not currently available, access would be available via Hollister Avenue to La Patera Lane. Further, emissions from Project-generated traffic would not exceed APCD thresholds.</p>

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Policy	Discussion
<p>CE 13.1: Energy Efficiency in Existing and New Residential development. The City shall promote the following practices in existing and new residential construction:</p> <ol style="list-style-type: none"> Retrofitting of existing residential structures to reduce energy consumption and costs to owners and tenants is encouraged. These retrofits may include: increased insulation, weather stripping, caulking of windows and doors, low-flow showerheads, and other similar improvements. Master metering is discouraged, and conversions to individual metering where practicable is preferred. The City shall enforce the State's residential energy conservation building standards set forth in Title 24 through its plan check and building permit issuance processes. New residential development and additions to existing homes shall be designed to provide a maximum solar orientation when appropriate, and shall not adversely affect the solar access of adjacent residential structures. Use of solar water heating systems, operational skylights, passive solar heating, and waste heat recovery systems is encouraged. 	<p>Consistent. All new residential buildings must comply with Chapter 15.13 of the Goleta Municipal Code, "Energy Efficiency Standards," which require energy savings measures that exceed 2008 State of California Title 24 Energy Requirements by 15 percent, and must comply with the 2019 California Green Building Code, as adopted by Goleta Municipal Code Chapter 15.12. The Project is required to meet these standards for building permits.</p>
<p>CE 13.3: Use of Renewable Energy Sources. For new projects, the City encourages the incorporation of renewable energy sources. Consideration shall be given to incorporation of renewable energy sources that do not have adverse effects on the environment or on any adjacent residential uses. The following considerations shall apply:</p> <ol style="list-style-type: none"> Solar access shall be protected in accordance with the state Solar Rights Act (AB 2473). South wall and rooftop access should be achievable in low-density residential areas, while rooftop access should be possible in other areas. New development shall not impair the performance of existing solar energy systems. Compensatory or mitigation measures may be considered in instances where there is no reasonable alternative. Alternative energy sources are encouraged, provided that the technology does not contribute to noise, visual, air quality, or other potential impacts on nearby uses and neighborhoods. 	<p>Consistent. The Project does not incorporate renewable energy sources at this time. However, this policy is not a requirement and the Project design does not preclude future use of renewable energy sources, such as solar.</p>
<p>CE 15.3: Water Conservation for New Development. In order to minimize water use, all new development shall use low water use plumbing fixtures, water-conserving landscaping, low flow irrigation, and reclaimed water for exterior landscaping, where appropriate.</p>	<p>Consistent with Mitigation. As described in Section 4.14, <i>Utilities and Service Systems</i>, the Project would receive water service from the Goleta Water District (GWD). In accordance with GWD's Water Conservation Plan from 2010, the Project also would be required to incorporate feasible Best Management Practices (BMPs) into its water system design. Such practices include the use of water conserving fixtures and water efficient landscape and irrigation.</p>



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Policy	Discussion
SAFETY ELEMENT	
SE 1.3: Site-Specific Hazards Studies. Applications for new development shall consider exposure of the new development to coastal and other hazards. Where appropriate, an application for new development shall include a geologic/soils/geotechnical study and any other studies that identify geologic hazards affecting the proposed project site and any necessary mitigation measures. The study report shall contain a statement certifying that the project site is suitable for the proposed development and that the development will be safe from geologic hazards. The report shall be prepared and signed by a licensed certified engineering geologist or geotechnical engineer and shall be subject to review and acceptance by the City.	Consistent. A Geotechnical Engineering Report was prepared for the site by Earth Systems Pacific in 2014. As described in Section 4.5, <i>Geology and Soils</i> , the soils on the site are prone to liquefaction and expansion. Mitigation has been identified to reduce impacts to a less than significant level.
SE 1.9: Reduction of Radon Hazards. The City shall require the consideration of radon hazards for all new construction and require testing of radon levels for construction of homes and buildings located in areas subject to moderate or high potential for radon gas levels exceeding 4.0 picocuries as shown on maps produced by the California Division of Mines and Geology. The City shall require new homes to use radon-resistant construction where needed based on U.S. Environmental Protection Agency guidelines.	Consistent. According to the California Division of Mines and Geology radon mapping, the Project site is located in an area with low potential for indoor radon levels above 4.0 picocuries per liter (Santa Barbara and Ventura Counties Radon Mapping, 1997).
SE 4.4: Setback from Faults. New development shall not be located closer than 50 feet to any active or potentially active fault line to reduce potential damage from surface rupture. Nonstructural development may be allowed in such areas, depending on how such nonstructural development would withstand or respond to fault rupture or other seismic damage	Consistent. The closest Alquist-Priolo mapped earthquake fault is over 20 miles to the southeast (Pitas Point/Red Mountain Faults). The More Ranch Fault is located approximately 1 mile south of the Project site, and is characterized as active in the Santa Barbara County Comprehensive Plan Seismic Safety and Safety Element. Therefore, there are no active or potentially active faults on or within 50 feet of the Project site.
SE 4.11: Geotechnical Report Required. The City shall require geotechnical and/or geologic reports as part of the application for construction of habitable structures and essential services buildings (as defined by the building code) sited in areas having a medium-to-high potential for liquefaction and seismic settlement. The geotechnical study shall evaluate the potential for liquefaction and/or seismic-related settlement to impact the development, and identify appropriate structural-design parameters to mitigate potential hazards.	Consistent. See discussion under policy SE 1.3.
SE 5.2: Evaluation of Soil-Related Hazards. The City shall require structural evaluation reports with appropriate mitigation measures to be provided for all new subdivisions, and for discretionary projects proposing new nonresidential buildings or substantial additions. Depending on the conclusions of the structural evaluation report, soil and geological reports may also be required. Such studies shall evaluate the potential for soil expansion, compression, and collapse to impact the development; they shall also identify mitigation to reduce these potential impacts, if needed.	Consistent. See discussion under policy SE 1.3.



Table 4.9-1
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Policy	Discussion
SE 6.4: Avoidance of Flood Hazard Areas. The City shall discourage any new intensive development in any flood hazard area. Similarly, the City shall require appropriate flood mitigation for intensification of existing development in any flood-prone area. The City shall not approve development within areas designated as the 100-year floodplain that would obstruct flood flow (such as construction in the designated floodway), displace floodwaters onto other property, or be subject to flood damage. The City shall not allow development that will create or worsen drainage problems.	Consistent. The Project site is not located in the 100-year floodplain.
SE 7.1: Fire Prevention and Response Measures for New Development. New development and redevelopment projects shall be designed and constructed in accordance with National Fire Protection Association standards to minimize fire hazards, with special attention given to fuel management and improved access in areas with higher fire risk, with access or water supply deficiencies, or beyond a 5-minute response time.	Consistent. The Project would be built in accordance with all fire protection standards and is within the 5-minute response zone. The nearest fire station, which serves the Project site, is Fire Station 14, located at 320 North Los Carneros Road, approximately ½ mile north of the Project site.
SE 7.2: Review of New Development. Applications for new or expanded development shall be reviewed by appropriate Santa Barbara County Fire Department personnel to ensure they are designed in a manner that reduces the risk of loss due to fire. Such review shall include consideration of the adequacy of “defensible space” around structures at risk; access for fire suppression equipment, water supplies, construction standards; and vegetation clearance. Secondary access may be required and shall be considered on a case-by case basis. The City shall encourage built-in fire suppression systems such as sprinklers, particularly in high-risk or high-value areas.	Consistent. The Project has been reviewed by the Santa Barbara County Fire Protection District. The Fire District provided specifications for elevators, driveways, street signs, fire hydrants, a new fire lane, fire extinguishers, automatic sprinkler system, automatic fire or emergency alarm system, access way entrance gates, requirement for a Knox Box at entry, and payment of development impact fees. The Project would be consistent with the Fire Departments comments.
SE 7.5: Automatic Fire Sprinkler Systems. The City shall require the installation of automatic fire sprinklers for; a) all new buildings that have a total floor area of 5,000 square feet or more and b) any existing building proposed for remodeling or an addition, which, upon completion of the remodel or addition, will have a total floor area of 5,000 square feet or more. The 5,000-square-foot threshold cited in criteria a) and b), above, shall be reduced to 1,000 square feet for any building zoned or used for commercial or industrial purposes if such building is within 100 feet of any residentially zoned parcel.	Consistent. The Project has been reviewed by the Santa Barbara County Fire Protection District and would be subject to standard Department requirements mandating installation of fire sprinklers.
SE 10.5: Restriction on Residential Development near Hazardous Facilities. The City shall consider the exposure of new development to risk of hazardous materials accidents and exposure as a part of its project and environmental review processes and require any appropriate mitigation measures. The City shall not allow any new residential development near hazardous facilities if these residences would be exposed to unacceptable and unmitigable risk.	Consistent. Upon adoption of the General Plan, the City determined that a residential land use/zoning designation was appropriate for the Project site. As discussed in Section 4.7, <i>Hazardous Materials/Risk of Upset</i> , the potential release of hazardous materials from nearby businesses, truck accidents on U.S. 101, train derailments on the UPRR rail line, and a high-pressure natural gas pipeline on Hollister Avenue is low. The potential consequences of such a release could be catastrophic, resulting in injury or death to Project site residents. However, the Project would not increase exposure of residents to risks associated with chemical leaks and fire from nearby businesses, derailed trains, and truck accidents



Table 4.9-1
Consistency with Policies in the Goleta General Plan

Policy	Discussion
	beyond levels already anticipated in the General Plan FEIR. Therefore, a less than significant impact was identified and the various upset hazards present in the site vicinity do not constitute an unacceptable risk for residences to be placed on the Project site.
VISUAL AND HISTORIC RESOURCES ELEMENT	
<p>VH 1.1: Scenic Resources. An essential aspect of Goleta's character is derived from the various scenic resources within and around the city. Views of these resources from public and private areas contribute to the overall attractiveness of the city and the quality of life enjoyed by its residents, visitors, and workforce. The City shall support the protection and preservation of the following scenic resources:</p> <ol style="list-style-type: none"> The open waters of the Pacific Ocean/Santa Barbara Channel, with the Channel Islands visible in the distance. Goleta's Pacific shoreline, including beaches, dunes, lagoons, coastal bluffs, and open costal mesas. Goleta and Devereux Sloughs. Creeks and the vegetation associated with their riparian corridors. Agricultural areas, including orchards, lands in vegetable or other crop production, and fallow agricultural lands. Lake Los Carneros and the surrounding woodlands. Prominent natural landforms, such as the foothills and the Santa Ynez Mountains. 	<p>Consistent. As described in Section 4.1, <i>Aesthetics</i>, The Project site does not include scenic resources identified in Policy VH 1.1. The Project would not obstruct southward scenic views of the Pacific Ocean from the Los Carneros Road overpass. The Project would minimally obstruct a designated view corridor of the Santa Ynez Mountains northward from South Los Carneros Road at Calle Koral. As described in Section 4.1, <i>Aesthetics</i>, the simulated two- and three-story buildings in the southwest portion of the site would barely rise above the existing ridgeline of the Santa Ynez Mountains, minimally obstructing existing views of the mountains to the northeast from the perspective of northbound motorists on South Los Carneros Road. This has been identified as a Class III, less than significant, impact.</p>
<p>VH 1.4: Protection of Mountain and Foothill Views. Views of mountains and foothills from public areas shall be protected. View protection associated with development that may affect views of mountains or foothills should be accomplished first through site selection and then by use of design alternatives that enhance, rather than obstruct or degrade, such views. To minimize structural intrusion into the skyline, the following development practices shall be used where appropriate:</p> <ol style="list-style-type: none"> Limitations on the height and size of structures. Limitations on the height of exterior walls (including retaining walls) and fences. Stepping of buildings so that the heights of building elements are lower near the street and increase with distance from the public viewing area. Increased setbacks along major roadways to preserve views and create an attractive visual corridor. Downcast, fully shielded, full cut off lighting of the minimum intensity needed for the purpose. Limitations on removal of native vegetation. Use of landscaping for screening purposes and/or minimizing view blockage as applicable. Revegetation of disturbed areas. Limitations on the use of reflective materials and colors for roofs, walls (including retaining walls), and 	<p>Consistent. As described in VH 1.1, above, and Section 4.1, <i>Aesthetics</i>, the Project, while changing the existing view, would not obstruct southward scenic views of the Pacific Ocean from the Los Carneros Road overpass or the Santa Ynez Mountains northward from South Los Carneros Road at Calle Koral.</p>



Table 4.9-1
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Policy	Discussion
<ul style="list-style-type: none"> fences. i. Selection of colors and materials that harmonize with the surrounding landscape. j. Clustering of building sites and structures. 	
<p>VH 2.2: Preservation of Scenic Corridors. The aesthetic qualities of scenic corridors shall be preserved through retention of the general character of significant natural features; views of the ocean, foothills, and mountainous areas; and open space associated with recreational and agricultural areas including orchards, prominent vegetation, and historic structures. If landscaping is used to add visual interest or for screening, care should be taken to prevent a wall-like appearance. Bridges, culverts, drainage ditches and other roadway ancillary elements should be appropriately designed; side slopes and earthen berms adjacent to roadways should be natural in appearance.</p>	<p>Consistent. With regard to scenic views identified in the General Plan, including Figure 6-1, the Project development will be visible primarily from the Los Carneros Road Overpass, the U.S. 101 Los Carneros southbound on-ramp, and the Los Carneros Road scenic view corridor. Due to the elevation change between the Project site and the overpass/ramp, scenic and coastal views from these viewpoints, while changed, would not be obstructed by the Project. As described in Impact AES-1, the Project would not obstruct southward scenic views of the Pacific Ocean from the Los Carneros Road overpass or the Santa Ynez Mountains northward from South Los Carneros Road at Calle Koral. See discussions under Policies VH 1.1, VH 1.4, and Section 4.1, <i>Aesthetics</i>.</p> <p>As discussed in Section 4.1, <i>Aesthetics</i>, the massing and architectural style of the proposed apartment buildings would be largely compatible with surrounding development. The Project also includes a preliminary landscaping plan, as well as on-site amenities would provide residents with passive and active recreation opportunities including an activity trail, fitness stations, tot lot, benches, barbecue area, picnic tables, 120 bicycle parking spaces throughout the property, level turf play area, and native landscaping.</p>
<p>VH 2.3: Development Projects Along Scenic Corridors. Development adjacent to scenic corridors should not degrade or obstruct views of scenic areas. To ensure visual compatibility with the scenic qualities, the following practices shall be used, where appropriate:</p> <ul style="list-style-type: none"> a. Incorporate natural features in design. b. Use landscaping for screening purposes and/or for minimizing view blockage as applicable. c. Minimize vegetation removal. d. Limit the height and size of structures. e. Cluster building sites and structures. f. Limit grading for development including structures, access roads, and driveways. Minimize the length of access roads and driveways and follow the natural contour of the land. g. Preserve historical structures or sites. h. Plant and preserve trees. i. Minimize use of signage. j. Provide site-specific visual assessments, including use of story poles. k. Provide a similar level of architectural detail on all elevations visible from scenic corridors. l. Place existing overhead utilities and all new utilities underground. m. Establish setbacks along major roadways to help protect views and create an attractive scenic corridor. 	<p>Consistent. See discussion under policy VH 2.2.</p>

Table 4.9-1
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Policy	Discussion
On flat sites, step the heights of buildings so that the height of building elements is lower close to the street and increases with distance from the street.	
VH 3.1: Community Design Character. The visual character of Goleta is derived from the natural landscape and the built environment. The city's agricultural heritage, open spaces, views of natural features, established low-density residential neighborhoods, and small-scale development with few visually prominent buildings contribute to this character. Residential, commercial, and industrial development should acknowledge and respect the desired aspects of Goleta's visual character and make a positive contribution to the city through exemplary design.	Consistent. As discussed in Section 4.1, <i>Aesthetics</i> , landscaping and building design would respect Goleta's visual character and the surrounding residential development. The proposed landscape design is intended to blend with the existing Willow Springs Apartments by using a similar plant palette and two-rail fence along Camino Vista. Additionally, Mitigation measures AES-4(a) and AES-4(b) would be required to reduce potentially significant impacts from the Project's massing and architectural style and to ensure that building heights remain consistent with adjacent development. The massing and architectural style of the proposed apartment buildings would be compatible with surrounding development. The Project design would enhance Goleta's overall visual character using building forms that are typical of the neighborhood and adding distinction with architectural elements. See the discussion of Policy LU 1.8, Policy VH 1.4 and EIR Section 4.1 <i>Aesthetics</i> .
VH 3.2: Neighborhood Identity. The unique qualities and character of each neighborhood shall be preserved and strengthened. Neighborhood context and scale shall be maintained. New development shall be compatible with existing architectural styles of adjacent development, except where poor quality design exists.	Consistent. The proposed apartment buildings would be compatible with adjacent residential buildings. Both the Project and adjacent residential development are multi-family housing made up of buildings two and three stories tall. The Project site plan corresponds with the neighborhood context and the structures are not out of scale with the area. Additionally, architectural elements in the building design, such as the proposed severe, rectangular appearance, provide a distinction for the on-site development. See Section 4.1, <i>Aesthetics</i> , and Policies LU 1.8, VH 1.4. and VH3.1
VH 3.3: Site Design. The City's visual character shall be enhanced through appropriate site design. Site plans shall provide for buildings, structures, and uses that are subordinate to the natural topography, existing vegetation, and drainage courses; adequate landscaping; adequate vehicular circulation and parking; adequate pedestrian circulation; and provision and/or maintenance of solar access.	Consistent. The Project would remove 115,000 cubic yards of fill soil from the site, restoring the natural topography of the site. See Section 4.1, <i>Aesthetics</i> , for further details.
VH 3.4: Building Design. The city's visual character shall be enhanced through development of structures that are appropriate in scale and orientation and that use high-quality, durable materials. Structures shall incorporate architectural styles, landscaping, and amenities that are compatible with and complement surrounding development.	Consistent. See discussions under Policies LU 1.8, VH 1.4, VH 3.1 and VH 3.2, and in section 4.1, <i>Aesthetics</i> .
VH 4.4: Multifamily Residential Areas. In addition to the items listed in Subpolicy VH 4.3, the following standards shall be applicable to multifamily residential development (see related Subpolicies LU 1.9 and LU 2.3): a. Roof lines should be varied to create visual interest. b. Large building masses should be avoided, and where feasible, several smaller buildings are encouraged rather than one large structure. Multiple structures should be clustered to maximize open space. c.	Consistent. The Project includes 10 residential buildings with varied rooflines (flat and gabled) and architectural details including balconies. Based on the preliminary landscaping plan, extensive landscaping also would soften the development's mass and scale. The proposed landscape design is intended to blend with the existing Willow Springs Apartments by using a similar plant palette and two-rail fence along Camino Vista. Additionally, Mitigation measures AES-4(a) and AES-4(b) would be required to reduce potentially

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Policy	Discussion
<p>Multifamily residential developments shall include common open space that is appropriately located, is functional, and provides amenities for different age groups.</p> <p>c. Where multifamily developments are located next to less dense existing residential development, open space should provide a buffer along the perimeter.</p> <p>d. Individual units shall be distinguishable from each other. Long continuous wall planes and parking corridors shall be avoided. Three dimensional façades are encouraged.</p> <p>e. Extensive landscaping is encouraged to soften building edges and provide a transition between adjacent properties.</p> <p>f. Storage areas for recycling and trash shall be covered and conveniently located for all residents and screened with landscaping or walls.</p> <p>g. Safe and aesthetically pleasing pedestrian access that is physically separated from vehicular access shall be provided in all new residential developments whenever feasible. Transitional spaces, including landscape or hardscape elements, should be provided from the pedestrian access to the main entrance. Main entrances should not open directly onto driveways or streets. Safe bicycle access should be considered in all residential developments.</p>	<p>significant impacts from the Project's massing and architectural style and to ensure that building heights remain consistent with adjacent development. Pedestrian access would also be provided throughout the site and landscaping would be provided along site boundaries to screen the site from nearby roadways. Storage areas for trash and recycling bins would be screened.</p>
<p>VH 4.9: Landscape Design. Landscaping shall be considered and designed as an integral part of development, not relegated to remaining portions of a site following placement of buildings, parking, or vehicular access. Landscaping shall conform to the following standards:</p> <p>a. Landscaping that conforms to the natural topography and protects existing specimen trees is encouraged.</p> <p>b. Any specimen trees removed shall be replaced with a similar size tree or with a tree deemed appropriate by the City.</p> <p>c. Landscaping shall emphasize the use of native and drought-tolerant vegetation and should include a range and density of plantings including trees, shrubs, groundcover, and vines of various heights and species.</p> <p>d. The use of invasive plants shall be prohibited.</p> <p>e. Landscaping shall be incorporated into the design to soften building masses, reinforce pedestrian scale, and provide screening along public streets and off-street parking areas.</p>	<p>Consistent. As described in Section 2.0, <i>Project Description</i>, and Section 4.1, <i>Aesthetics</i>, the Project includes native landscaping throughout the Project and landscape screening on the perimeter of the site.</p>

Table 4.9-1
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Policy	Discussion
<p>VH 4.12: Lighting. Outdoor lighting fixtures shall be designed, located, aimed downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent overlighting, energy waste, glare, light trespass, and sky glow. The following standards shall apply:</p> <ul style="list-style-type: none"> a. Outdoor lighting shall be the minimum number of fixtures and intensity needed for the intended purpose. Fixtures shall be fully shielded and have full cut off lights to minimize visibility from public viewing areas and prevent light pollution into residential areas or other sensitive uses such as wildlife habitats or migration routes. b. Direct upward light emission shall be avoided to protect views of the night sky. c. Light fixtures used in new development shall be appropriate to the architectural style and scale and compatible with the surrounding area. 	<p>Consistent. Outdoor lighting fixtures would be of the minimum number necessary for safety and would be properly shielded. See Section 4.1, <i>Aesthetics</i>, includes mitigation for outdoor lighting specification ensuring the Project is consistent with this policy.</p>
<p>VH 4.15: Site-Specific Visual Assessments. The use of story poles, physical or software-based models, photo-realistic visual simulations, perspectives, photographs, or other tools shall be required, when appropriate, to evaluate the visual effects of proposed development and demonstrate visual compatibility and impacts on scenic views.</p>	<p>Consistent. As discussed in Section 4.1, <i>Aesthetics</i>, photo-realistic visual simulations show that the Project would create a less than significant impact on views of the Santa Ynez Mountains from South Los Carneros Road.</p>
<p>VH 5.4: Preservation of Historic Resources. Historic resources and the heritage they represent shall be protected, preserved, and enhanced to the fullest extent feasible. The City shall recognize, preserve and rehabilitate publicly owned historic resources and provide incentive programs to encourage the designation, protection, and preservation of privately owned historic resources. Various incentives or benefits to the property owner shall be considered, such as direct financial assistance, reduced permitting fees to upgrade structures, flexibility with regard to allowed uses, compliance with the State Historic Building Code rather than the Uniform Building Code, façade conservation easements, identification of grant sources, provision of information regarding rehabilitation loan financing, and tax advantages.</p>	<p>Consistent. The Project site does not include known historic structures.</p>
TRANSPORTATION ELEMENT	
<p>TE 1.6: Development Review. As a condition of approval of new non-residential projects, the City may require developers to provide improvements that will reduce the use of single-occupancy vehicles. These improvements may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> a. Preferential parking spaces for carpools. b. Bicycle storage, parking spaces, and shower facilities for employees. c. Bus turnouts and shelters at bus stops. d. Other improvements as may be appropriate to the site. 	<p>Consistent. The Project includes 120 bicycle parking spaces placed throughout the property. Additionally, the public transportation located along Hollister Ave is accessible from the Project site.</p>

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Policy	Discussion
TE 7.12: Transit Amenities in New Development. The City shall require new or substantially renovated development to incorporate appropriate measures to facilitate transit use, such as integrating bus stop design with the design of the development. Bus turnouts, comfortable and attractive all-weather shelters, lighting, benches, secure bicycle parking, and other appropriate amenities shall be incorporated into development, when appropriate, along Hollister Avenue and along other bus routes within the city. Existing facilities that are inadequate or deteriorated shall be improved or upgraded where appropriate and feasible.	Consistent. The Project would result in approximately 11 new transit users during the peak periods (7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.) (refer to Appendix I). There are currently 22 buses that serve the Project area during the weekday peak hour periods. Thus, the Project would add fewer than 1 rider per bus on average. New bus riders generated by the Project would not measurably impact the operations of the transit routes that serve the site. Bus stops are located in close proximity to the Project site on Hollister Avenue at the Aero Camino intersection (approximately 0.3 miles south of the Project site) and would be easily accessible from the site.
TE 9.3: Parking in Residential Neighborhoods. Any proposed new or expanded use in residential areas shall provide adequate onsite parking to support the use. Adequate parking shall be provided to minimize the need for parking in public rights-of-way and to avoid spillover of parking onto adjacent uses and into other areas. The existing supply of onstreet parking spaces shall be preserved to the maximum extent feasible. Off-street parking for proposed new single-family dwellings in all residential use categories shall be provided in enclosed garages. Driveway aprons in single-family residential neighborhoods shall have sufficient widths and depths to allow parking of two standard-sized vehicles in front of the garage.	Consistent. The Project would provide adequate on-site parking to serve future uses under the State Density Bonus Law. Additionally, to reduce any concerns over parking for the affordable housing component, parking spaces would be assigned specifically to a unit, and in some cases would require a lease addendum prohibiting the resident from owning a vehicle during their tenancy. Furthermore, the affordable portion of the Project is intended to serve people with special needs who often cannot afford to own an operating/insured vehicle, as well as some seniors, some of whom cannot drive.
TE 10.4: Pedestrian Facilities in New Development. Proposals for new development or substantial alterations of existing development shall be required to include pedestrian linkages and standard frontage improvements. These improvements may include construction of sidewalks and other pedestrian paths, provision of benches, public art, informational signage, appropriate landscaping, and lighting. In planning new subdivisions or large-scale development, pedestrian connections should be provided through subdivisions and cul-de-sacs to interconnect with adjacent areas. Dedications of public access easements shall be required where appropriate.	Consistent. The Project includes internal sidewalks and pedestrian paths and connections to Calle Koral, which has sidewalks to Los Carneros Road.
TE 11.4: Facilities in New Development. Bicycle facilities such as lockers, secure enclosed parking, and lighting shall be incorporated into the design of all new development to encourage bicycle travel and facilitate and encourage bicycle commuting. Showers and changing rooms should be incorporated into the design of all new development where feasible. Transportation improvements necessitated by new development should provide onsite connections to existing and proposed bikeways.	Consistent. The Project includes 120 bicycle parking pads placed throughout the property and would provide on-site security lighting. The Project is a residential development; therefore, items such as bike lockers, showers, and changing rooms do not apply.
TE 13.1: Traffic Studies for Development Proposals. Future development in Goleta will cause added burdens on the transportation system. Traffic analyses and reports shall be required for development proposals which the City Engineer and Planning Director determine may have effects on the local street system, including but not limited to possible degradation of service levels, potential creation of safety hazards, potential adverse effects on local	Consistent. The analysis in the EIR is based primarily on the <i>Updated Traffic and Circulation Study</i> for the Project prepared by Associated Traffic Engineers (ATE), dated March 2021, and the <i>VMT Calculations</i> for the Revised Heritage Ridge Project prepared by ATE, dated April 2021. These reports are included in Appendix I.



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Policy	Discussion
neighborhood streets, or other substantial transportation concerns. When required by the City, traffic studies shall be performed by a qualified transportation engineer under a contract with the City. The costs of the traffic study, including costs of City staff time, shall be the responsibility of the project applicant.	
<p>TE 13.3: Maintenance of LOS Standards. New development shall only be allowed when and where such development can be adequately (as defined by the LOS standards in Policy TE 4) served by existing and/or planned transportation facilities. Transportation facilities are considered adequate if, at the time of development:</p> <ul style="list-style-type: none"> a. Existing transportation facilities serving the development, including those to be constructed by the developer as part of the project, will result in meeting the adopted LOS standards set in Policy TE 4; or b. A binding financial commitment and agreement is in place to complete the necessary transportation system improvements (except for the planned new grade-separated freeway crossings), or to implement other strategies which will mitigate the project-specific impacts to an acceptable level, within 6 or fewer years; and c. Any additional offsite traffic mitigation measures are incorporated into the impact fee system for addressing cumulative transportation impacts of future development. 	<p>Consistent. An analysis of LOS is required under City's General Plan policies as part of the project planning and approval process. The <i>Updated Traffic and Circulation Study</i> for the Project (ATE, March 2021; Appendix I) contains an analysis of LOS. As detailed in the <i>Updated Traffic and Circulation Study</i>, the study area roadways and intersections would not exceed the City's LOS standards with the proposed Project.</p>
PUBLIC FACILITIES ELEMENT	
<p>PF 3.4: Fire Safety in New Development. The following fire safety standards shall be met, where applicable, in new development within the city:</p> <ul style="list-style-type: none"> a. Two routes of ingress and egress shall be required for any new development or subdivision of land requiring approval of a discretionary action. This requirement may be waived by the City when secondary access cannot be provided and maintenance of fire safety standards are ensured by other means. b. All private roads that provide access to structures served by the Santa Barbara County Fire Department shall be constructed at a minimum to the department's standards. c. All nonagricultural development in the foothills area shall include provisions for connection to the GWD or another public water purveyor. d. Emergency access shall be a consideration in the siting and design of all new development within the city. 	<p>Consistent. The Project would have two routes of ingress and egress. Additionally, the Fire Protection District reviewed the Project and found it to be acceptable. The Department provided a number of conditions that would be required to obtain the required Fire Protection Certificate. With implementation of these conditions the Project would be consistent.</p>
<p>PF 3.8: Impact Fee for Police Facilities. The City shall continue to require a development impact fee to provide revenue to assist with funding capital facilities for police services.</p>	<p>Consistent. The applicant would be required to pay development impact fees for police protection services.</p>

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Policy	Discussion
PF 3.9: Safety Considerations in New Development. All proposals for new or substantially remodeled development shall be reviewed for potential demand for and impacts on safety and demand for police services. The design of streets and buildings should reinforce secure, safe, and crime-free environments. Safety and crime reduction or prevention, as well as ease of policing, shall be a consideration in the siting and design of all new development within the city.	Consistent. The Project's impacts on police protection services was evaluated in Section 4.11, <i>Public Services</i> , and found to be less than significant. The Project involves the construction of walls along the north, east, and west boundaries that would reduce trespassing.
PF 5.2: Assessment of School Impacts of Large Development Projects. Applications for residential development within the city shall be referred to the school districts for their review and comments. The City shall require the assessment of impacts of large development projects on school facility needs through the preparation of environmental documents pursuant to CEQA.	Consistent. Impacts of the Project on schools were evaluated Section 4.11, <i>Public Services</i> , and found to be less than significant. The Project applicant would be required to pay school impact mitigation fees.
PF 9.2: Phasing of New Development. Development shall be allowed only when and where it is demonstrated that all public facilities are adequate and only when and where such development can be adequately served by essential public services without reducing levels of service elsewhere.	Consistent. Adequate public facilities are available to serve the Project. See also discussions for Policies PF 3.4, PF 3.8, PF 3.9, and PF 5.2.
PF 9.3: Responsibilities of Developers. Construction permits shall not be granted until the developer provides for the installation and/or financing of needed public facilities. If adequate facilities are currently unavailable and public funds are not committed to provide such facilities, the burden shall be on the developer to arrange appropriate financing or provide such facilities in order to develop. Developers shall provide or pay for the costs of generating technical information as to impacts the proposed development will have on public facilities and services. The City shall require new development to finance the facilities needed to support the development wherever a direct connection or nexus of benefit or impact can be demonstrated.	Consistent. See discussions for Policies PF 3.4, PF 3.8, PF 3.9, PF 5.2, and PF 9.2.
PF 9.7: Essential Services for New Development. Development shall be allowed only when and where all essential utility services are adequate in accord with the service standards of their providers and only when and where such development can be adequately served by essential utilities without reducing levels of service below the level of service guidelines elsewhere. a. Domestic water service, sanitary sewer service, stormwater management facilities, streets, fire services, schools, and parks shall be considered essential for supporting new development. b. A development shall not be approved if it causes the level of service of an essential utility service to decline below the standards referenced above unless improvements to mitigate the impacts are made concurrent with the development for the purposes of this policy. "Concurrent with the development" shall mean that improvements are in place at the time of	Consistent. Based upon the Judgement Upon Arbitration Award, Case Number 232281 filed in Santa Barbara Superior Court on February 26, 2002, the combined Willow Springs properties (Willow Springs I, Willow Springs II, and the Project) have been granted allocation of a total of 100.9 AFY of potable water from the GWD. The total estimated water demand for the three properties is 100.8 AFY. As discussed in Section 4.14, <i>Utilities and Service Systems</i> , the Project would be adequately served by water, sewer, and stormwater services. See discussion for Policies PF 3.4, PF 3.8, PF 3.9, PF 5.2, PF 9.2, and PF 9.3.



Table 4.9-1
Consistency with Policies in the Goleta General Plan

Policy	Discussion
<p>the development or that a financial commitment is in place to complete the improvements.</p> <p>c. If adequate essential utility services are currently unavailable and public funds are not committed to provide such facilities, developers must provide such facilities at their own expense in order to develop.</p>	
NOISE ELEMENT	
<p>NE 1.1: Land Use Compatibility Standards. The City shall use the standards and criteria of Table 9-2 to establish compatibility of land use and noise exposure. The City shall require appropriate mitigation, if feasible, or prohibit development that would subject proposed or existing land uses to noise levels that exceed acceptable levels as indicated in this table. Proposals for new development that would cause standards to be exceeded shall only be approved if the project would provide a substantial benefit to the City (including but not limited to provision of affordable housing units or as part of a redevelopment project), and if adequate mitigation measures are employed to reduce interior noise levels to acceptable levels.</p>	<p>Consistent with Mitigation. The Project could expose future residents to noise above the standards and criteria of the City's General Plan Noise Element Table 9-2, <i>Noise and Land Use Compatibility Criteria</i> due to noise from the adjacent U.S. 101, UPRR and existing business park development. However, Mitigation Measure N-5 in Section 4.10, <i>Noise</i>, would reduce indoor and outdoor noise exposure levels for the proposed housing Project to within City standards. Noise associated with Project construction was found to not exceed thresholds. Project generated traffic noise would not exceed thresholds.</p> <p>This residential apartment Project would provide 228 market-rate housing units to assist the City in addressing its jobs/housing balance.</p>
<p>NE 1.2: Location of New Residential Development. Where sites, or portions of sites, designated by the land use element for residential use exceed 60 dBA CNEL, the City shall require measures to be incorporated into the design of projects that will mitigate interior noise levels and noise levels for exterior living and play areas to an acceptable level. In the event that a proposed residential or mixed-use project exceeds these standards, the project may be approved only if it would provide a substantial benefit to the City, including but not limited to, provision of affordable residential units. Mitigation measures shall reduce interior noise levels to 45 dBA CNEL or less, while noise levels at exterior living areas and play areas should in general not exceed 60 dBA CNEL and 65 dBA CNEL, respectively.</p>	<p>Consistent with Mitigation. See discussion for policy NE 1.1.</p>
<p>NE 1.4: Acoustical Studies. An acoustical study that includes field measurement of noise levels may be required for any proposed project that would: a) locate a potentially intrusive noise source near an existing sensitive receptor, or b) locate a noise sensitive land use near an existing known or potentially intrusive noise source such as a freeway, arterial roadway, railroad, industrial facility, or airport traffic pattern. Acoustical studies should identify noise sources, magnitudes, and potential noise mitigation measures and describe existing and future noise exposure. The acoustical study shall be funded by the applicant and conducted by a qualified person or firm that is experienced in the fields of environmental noise assessment and architectural acoustics. The determination of applicability of this requirement shall be made by the Planning and Environmental Services Department by applying the standards and criteria of Table 9-2.</p>	<p>Consistent. An acoustical study was conducted as part of this EIR. Noise sources, magnitudes, and mitigation are described in Section 4.10, <i>Noise</i>.</p>



Table 4.9-1
Consistency with Policies in the Goleta General Plan

Policy	Discussion
NE 1.5: Acceptable Noise Levels. New construction and substantial alterations of existing construction shall include appropriate noise insulation measures (such as insulation, glazing, and other sound attenuation measures) so that such construction or renovations comply with state and building code standards for allowable interior noise levels. The intent of this policy is to require improved soundproofing for both noise receivers and sources.	Consistent with Mitigation. See discussion for Policy NE 1.1.
NE 4.1: Consideration of Exposure to Railway Noise. The City shall consider current and projected exposure to noise levels for any proposed development or use on land adjacent to the UPRR. The City should not approve any development that would result in unacceptable levels of noise exposure in accordance with the standards of Policy NE 1 above.	Consistent with Mitigation. The Project is adjacent to the UPRR. Section 4.10, <i>Noise</i> , includes a discussion of noise levels associated with the rail line. With mitigation, noise exposure would be reduced to a less than significant level.
NE 6.4: Restrictions on Construction Hours. The City shall require, as a condition of approval for any land use permit or other planning permit, restrictions on construction hours. Noise-generating construction activities for projects near or adjacent to residential buildings and neighborhoods or other sensitive receptors shall be limited to Monday through Friday, 8:00 a.m. to 5:00 p.m. Construction in nonresidential areas away from sensitive receivers shall be limited to Monday through Friday, 7:00 a.m. to 4:00 p.m. Construction shall generally not be allowed on weekends and state holidays. Exceptions to these restrictions may be made in extenuating circumstances (in the event of an emergency, for example) on a case by case basis at the discretion of the Director of Planning and Environmental Services. All construction sites subject to such restrictions shall post the allowed hours of operation near the entrance to the site, so that workers on site are aware of this limitation. City staff shall closely monitor compliance with restrictions on construction hours, and shall promptly investigate and respond to all noncompliance complaints.	Consistent with Mitigation. The Project site is located adjacent (within 50 feet) to existing residential uses that are considered sensitive receptors and would be affected by construction at the Project site. Therefore, Mitigation Measure N-1(a) restricts construction activity hours to between 8:00 a.m. and 5:00 p.m. Monday through Friday.
NE 6.5: Other Measures to Reduce Construction Noise. The following measures shall be incorporated into grading and building plan specifications to reduce the impact of construction noise: a. All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system. b. Contractors shall implement appropriate additional noise mitigation measures including but not limited to changing the location of stationary construction equipment, shutting off idling equipment, and installing acoustic barriers around significant sources of stationary construction noise. c. To the extent practicable, adequate buffers shall be maintained between noise-generating machinery or equipment and any sensitive receivers. The buffer should ensure that noise at the receiver site does not exceed 65 dBA CNEL. For equipment that produces a noise level of 95 dBA at 50 feet, a buffer of 1600 feet is	Consistent with Mitigation. Mitigation Measures N-1(b) – N-1(e) include additional measures beyond the requirements of this policy to reduce the impacts of construction noise.



Table 4.9-1
Consistency with Policies in the Goleta General Plan

Policy	Discussion
required for attenuation of sound levels to 65 dBA.	
NE 7.2: Site-Design Techniques. The City encourages the inclusion of site-design techniques for new construction that will minimize noise exposure impacts. These techniques shall include building placement, landscaped setbacks, and siting of more noise-tolerant components (parking, utility areas, and maintenance facilities) between noise sources and sensitive receptor areas.	Consistent with Mitigation. The Project includes construction of eight-foot high sound wall along the northern site boundary to reduce noise from U.S. 101 and UPRR. Mitigation Measure N-5 would further reduce noise exposure impacts.
NE 7.6: Noise-Insulation Standards for Multi-Family Dwellings. In compliance with state law, the City shall require all multi-family residential developments that are proposed within the 60-dBA CNEL noise contour to include appropriate noise insulation measures.	Consistent with Mitigation. See discussion for policy NE 7.2.
HOUSING ELEMENT	
HE 6.3: Vacant Sites Designated for Rezoning to Residential or Higher Density. Vacant sites designated by the Land Use Element for residential use, as identified in Technical Appendix Table 10A-24, shall be rezoned to higher density residential as identified in Technical Appendix Table 10A-28 following adoption of this updated element. Additionally, vacant nonresidential sites, as identified in Technical Appendix Table 10A-27, shall be rezoned to allow for residential use, consistent with the Land Use Element, following adoption of this updated element.	Consistent. The Project site is zoned for residential use consistent with the Land Use Element. The Project is consistent with the current residential land use designation and zoning.
<p>HE 9.3: Housing Design Principles for Multifamily and Affordable Housing. The intent in the design of new multifamily and affordable housing is to provide stable, safe, and attractive neighborhoods through high-quality architecture, site planning, and amenities that address the following principles (see related Policy VH 4):</p> <ul style="list-style-type: none"> a. Reduce the Appearance of Building Bulk— Require designs that break up the perceived bulk and minimize the apparent height and size of new buildings, including the use of upperstory step-backs, variations in wall and roof planes, and landscaping. Application of exterior finish materials and trim, and windows and doors, for example, are important elements of building design and an indicator of overall building quality. b. Recognize Existing Street Patterns— Incorporate transitions in height and setbacks from adjacent properties to respect adjacent development character and privacy. Design new housing so that it relates to the existing street pattern, creates a sense of neighborliness with surrounding buildings, and integrates pedestrian and bicycle systems. c. Enhance the “Sense of Place” by Incorporating Focal Areas—Design new housing around natural and/or designed focal points that are emphasized through direct pedestrian and bicycle pathway connections. Site design and placement of structures shall include the maximum amount of usable, contiguous open space. 	<p>Consistent. The multi-family Project would have overall mass, bulk and scale similar to that of adjacent multi-family residential developments. The Project includes a mixture of two- and three-story buildings and would break up the overall bulk of the development by providing ten buildings clustered on the site with open space common areas between the buildings. The placement of windows and balconies provides privacy for the residential units and metal window canopies are designed using decorative metal. Focal points are provided on-site including a two-acre public park in the center of the development. In addition, Mitigation Measures AES-4(a) and AES-4(b) would be required to reduce potentially significant impacts from the Project’s massing and architectural style and to ensure that building heights remain consistent with adjacent development. The continuity of building architecture and landscaping provide a sense of place. Pedestrian pathways are designed throughout the site and connect to the sidewalk on Calle Koral. Extensive landscaping would be provided along the sites eastern and western boundaries as well as eight-foot high privacy wall to the north provide buffers between site development and adjacent UPRR and U.S. 101. Carports and open parking spaces with landscape screening are located along the side and rear edges of the site. The Project is consistent with housing design principles for multifamily and affordable housing.</p> <p>See discussions under Policies LU 1.8, VH 3.1, VH 3.2, VH 3.3,</p>



**Table 4.9-1
Consistency with Policies in the Goleta General Plan**

Policy	Discussion
<p>d. Minimize the Visual Impact of Parking and Garages—Discourage residential designs in which garages dominate the public façade of the residential building.</p> <p>e. Provide Buffers between Housing and Nonresidential Uses—Ensure compatibility of residential and nonresidential uses by addressing parking and driveway patterns, transitions between uses, entries, site planning, and the provision of appropriate buffers to minimize noise, lighting, or use impacts.</p> <p>f. Maximize Privacy for Individual Units—Site design, including placement of structures, pedestrian circulation, and common areas, as well as elements of architectural design such as, but not limited to, placement of windows, shall achieve a maximum degree of privacy for individual dwelling units within multifamily projects, including privacy for individual exterior spaces.</p> <p>g. Maximize Security and Safety—Site and architectural design of multifamily residential projects shall emphasize principles of “defensible space,” security for residents, and public safety and shall facilitate policing and observation by the City’s police department from public streets and rights-of-way to the extent feasible.</p>	<p>VH 3.4, VH 4.4, VH 4.9, VH 4.12, VH 4.15 and section 4.1, <i>Aesthetics</i>.</p>

As described in Table 4.9-1, the Project would be consistent with ~~most~~ applicable City land use policies, with incorporation of mitigation included throughout this EIR. Based on the analysis for Impact LU-1, this impact would be Class III, less than significant.

Mitigation Measures. Mitigation would not be required as this impact would be less than significant.

Residual Impact. Impacts would be less than significant without mitigation.

Impact LU-2 The Project would be consistent with the Inland Zoning Ordinance, as adopted by the Goleta Municipal Code. Impacts would be Class III, less than significant [Threshold 2].

The Project site is zoned Design Residential in the Inland Zoning Ordinance (Article III, Chapter 35 of the Goleta Municipal Code). Pursuant to the zoning regulations (Section 35-222.1), the purpose of the DR zone district is to “provide standards for traditional multiple residences as well as allowing flexibility and encouraging innovation and diversity in the design of residential developments by allowing a wide range of densities and housing types while requiring the provision of a substantial amount of open space within new residential developments. The intent is to ensure comprehensively planned, well designed projects.” Permitted uses in this zone include multi-family dwelling units, including community apartment projects. Accessory use buildings that are incidental to the permitted uses are also allowed. The Project involves multi-family housing that would be permitted in the DR zone.

The Design Residential zoning designation allows for a maximum of 20 units per acre. As stated in Impact LU-1, the Project site is an Affordable Housing Opportunity Site within the General Plan, which requires a minimum density of 20 units/acre and a maximum density of 25 units/acre. The Project would have a density of 23.63 units/acre.

Table 4.9-2 shows consistency with other DR zone and General Regulation requirements in the City's zone code, based on the proposed site plan shown on Figure 2-5 in Section 2.0, *Project Description*:

Table 4.9-2
Consistency with Zoning Ordinance Requirements

Zoning Requirements	Project
Front Yard Setback: Twenty (20) feet from right-of-way line	Consistent The front setback would be more than 20 feet from the property line along Camino Vista and 20 feet from the property line along Calle Koral.
Side Yard Setback: Ten (10) feet from any side or rear property line	Consistent Carports would be located 10 feet from the eastern property line.
Rear Yard Structure Setback: The DR zone requires a 10-foot rear yard setback, however General Regulations permit an accessory structure to be located in the rear yard setback.	Consistent Carports (accessory structures) would be located 10-feet from the rear property line.
Parking Design: Arranged to prevent through traffic to other parking areas; uncovered parking shall be screened from the street and adjacent residences to a height of at least four feet with hedges, dense plantings, solid fences or walls.	Consistent The proposed parking areas would only connect to Camino Vista and would not connect to other parking areas. Parking areas would be screened from adjacent uses with perimeter property walls.
Distance between buildings: Minimum of 5 feet	Consistent There would be a minimum of 5 feet between all proposed buildings.
Building Coverage: Not to exceed 30% of the net area of the property	Consistent Building footprints are 17% of the total site area
Height limit: 35 feet The zoning ordinance defines building height as the vertical distance from the average finished grade of the lot covered by the building to the mean height of the highest gable or pitch of a hip roof. For buildings on stepped pads, building height is an average height as determined by measurements around the entire building footprint which are then averaged from the finished grade to mean roof heights.	Consistent The Project includes buildings with a maximum building height of 35 feet.
Open Space: Minimum of 40% of the net area of the property dedicated to common and/or public open space	Consistent Approximately 7.2 acre of common open space (without the 2.0 acre park site), or 40.4% of total site area would be provided.

Table 4.9-2
Consistency with Zoning Ordinance Requirements

Zoning Requirements	Project
Landscaping: Uncovered parking area separated from property lines by a landscaped strip not less than 5 feet in width.	Consistent No uncovered parking spaces are proposed to be located along property lines.
Density: Minimum 20 du/acre Maximum 25 du/acre	Consistent. The Project's density would be 23.63 acres (332 units/14.05 developable acres).

4.10 NOISE

This section evaluates both temporary noise impacts associated with construction activity and long-term noise impacts associated with residential use of the Project site. Additionally, noise impacts to sensitive receptors on the Project site and vibration from off-site sources are studied. The analysis herein is based on the *Environmental Noise Study Report* prepared by Dudek for the project site on May 21, 2014 (Appendix H).

4.10.1 Setting

a. 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 dB 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 dB and a sound that is 10 dB less than the ambient sound level would result in a negligible increase (less than 0.5 dB) in total ambient sound levels. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB 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 dB 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 dB per doubling of distance, while noise from heavily traveled roads typically attenuates at about 3 dB per doubling of distance. Noise from a point source typically attenuates at about 6 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA. The Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment* indicates that the manner in which newer buildings in California are constructed generally provides a reduction of exterior-to interior noise levels of about 25 dBA with closed windows (May 2006). The *Environmental Noise Study Report* prepared by Dudek for the project site (May 2014) finds that standard construction materials and techniques used for residential developments in Southern California (conventional wood frame construction consistent with current California energy conservation requirements) normally result in a minimum exterior-to-interior noise attenuation of 15 dBA with windows open and 20 dBA with windows closed.

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 dB 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 dB 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.

b. Noise Sources. The project site is located south of U.S. 101 and the Union Pacific Railroad (UPRR) tracks and east of S. Los Carneros Road. The project site is also in an area characterized primarily by residential and industrial development. Consequently, noise sources affecting noise levels on-site and in the project site vicinity include traffic noise, railroad noise, and noise associated with industrial operations.

Railroad Noise. Passenger and freight operations occur along the UPRR, which parallels and is just south of the U.S. 101 corridor. The railroad roughly bisects the City in an east-west direction. Based on information provided in the City of Goleta General Plan Noise Element 2006 and Amtrak's online train schedule, daily rail operations include 12 freight trains with 3 occurring at night, and 9 passenger trains with all occurring during the day (Westar Mixed-Use FEIR, City of Goleta 2012). The maximum instantaneous sound of passing trains ranges from 96 to 100 dBA at 100 feet from the tracks, and the average sound level ranges from 70 to 75 dBA CNEL. The combined noise sources of the railway and U.S. 101 result in a 300- to 600-foot-wide east-west corridor where noise levels equal or exceed 70 dBA CNEL and produce noise levels equal to or exceeding 60 dBA CNEL in a corridor that is roughly three times the width of the 70+ dBA CNEL corridor (Goleta General Plan Noise Element, 2006).

c. Current Noise Levels. The Noise Element of the Goleta General Plan shows the northern half of the project site as being within the 65 dBA CNEL noise contour for U.S. 101 and the remainder of the project site as being within the 60 dBA CNEL noise contour. The Noise Element also shows the northern part of the project site as within the 70 dBA CNEL noise contour for the railroad, the central part of the project site as within the 65 dBA CNEL noise contour, and the southern part of the project site as within the 60 dBA CNEL noise contour.

As part of the Noise Study Report, the existing noise environment at the site was monitored on Thursday through Friday, March 13–14, 2014. It should be noted that the Noise Study Report identifies project conditions at the time the Notice of Preparation (NOP) was prepared in accordance with CEQA Guidelines Section 15125(a). The baseline noise levels reported remain relevant because the dominant noise sources in the project area are traffic noise from U.S. 101 and trains along UPRR and these sources have not experienced substantial increases of daily traffic volumes (9% increase from 2014 to present). It is assumed that train frequency has not substantially increased since 2014 NOP. One short-term (6-minute duration) noise measurement and one long-term (24-hour duration) noise measurement was conducted on site. Both measurements were conducted in the same location, adjacent to the northern project boundary, approximately 500 feet east of S. Los Carneros Road. During the short-term noise measurement, traffic on U.S. 101 was counted and noted. The traffic counts and the short-term noise level data were used to calibrate the traffic noise model (refer to Appendix H for measurement device details and methodology).

During the short-term noise measurement, the principal contributor to the ambient noise environment at the project site was traffic noise from the U.S. 101. The U.S. 101 traffic was observed to move smoothly during the measurements. Other noise sources observed during the measurements included distant construction noise. No trains passed by the site during the short-term noise measurement, although rail noise was a contributor during the long-term noise measurement. The noise level measurement results are presented in Table 4.10-1.

**Table 4.10-1
Noise Measurement Results**

Location	Date/Time	Measured Ambient Noise (dBA)	
		Leq ¹	CNEL ²
Adjacent to northern project boundary, approximately mid-site in east-west direction	3/13/2014 1:10 PM - 1:16 PM	54 dBA	n/a
	3/13/2014 2:00 PM - 3/14/2014 2:00 PM	62 dBA	67 dBA

Notes: Weather conditions: Temperature 64 degrees F; 69% Relative humidity; partly cloudy skies; 2 mph southerly wind.

One 6-minute measurement and one 24-hour measurement was taken using an integrating sound level meter.

1. Leq is essentially the average sound level over the measurement period.

2. CNEL is the average sound level over a 24-hour period

Source: Dudek, 2014 (Appendix H)

Measured on-site noise levels are lower than what is shown in the Noise Element of the General Plan. This is because the generalized noise contours developed as part of the Noise Element do not account for site-specific conditions that affect noise propagation. Site-specific factors that reduce noise from U.S. 101 and the UPRR on the project site include topographic features which obstruct noise transmission, such as the U.S. 101 onramp at S. Los Carneros Road, which serves as a partial barrier that reduces noise from U.S. 101, and S. Los Carneros Road, which serves as a partial barrier to approaching and departing vehicle traffic on U.S. 101 as well as rail traffic on the UPRR line.

d. Sensitive Noise Receptors. The General Plan Noise Element defines sensitive receptors as users or types of uses that are interrupted (rather than merely annoyed) by relatively low levels of noise. These include: residential neighborhoods, schools, libraries, hospitals and rest homes, auditoriums, certain open space areas, and public assembly places. Uses in the immediate vicinity of the project site consist primarily of residential and industrial development. Sensitive receptors near the project site include residential uses (Willow Spring I and II) south of the project site across Camino Vista. In addition, an additional residential development has been approved to the west of the project site, beyond S. Los Carneros Road. This development would be considered a noise sensitive use.

e. Fundamentals of Groundborne Vibration. Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and, in the U.S., is referenced as vibration decibels (VdB).

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level 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 rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. The general human response to different levels of groundborne vibration velocity levels is described in Table 4.10-2.

Table 4.10-2
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.
90 VdB	Difficulty with tasks such as reading computer screens.

Source: FTA, 2006.

f. Regulatory Setting. The Noise Element of the Goleta General Plan establishes noise standards for various land use categories based on the U.S. Department of Housing and Urban Development Guidelines and standards from the California Office of Noise Control. The City recommends 50-60 dBA as the “normally acceptable” range and 60-65 dBA as the “conditionally acceptable” range for multi-family residential uses. According to the Goleta General Plan, multi-family residences within the “normally acceptable range” are deemed satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Development of multi-family residences within the “conditionally acceptable” range should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design.

Table 4.10-3 shows the noise and land use compatibility criteria in the City’s Noise Element.

According to Noise Element policy NE 1.1, the City requires mitigation for development that would subject proposed land uses to noise levels that exceed the acceptable levels shown in Table 4.10-2. Policy NE 1.2 requires new development in areas over 60 dBA CNEL to include mitigation to reduce interior noise levels to 45 dBA CNEL or less. The Noise Element also 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 and 7:00 AM to 4:00 PM Monday through Friday for construction in nonresidential areas (Policy NE 6.4). Noise Element Policy NE 6.5 requires noise mitigation for construction equipment.

The Goleta Municipal Code (GMC) Chapter 9.09 regulates noise in the City. The purpose of the Chapter is to preserve public peace and comfort for citizens of Goleta from unwarranted noise and disturbances. The GMC prohibits loud and unreasonable noise between the hours of 10:00 PM and 7:00 AM Sunday through Thursday and between 12:00 midnight and 7:00 AM Friday and Saturday. Loud and unreasonable noise is defined as sound which is clearly discernible at a distance of 100 feet from the property line of the property upon which it is broadcast or sound which is above 60 dBA at the edge of the property line



upon which the sounds is broadcast. The City does not have any code requirements related to noise from construction activities but the GMC noise regulations cited would apply to construction noise.

**Table 4.10-3
Goleta Noise and Land Use Compatibility Criteria**

Land Use Category	Community Noise Exposure (Ldn or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - low density	50-60	60-65	65-75	75-85+
Residential – multiple family	50-60	60-65	65-75	75-85+
Transient Lodging – motels and hotels	50-65	65-70	70-80	80-85+
Schools, libraries, churches, hospitals, and nursing homes	50-60	60-65	65-80	80-85+
Auditoriums, concert halls, and amphitheaters	NA	50-65	NA	65-85+
Sports arenas and outdoor spectator sports	NA	50-70	NA	70-85+
Playgrounds and neighborhood parks	50-70	NA	70-75	75-85+
Golf courses, riding stables, water recreation, and cemeteries	50-70	NA	70-80	80-85+
Office buildings, business commercial, and professional	50-67.5	67.5-75	75-85+	NA
Industrial, manufacturing, utilities, and agriculture	50-75	70-75	75-85+	NA

Source: Table 9-2, Noise Element, Goleta General Plan (September 2006)

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

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

Normally Unacceptable: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements shall be made and needed noise insulation features shall be included in the design.

Clearly Unacceptable: New construction or development should generally not be undertaken.

NA: Not applicable.

4.10.2 Impact Analysis

a. Methodology and Significance Thresholds. The future noise levels at the project area building facades and the outdoor recreational areas (pools areas, park) were calculated using the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM v. 2.5). Noise modeling data sheets can be viewed in Appendix H. The model calculations are based on traffic data from the project traffic and circulation study



performed by Associated Transportation Engineers (ATE) (see Appendix I) and Caltrans traffic counts (<http://traffic-counts.dot.ca.gov/>). Since circulation of the Draft EIR in June 2016, the number of proposed residential units were reduced from 360 to 332, trip generation rates were updated, and trips associated with the park were added, which increased the average daily traffic volume attributable to the project by 235. This increase in project vehicle trips represents a 0.3% of the average daily vehicle volumes on US 101. The TNM modeling in the section does not reflect this minimal increase of daily trips, and therefore provides a moderately conservative analysis of local area roadways. The project's daily increase of 235 vehicle trips would not change the results for future traffic noise levels from the dominant traffic related noise source (U.S. 101). Cumulative conditions correspond to the assumed buildout of pending development within the City as indicated in Section 3.0, *Environmental Setting*, Tables 3-1 and Table 3-2. The traffic noise model was calibrated using the short-term sound level measurement shown in Table 1. The difference between the monitored and calibrated noise levels is less than 1 dBA, which is within the acceptable margin-of-error of noise monitoring equipment and modeling programs.

Based upon Section 2.0, *Project Description*, a planned eight-foot masonry wall height along the northern and western project boundaries was included in the noise model.

Noise associated with rail activities on the adjacent UPRR line was based on information provided in the City of Goleta General Plan Noise Element 2006 Estimates of rail operations (12 freight trains with 3 occurring at night, and 9 passenger trains with all occurring during the day) were obtained from the Westar Mixed-Use FEIR (City of Goleta, 2012) and Amtrak's online train schedule. According to the City of Goleta General Plan Noise Element 2006, passenger and freight operations along the UPRR comprise another source of transportation-related noise. The maximum instantaneous sound level of passing trains ranges from 96 to 100 dBA at 100 feet from the tracks, and the average sound level ranges from 70 to 75 dBA CNEL. The combined noise sources of the railway and U.S. 101 result in a 300- to 600-foot-wide east-west corridor where noise levels equal or exceed 70 dBA CNEL and produce noise levels equal or exceeding 60 dBA CNEL in a corridor that is roughly three times the width of the 70+ dBA CNEL corridor.

Overall on-site noise levels were calculated by standard logarithmic decibel addition. Based on logarithmic addition, a doubling of sound energy translates to a 3 dBA increase in noise (e.g., an increase from 65 dBA to 68 dBA represents a doubling of sound energy). Estimated on-site noise accounts for both vehicle traffic noise and railroad noise.

Construction noise and groundborne vibration levels were estimated based on information available in FTA's *Transit Noise and Vibration Impact Assessment* (May 2006). Reference noise and vibration levels from that document were used to estimate noise levels at nearby sensitive receptor locations based on the distance between the construction site and receptors and a standard noise attenuation rate of 6 dB per doubling of distance and vibration attenuation rate of approximately 9 VdB per doubling of distance. Construction noise and vibration level estimates do not account for the presence of intervening structures or topography, which could further reduce noise and vibration levels at receptor locations. Therefore, the noise and vibration levels presented herein represent a worst-case estimate of actual construction noise.

The following thresholds are based on Appendix G of the *CEQA Guidelines*. Impacts would be potentially significant if the Project would result in:

1. *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*



2. *Generation of excessive groundborne vibration or groundborne noise levels?*
3. *For a project located within the vicinity of a private airstrip or 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?*

According to the City's *Environmental Thresholds and Guidelines Manual*, impacts would be significant if the Project would result in:

- a) *Noise levels in excess of 65 dBA CNEL that could affect sensitive receptors;*
- b) *Exposure to outdoor noise levels in excess of 65 dBA CNEL and/or exposure to interior noise levels in excess of 45 dBA CNEL.*
- c) *A substantial increase in ambient noise levels for noise-sensitive receptors generally presumed to be an increase to 65 dBA CNEL or more; or a substantial increase in ambient noise levels for noise-sensitive receptors that is less than 65 dBA CNEL, as determined on a case-by-case basis.*
- d) *Noise from grading and construction activity within 1,600 feet of sensitive receptors, including schools, residential development, commercial lodging facilities, hospitals or care facilities.*

With respect to traffic noise increases due to project-generated traffic, impacts would be significant if traffic-generated noise associated with development of the project would result in exposure of sensitive receptors to unacceptable noise levels, as outlined in Table 4.10-4, below. The May 2006 FTA *Transit Noise and Vibration Impact Assessment* recommendations were used to determine whether or not increases in roadway noise would be considered significant. The allowable noise exposure increase changes with increasing noise exposure, such that lower ambient noise levels have a higher allowable noise exposure increase. Table 4.10-4 shows the significance thresholds for increases in traffic-related noise levels caused by the project. If residential development or other sensitive receptors would be exposed to traffic noise increases exceeding the FTA criteria, impacts would be considered significant.

Table 4.10-4
Significance of Changes in
Operational Roadway Noise Exposure

Ldn or Leq in dBA	
Existing Noise Exposure	Allowable Noise Exposure Increase
45-50	7
50-55	5
55-60	3
60-65	2
65-75	1
75+	0

Source: FTA, May 2006



Goleta has not adopted specific thresholds for groundborne vibration impacts. Therefore, this analysis uses the FTA's vibration impact thresholds to determine whether groundborne vibration would be "excessive." A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The FTA does not consider most commercial and industrial uses to be noise-sensitive (except for those that depend on quiet as an important part of operations, such as sound recording studios) and therefore does not recommend thresholds for groundborne vibration impacts to such uses. In terms of groundborne vibration impacts on structures, the FTA states that groundborne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings. According to FTA Transit Noise and Vibration Impact Assessment, the groundborne vibration threshold for "infrequent events," defined as fewer than 30 vibration events of the same kind per day, for residences and buildings where people normally sleep (e.g., the future on-site residences and the residences 50 feet south of the project site) is 80 VdB.

According to the Goleta General Plan, the project site is located outside of the current and the anticipated 2030 60 dBA CNEL noise contour of the Santa Barbara Municipal Airport. There are no private airports within the vicinity of the City. No impact related to airport noise would occur and airport noise impacts for Threshold 3 is discussed in Section 4.15, *Effects Found Not to be Significant*.

b. Project Impacts and Mitigation Measures.

Impact N-1 **Construction activities would be located within 50 feet of noise-sensitive receptors, including existing residential uses approximately 50 feet away along the southern project site border, and would last for up to 36 months, including up to 27 weeks of soil hauling using heavy trucks along Camino Vista. Therefore, temporary construction-related noise could result in a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance. This impact would be Class I, significant and unavoidable [Threshold 1].**

The Project would be constructed over a period of approximately 36 months, including the required soil hauling. Table 4.10-5 shows typical noise levels associated with various construction equipment at distances of 50, 100, 200, 400, and 500 feet from the noise source. Typical construction noise levels at 50 feet from the source range from about 76 to 89 dBA. The grading/excavation phase of project construction tends to create the highest construction noise levels because of the operation of heavy earth-moving equipment, although only a limited amount of equipment would operate near a given location at a particular time. In the case of the Project, activity requiring the use of heavy earth-moving equipment would include the pre-construction soil removal phase.

**Table 4.10-5
Typical Noise Levels at Construction Sites**

Equipment On-site	Typical Level (dBA) 50 Feet from the Source	Typical Level (dBA) 100 Feet from the Source	Typical Level (dBA) 200 feet from the Source	Typical Level (dBA) 400 feet from the Source	Typical Level (dBA) 500 feet from the Source
Air Compressor	81	75	69	63	61
Backhoe	80	74	68	62	60
Concrete Mixer	85	79	73	67	65
Crane, mobile	83	77	71	65	63
Dozer	85	79	73	67	65
Jack Hammer	88	82	76	70	68
Paver	89	83	77	71	69
Saw	76	70	64	58	56
Scraper Laying	89	83	77	71	69
Truck	88	82	76	70	68

Noise levels assume a noise attenuation rate of 6 dBA per doubling of distance.
Source: FTA, May 2006.

The most affected adjacent uses are residential uses (Willow Spring I and II) south of the project site across Camino Vista approximately 50 feet away and residential uses (Village at Los Carneros) west of the project site across South Los Carneros Road approximately 175 feet away. The majority of residences located in the Village at Los Carneros development, adjacent to South Los Carneros Road, are shielded from the project site due to the elevation of the site relative to the South Los Carneros Road. Adjacent industrial uses to the east could be exposed to temporary noise levels up to 89 dBA range during the loudest periods of construction. However, these types of facilities are not considered noise sensitive receptors. Since construction activities would be located within 50 feet of residential uses and noise at these receptors could exceed 89 dBA for a period of up to 36 months, construction activities would result in a substantial increase in ambient noise levels at adjacent noise-sensitive receptors. Therefore, the impact from construction noise would be potentially significant.

In addition to these on-site sources of construction noise, the Project would involve approximately 178,000-cubic yards of cut and 15,500-cubic yards of fill with approximately 115,000-cubic yards of export material, as described in Section 2.3.3. Trucks hauling material to and from the site would be a source of construction noise during this phase, which is anticipated to last up to 27 weeks as described in Section 2.0, *Project Description*.

As shown in Table 4.10-5, noise from trucks can reach up to 88 dBA Lmax at 50 feet from the source. The only available haul route from the Project site is Camino Vista to Los Carneros to U.S. 101 which would require trucks to pass by the existing Willow Spring I and II sites south of the project site across Camino Vista. The closest residences are approximately 50 feet from the centerline of Camino Vista. Within Willow Springs I and II up to approximately 360 units could be affected by noise associated with soil excavation and hauling. Because hauling trucks would travel on roads directly adjacent to residential units and past sensitive receptors for a period of up to 27 weeks, resulting in noise levels up to 88 dBA Lmax at the

nearest noise-sensitive receptors, soil hauling truck trips would result in a substantial increase in ambient noise levels at adjacent noise-sensitive receptors. Therefore, the noise impact from soil hauling during construction would be potentially significant. In addition, because on-site construction activities would be up to 89 dBA within 50 feet of the nearest existing residential receptors, overall construction noise impacts would be potentially significant.

Mitigation Measures. Construction activity associated with the Project would occur within 50 feet of sensitive receptors and could therefore generate noise that could result in a significant temporary noise conflict at nearby noise-sensitive receptors. Therefore, the following mitigation measures are required to minimize construction-related noise.

- N-1(a) Construction Timing.** Construction activity and equipment maintenance is limited to the hours between 8 AM and 5 PM, Monday through Friday. No construction can occur on State holidays (e.g., Thanksgiving, Labor Day). Non-noise generating construction activities such as interior painting are not subject to these restrictions.

Plan Requirements and Timing: At least one sign near each Project site entrance along Camino Vista stating these restrictions must be posted on the site. Signs must be a minimum size of 24" x 48." Signs must be in place before the beginning of and throughout grading and construction activities. Violations may result in suspension of permits.

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

- N-1(b) Electrical Power.** Electrical power must be used to run air compressors and similar power tools.

Plan Requirements and Timing: The equipment area with appropriate acoustic shielding must be designated on building and grading plans. Equipment and shielding must remain in the designated location throughout construction activities.

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

- N-1(c) Construction Noise Complaint Line.** The applicant must provide a non-automated telephone number for local residents and employees to call to submit complaints associated with construction noise.

Plan Requirements and Timing: The telephone number must be included in the notice required by Measure N-1(a) and posted on the Project site and must be easily viewed from adjacent public areas. Proof of mailing the notices must be provided to the Planning and Environmental Review Director or designee before the City issues a grading permit. At least one sign near each Project site

entrance along Camino Vista with the phone number must be posted on-site. The applicant must inform the Planning and Development Review Director or designee of any complaints within one week of receipt of the complaint. Signs must be in place before beginning of and throughout grading and construction activities. Violations may result in suspension of permits.

Monitoring: Building Inspectors and Permit Compliance staff may periodically inspect and respond to complaints.

- N-1(d) Distancing of Vehicles and Equipment.** Noise and groundborne vibration construction activities whose specific location on the Project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) must be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.

Plan Requirements and Timing. The location of vehicles and equipment must be designated on building and grading plans. Equipment and vehicles must remain in the designated location throughout construction activities.

Monitoring. The Planning and Environmental Review Director must periodically inspect the site to ensure compliance.

- N-1(e) Avoid Operating Equipment Simultaneously.** Whenever possible, construction activities must be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

Plan Requirements and Timing. The construction schedule and timing of operation of each piece of equipment must be provided by the applicant.

Monitoring. Planning and Environmental Review Director or designee must periodically inspect the site to ensure compliance.

- N-1(f) Sound Control Curtains and Acoustical Blankets.** Flexible sound control curtains must be placed around all drilling apparatuses, drill rigs, and jackhammers when in use. Acoustical blankets (or similarly effective temporary noise barriers) must be placed along the southern, western, and eastern Project site boundaries to reduce noise transmission to existing land uses to the south, west, and east, including residential units at the existing Willow Spring I and II sites south of the project site across Camino Vista and residential units at the existing Village at Los Carneros west of the project site across South Los Carneros Road.

Plan Requirements and Timing. The equipment area with appropriate sound control curtains and the locations of acoustical blankets must be designated on building and grading plans. Equipment and shielding must remain in the designated location throughout construction activities.

Monitoring. Planning and Environmental Review Director or designee must monitor compliance with restrictions on construction hours and must promptly investigate and respond to all complaints.

N-1(g) Newest Power Construction Equipment. The Project contractor must use the newest available power construction equipment with standard recommended noise shielding and muffling devices.

Plan Requirements and Timing. The equipment with appropriate noise shielding and muffling must be designated on building and grading plans.

Monitoring. The Planning and Environmental Review Director or designee must inspect the building and grading plans before the City issues permits and periodically inspect the site to ensure compliance.

Residual Impact. Project construction would represent a temporary but prolonged source of noise to sensitive receptors adjacent to the Project site and along the route used by soil hauling trucks, which would impact existing residential units at the existing Willow Spring I and II sites south of the project site across Camino Vista. Mitigation Measures N-1(a) through N-1(g) require implementation of noise reduction devices and techniques during construction, and would reduce the noise levels associated with construction of the Project to the maximum extent feasible. Construction noise would be intermittent and temporary, and implementation of the maximum feasible construction noise reduction measures would reduce construction-related noise to the extent feasible. However, due to the fact that heavy construction equipment would be located as close to 50 feet from existing residential units, and the pre-construction soil hauling activity would result in heavy trucks passing existing residences along Camino Vista for up to 27 weeks, construction noise impacts would remain significant and unavoidable.

Impact N-2 **Project construction activities could cause the generation of excessive groundborne vibration or groundborne noise levels affecting surrounding residential development. However, the expected vibration levels during temporary construction activity would not exceed applicable standards for infrequent vibration events. This impact would be Class III, less than significant [Threshold 2].**

Construction activities that would occur at the Project site have the potential to generate low levels of groundborne vibration. Table 4.10-6 identifies various vibration velocity levels for the types of construction equipment that would operate at the Project site during construction activities.

**Table 4.10-6
Vibration Levels for Construction Equipment**

Equipment	Approximate VdB		
	25 Feet	50 Feet	100 Feet
Hoe Ram	87	78	69
Large Bulldozer	87	78	69
Caisson Drilling	87	78	69
Loaded Trucks	86	77	68
Jackhammer	79	70	61
Small Bulldozer	58	48	39

Source: FTA, Transit Noise and Vibration Assessment, May 2006.

As shown in Table 4.10-6, vibration levels could reach approximately 78 VdB at 50 feet from the Project site boundary. The Project would be adjacent to several general industrial uses, which are located approximately 50 feet east of the Project site. However, these structures do not include uses that would be sensitive to vibration, and vibration levels would not exceed 100 VdB, which is the FTA threshold at which groundborne vibration levels may damage buildings.

The nearest residential uses are located 50 feet south of the Project site. As described above, the FTA groundborne vibration threshold for “infrequent events” (defined as fewer than 30 vibration events of the same kind per day), for residences and buildings where people normally sleep (e.g., the future on-site residences and the residences 50 feet south of the Project site) is 80 VdB. Activity during the construction period would not result in vibration levels that would exceed 80 VdB, and would not be expected to result in vibration levels that would be perceptible at nearby residences in excess of 30 vibration events of the same kind per day. Therefore, impacts associated with groundborne vibration would be less than significant.

Mitigation Measures. Mitigation is not required since this impact would be less than significant.

Residual Impact. Impacts would be less than significant without mitigation.

Impact N-3 **Project-generated traffic would incrementally increase traffic-related noise on study area roadway segments, which would potentially affect existing sensitive receptors on area roadways. However, the project would not result in a substantial temporary or permanent increase in ambient traffic noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance. Therefore, the effect of increased traffic noise would be Class III, less than significant [Threshold 1].**

The Project would generate an estimated 2,205 average daily vehicle trips to and from the site, including 196 AM peak hour trips and 196 PM peak hour trips (refer to Appendix I). These trips would incrementally increase traffic noise on study area roadways. The Project could therefore incrementally increase noise at



neighboring uses, particularly uses located along Los Carneros Road, Camino Vista, Los Carneros Way, and U.S. 101. (Long-term noise impacts to the proposed new residences that would result from the Project are discussed below in Impact N-5.)

Estimated peak hour traffic values from the traffic and circulation study were used to model the change in noise levels resulting from increased traffic on eight traffic intersections. Table 4.10-7 indicates noise levels at the adjacent existing Willow Springs I and II residences to the south, a location at the Project site nearest Los Carneros Road, UPRR, and U.S. 101, and the location of the noise measurement performed by Dudek for this EIR. The noise measurement location was modeled to calibrate the model and ensure accuracy. The peak-hour noise measurement taken was 62 dBA Leq, while the Traffic Noise Model (TNM) for the same location (Roadway 3 in Table 4.10-7) produced a noise level of 62.8 dBA Leq.

As shown in Table 4.10-7, the highest noise level increase due to the Project would be 1.7 dBA under existing plus Project conditions at the existing Willow Springs I and II residential development to the south, which would be primarily affected by increased traffic on Camino Vista. Roadway noise increases associated with new traffic on South Los Carneros Road and U.S. 101 would be less than 1 dBA.

The increase in noise of 1.7 dBA under existing conditions and 1.1 dBA under cumulative conditions would be less than the applicable noise increase threshold of 2.0 dBA shown in Table 4.10-3. The 0.2 dBA noise increase under existing conditions and 0.1 noise increase under cumulative conditions on the Project site would be less than the applicable noise increase threshold of 1.0 dBA at this location. Therefore, impacts related to Project-generated traffic noise would be less than significant.

Mitigation Measures. Mitigation is not required since significant traffic noise increases would not occur along any study road segments.

Residual Impact. Impacts would be less than significant without mitigation.

Table 4.10-7
Calculated Exterior Noise Associated with Traffic on Surrounding Roadways During Peak Hour

Roadway	Projected Noise Level (dBA Leq)				Change In Noise Level (dBA Leq)	
	Existing	Existing + Project	Cumulative	Cumulative + Project	Due to Project Traffic	Due to Project Traffic Under Future Conditions
1. Camino Vista	62.1	63.8	64.1	65.2	1.7	1.1
2. South Los Carneros Road	65.9	66.1	67.4	67.5	0.2	0.1
3. U.S. 101	62.8	62.8	64.6	64.6	0.0	0.0

Refer to Appendix H for full noise model output. Noise levels presented do not account for attenuation provided by existing barriers or future barriers; therefore, actual noise levels at sensitive receptor locations influenced by study area roadways may in many cases be lower than presented herein.

Source: Federal Highway Administration Traffic Noise Model 2.5

Impact N-4 **Operation of the Project would generate noise typically associated with residential development. However, noise would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance. Impacts would be Class III, *less than significant [Threshold 1]*.**

The new parking areas on the Project site would bring vehicular activity and associated parking lot noise to the site. These uses would result in increased noise at the industrial uses immediately adjacent to the Project site, and potential on-site noise conflicts between vehicular/parking activity and proposed residential units. Sources of noise would include general vehicular movement, periodic instantaneous sounds such as car honking and car alarms, and conversations. Table 4.10-8 shows exterior noise levels typically associated with parking lots. Noise levels at parking areas on-site could reach 72 dBA at 50 feet from the parking areas when street sweeping occurs, and 69 dBA when car alarms and car horns sound. However, these noise sources are sporadic and not usually anticipated as part of normal parking lot activity in a residential area. Noise levels from normal daily parking lot activity would not exceed 64 dBA.

The Project would require maintenance associated with typical residential uses, such as lawn mowers, leaf blowers, and other landscaping equipment. Use of this outdoor equipment would generally be of short duration, and would not occur on a daily basis (landscaping activities would generally occur weekly or bi-weekly), and would occur during the daytime, when residential land uses are the least noise-sensitive; therefore these activities would not contribute substantially to the overall outdoor noise environment and would not be expected to cause noise levels to exceed 65 dBA CNEL.

Table 4.10-8
Parking Lot Noise Sources at 50 Feet

Source	Level (dBA)
Autos at 14 mph	50
Sweepers	72
Car Alarm Signal	69
Car Alarm Chirp	54
Car Horns	69
Door Slams	64
Talking	36
Radios	64
Tire Squeals	66

Source: Gordon Bricken & Associates, 1996. Estimates based on noise measurements taken at parking lots.

The Goleta General Plan Noise Element requires that habitable rooms do not exceed interior noise levels of 45 dBA CNEL. As described in Section 4.10.1(a), standard construction materials and techniques used for residential developments in Southern California normally result in a minimum exterior-to-interior noise attenuation of 15 dBA with windows open and 20 dBA with windows closed. Factoring in this reduction for parking area noise, interior noise levels for residences would not exceed 45 dBA CNEL as long as the City's outdoor 65 dBA CNEL standard is not exceeded. Therefore, this impact would be less than significant.

Mitigation Measures. Mitigation is not required because impacts would be less than significant.

Residual Impact. Impacts would be less than significant without mitigation.

c. Noise Levels at On-Site Residences.

The California Supreme Court in a December 2015 opinion (*BIA v. BAAQMD*) confirmed that CEQA is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Nevertheless, the state of California and City of Goleta have policies that address existing conditions (e.g., ambient noise) affecting a proposed project, addressed below. Noise levels at the proposed on-site residences are presented below for informational purposes and do not constitute a significant impact pursuant to CEQA.

The UPRR borders the Project site to the north. In addition, U.S. 101 is immediately north of the UPRR. Roadways border the Project site to the east and southwest. The Project would locate new residential units as close as 120 feet from the railroad tracks, 300 feet from the centerline of U.S. 101, and within 50 feet from the centerlines of the other adjacent roadways. Therefore, future residents could be exposed to noise produced by passenger and freight trains on the UPRR and from vehicle traffic on the U.S. 101 and surrounding roadways. The Project site is also bordered on the east by existing general industrial development. Future residents could be exposed to noise produced by vehicles, truck loading and unloading, forklifts, HVAC systems, and other mechanical units needed to support ongoing industrial park activities.

As shown in Table 4.10-1, existing long-term noise levels measured on site were 67 dBA CNEL, which exceeds the City of Goleta threshold of 65 dBA for noise-sensitive land uses. These noise measurements were collected during the day during normal operational hours for the adjacent industrial development. Therefore, future residents would be potentially exposed to noise levels above City standards. The Project would also include a masonry wall of approximately eight feet in height along the northern and western Project boundaries. These walls would attenuate noise associated with the U.S. 101 and the UPRR located north of the Project site, as well as industrial development located east of the Project site.

Table 4.10-9 shows estimated noise levels (CNEL) at the proposed residential buildings that would be most affected by noise from roadway and railroad noise (Buildings 4, 5, 7, 8, and 9) with the proposed eight-foot masonry wall. Noise levels calculated for roadways and the UPRR were then combined for an estimate of the overall on-site CNEL. In Table 4.10-9, overall on-site noise levels estimated to exceed the City's exterior standard of 65 dBA are bolded.

**Table 4.10-9
Highest Calculated Exterior Sound Levels (Cumulative Plus Project)
with Eight-Foot High Wall at Northern and Western Project Boundaries**

Receiver	Roadway and Railroad CNEL With 8' Sound Wall		
	1 st floor facade	2 nd floor facade	3 rd floor façade
Building 1	59	61	--
Building 2	57	60	61
Building 3	59	61	63
Building 4	63	66	--
Building 5	66	69	--
Building 6	66	68	--
Building 8	66	68	71
Building 9	66	69	72
Pool/Recreation Area	60	--	--

Notes: Only the highest sound levels for each building are shown. Sound levels calculated using Traffic Noise Model Version 2.5.

Buildings 7 and 10 are interior buildings and would be shielded by the perimeter buildings. Therefore, noise levels at these buildings were not modeled

As shown in Table 4.10-9, with the proposed eight-foot masonry wall along the northern site boundary, the overall ground floor exterior combined CNEL associated with roadway and rail noise is estimated at 57 dBA for Building 2 to 66 dBA for Buildings 5, 6, 8, and 9. The second floor CNEL for combined roadway and rail noise is estimated at 60 dBA for Building 2 to 69 dBA at Building 5 and 9. The third floor combined CNEL due to roadway and rail noise is projected to range from 61 dBA at Building 2 to 72 dBA at Building 9.

Overall, exterior levels are projected to exceed the City's 65 dBA CNEL exterior standard for noise sensitive uses at both the ground floor, second, and third floor of the most affected buildings on-site, including Buildings 4, 5, 6, 8, and 9. Exterior levels at other proposed buildings, which would be located farther from U.S. 101 and the UPRR and would be partially shielded by intervening buildings on the site, would be expected to remain within the 65 dBA CNEL standard. The exterior level at proposed exterior recreational spaces would remain within the acceptable range (up to 70 dBA CNEL) for recreational uses. Nevertheless, throughout the Project site, residents would be subject to periodic elevated noise levels associated with trains passing on the UPRR. In particular, events occurring at night could be disturbing to residents.

As described in Section 4.10.1(a), standard construction materials and techniques used for residential developments in Southern California normally result in a minimum exterior-to-interior noise attenuation of 15 dBA with windows open and 20 dBA with windows closed. Table 4.10-10 shows the estimated interior noise levels (CNEL) compared to the 45 dBA interior standard established by the City of Goleta General Plan Noise Element.

Table 4.10-10
Highest Calculated Exterior and Interior Sound Levels (Cumulative Plus Project)
with Eight-Foot High Wall at Northern and Western Project Boundaries

Receiver	Roadway and Railroad CNEL With 8' Sound Wall			
	Calculated Interior Noise			Interior Standard Exceeded (45 dBA Leq)
	1 st floor facade	2 nd floor facade	3 rd floor facade	
Building 1	39	41	--	No
Building 2	37	40	41	No
Building 3	39	41	43	No
Building 4	43	46	--	Yes
Building 5	46	49	--	Yes
Building 6	46	48	--	Yes
Building 8	46	48	51	Yes
Building 9	46	49	52	Yes
Pool/Recreation Area	40	-	--	No

Notes: Only the highest sound levels for each building are shown. Sound levels calculated using Traffic Noise Model Version 2.5.

Buildings 7 and 10 are interior buildings and would be shielded by the perimeter buildings. Therefore, noise levels at these buildings were not modeled

Bold text indicates a potentially significant impact.

With standard construction materials and techniques used for residential developments in Southern California, exterior-to-interior noise levels for Buildings 4 (2nd floor), 5 (1st, and 2nd floors), 6 (1st, and 2nd floors), 8 (1st, 2nd, and 3rd floors) and 9 (1st, 2nd, and 3rd floors) would not meet the City's 45 dBA CNEL standard, and would therefore exceed the acceptable interior noise level established in City of Goleta General Plan Noise Element.

As a project-specific condition of approval, noise barriers up to seven feet in height would be provided to reduce traffic and train noise at the residential outdoor living spaces (e.g., patios and balconies) associated with all residential units located in proposed Buildings 4, 5, 6, 8 and 9, facing U.S. 101 and/or the UPRR line. The noise barriers may be constructed of a material such as tempered glass, acrylic glass, or any masonry material with a surface density of at least three pounds per square foot. In addition, as required as a condition of approval, all residential units located in the proposed Buildings 4, 5, 6, 8 and 9 that are facing U.S. 101 and the UPRR rail line to the north and Los Carneros Road to the west would include windows with a minimum Sound Transmission Class (STC) rating of 28 STC, and forced-air mechanical ventilation or air conditioning systems, satisfactory to the local building official, to adequately ventilate the interior space of the units when windows are closed to control noise, and sound rated windows. The applicant would also be required to provide a rail line real-estate disclosure to potential occupants, providing notice of the site's proximity to the UPRR and that associated noise and vibration may be perceptible.

Noise reduction provided by the seven-foot balcony barrier required as a condition of approval was calculated using methodology from the *Handbook of Noise Control*, 2nd Ed. (Harris, 1979) and height inputs from the Dudek Noise Study. As shown below in Table 4.10-11, the required seven-foot barriers would reduce exterior noise levels at all affected balconies and patios to levels below the City's 65 dBA threshold.

Table 4.10-11
Highest Calculated Exterior Sound Levels (Cumulative Plus Project)
with 7' Barriers at Balconies facing Northern Project Boundaries

Receiver	Roadway and Railroad CNEL						
	Exterior Noise			Calculated Reduced Exterior Noise With 7' Balcony Barrier			Exterior Standard Exceeded with Mitigation (65 dBA Leq)
	1 st floor facade	2 nd floor facade	3 rd floor facade	1 st floor facade	2 nd floor facade	3 rd floor facade	
Building 4	63	66	68	52	54	--	No
Building 5	66	69	71	54	55	--	No
Building 6	66	68	71	54	55	--	No
Building 8	66	68	71	54	55	58	No
Building 9	66	69	72	54	56	59	No

Methodology Source: Harris, C.M. (1979), Handbook of Noise Control, 2nd. Ed.

d. Groundborne Noise and Vibration Levels at On-Site Residences.

The California Supreme Court in a December 2015 opinion (BIA v. BAAQMD) confirmed that CEQA is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Nevertheless, the state of California and City of Goleta have policies that address existing conditions (e.g., ambient vibration) affecting a proposed project, addressed below. Groundborne noise and vibration levels at the proposed on-site residences are presented below for informational purposes and do not constitute a significant impact pursuant to CEQA.

Table 4.10-12 shows the approximate VdB from passenger and freight trains at 30, 50, 100, 200, and 300 feet from the track centerline traveling at 50 miles per hour. The residential units closest to the train tracks would be approximately 105 feet from the track centerline. These are vibration levels at ground floor elevation. Upper level floors would experience less vibration due to dispersion and attenuation of the vibration energy as it propagates through a building. Vibration typically attenuates at a rate of 1 to 2 VdB per floor above ground level. Vibration levels at 105 feet would not exceed 78 VdB, which is below the structural damage threshold of 100 VdB and below the FTA threshold of 80 VdB for infrequent events to residential uses where people normally sleep.

Table 4.10-12
Vibration Levels for Rail Transit

	Approximate VdB					
	30 Feet	50 Feet	100 Feet	120 Feet	200 Feet	300 Feet
Locomotive Powered Passenger or Freight Train (50 mph)	88	85	78	76	72	67

Source: FTA, Transit Noise and Vibration Assessment, May 2006.

e. Cumulative Impacts. Table 4.10-7 shows cumulative noise increases along roadways near the Project site due to cumulative traffic growth. Noise level increases along the traffic and circulation study roadway segments near sensitive receptors due to cumulative traffic would range between 0.1 and 1.1 dBA. This increase would not be significant based on the applicable FTA significance thresholds for each roadway/receptor (refer to Table 4.10-4). Therefore, the Project's contribution would not be cumulatively considerable or significant.

Construction and operation of other projects in the vicinity of the Project site would likely generate noise levels in excess of existing measured noise levels and may affect sensitive receptors. As described in Section 2.0, *Project Description*, there is a residential development with 465 residential units west of S. Los Carneros Road and this development may be exposed to construction noise from the Project. However, construction noise would be localized and short-term in nature and would not contribute to cumulative noise impacts. With implementation of Mitigation Measures N-1(a) through N-1(g), cumulative noise impacts would be reduced to a less than significant level.

4.11 PUBLIC SERVICES

This section analyzes the Project's potential impacts to fire and police protection services, public schools, and library facilities. Potential impacts to public parks and recreational facilities are described in Section 4.12, *Recreation*.

4.11.1 Setting

a. Fire Protection. The Santa Barbara County Fire Protection District (SBCFD) provides fire protection and emergency services in Goleta. The SBCFD was formed in 1957 and is governed by the Fire Protection District Law of 1987 (Health and Safety Code § 13800, *et seq.*). The nearest fire station that serves the Project site is Fire Station 14, located at 320 North Los Carneros Road, approximately ½ mile north of the Project site. The Project site falls within the existing service area of this station. Fire Station 14 houses three full-time personnel per shift including a captain, an engineer, and a firefighter in addition to a Type 1 engine and Type 3 brush truck. Average response time of Station 14 is less than five minutes.

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 (SBCFD 2021). 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.

b. Police Protection. The Santa Barbara County Sheriff's Office provides police services to the City of Goleta. The Sheriff's Office enforces the statutes of the State of California and the Goleta Municipal Code. Law enforcement services include 24-hour police patrol for traffic enforcement, accident investigation, vehicle abatement, and parking control, as well as detective services for special investigations as well as specialized functions provided through the Sheriff's Office as needed.

The City of Goleta is patrolled by three "beats" or patrol units and one supervisor 24 hours per day. Other full-time (40 hours per week) staff include, one traffic sergeant, three motor officers, one community resource deputy, and one school resource deputy. Officers of the Sheriff's Office assigned to the unincorporated area of the County are available to supplement Sheriff's Office units within the City, as needed, for emergency response within the City limits. Sheriff's Office units within the City operate out of the Goleta Police Department, a storefront in Camino Real Marketplace, and the City Hall (Santa Barbara County Sheriff's Office 2021).

c. Public Schools. The Goleta Union School District (GUSD) and the Santa Barbara Unified School District (SBUSD) provide public school service in Goleta and the remainder of the Goleta Valley. GUSD operates four public schools (Brandon, Ellwood, Kellogg, and La Patera) located within the City and six

other public schools (El Camino, Foothill, Hollister, Isla Vista, Goleta Family School, and Mountain View) located within unincorporated areas of the Goleta Valley.

SBUSD oversees the secondary schools of Dos Pueblos High School and the Goleta Valley Junior High School, situated within Goleta's boundaries.

The Project site is within the districts of Isla Vista and La Patera Elementary Schools, Goleta Valley Junior High School, and Dos Pueblos High School. Table 4.11-1 shows the most current available enrollment rates, approximate capacities, and percent of capacity utilization for these schools. As indicated, the two elementary schools are currently at 68% and 76% of capacity, Goleta Valley Junior High School is at 61% of capacity, and Dos Pueblos High School is at 77% of capacity.

Table 4.11-1
Current School Enrollment and Capacity

School	Enrollment (2019-2020)	Capacity	Capacity Utilization
<i>Goleta Union School District (K-6)</i>			
Isla Vista Elementary School	495	724	68%
La Patera Elementary School	394	520	76%
<i>Santa Barbara Unified School District</i>			
Goleta Valley Junior High School	776	1,269	61%
Dos Pueblos High School	2,005	2,592	77%

Sources: GUSD, 2020; SBUSD, 2021; Education Data Partnership, 2021.

d. Library Facilities. Since July 2018, library services in Goleta have been provided by the City. The Goleta Valley Library is located on a 2-acre site at 500 North Fairview Avenue and includes a 15,437 square foot (SF) building and parking areas. The facility provides services for the City and nearby unincorporated areas, for a service population of 95,202. In fiscal year 2018-2019, library visits totaled 261,316, physical item circulation totaled 605,935, and electronic item circulation totaled 75,610. Services were provided by a staff of 10.88 full-time equivalent (FTE) members (City of Goleta, 2019).

e. Regulatory Setting.

State.

Government Code § 66410, et seq. (Subdivision Map Act). The Subdivision Map Act sets forth general provisions, procedures, and requirements for the division of land including the provision of public services.

California Fire Code, as adopted by the Goleta Municipal Code. Chapter 5 of the 2007 California Fire Code includes requirements for new development regarding access for fire-fighting apparatus and personnel, and fire protection water supplies (fire-flow).

California Occupational Safety and Health Administration. The California Occupational Safety and Health Administration (CalOSHA) 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 prior to entry by firefighters to provide an immediate rescue for trapped or fallen firefighters, as well as immediate assistance in rescue operations.



Local.

Goleta General Plan/Coastal Land Use Plan. The Goleta General Plan identifies three standards with respect to the provision of fire protection services, which are derived from guidelines by the National Fire Protection Association (NFPA) and the SBCFD. These standards include:

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

In addition, the Goleta General Plan contains policies and objectives regarding the adequacy of public services to serve new developments, including:

- *Policy PF 2: Other Facilities in the City of Goleta*
 - *Objective: To provide a full range of municipal public facilities to meet the need of the Goleta community.*
- *Policy PF 3: Public Safety Services and Facilities*
 - *Objective: Ensure that adequate fire and police services and facilities are available to meet the needs of both existing and new development in the city as well as service demands from outside Goleta's boundaries.*
- *Policy PF5: School Facilities*
 - *Objective: Ensure that adequate public school services and facility capacities are available to meet the long-term needs of both existing and new development in the city as well as service demands from outside Goleta's boundaries*

Goleta Inland Zoning Ordinance. The Inland Zoning Ordinance (IZO § 35-317.7(1)(d)), as adopted by the Goleta Municipal Code, includes a requirement for finding of adequate public services to serve new developments, before approval of a preliminary or final development plan.

SBCFD's Planning and Engineering Development Standards. In compliance with SBCFD standards, the Project must include defensible space, serviceable access, adequate fire hydrants, adequate building addressing, adequate interior fire sprinkler system, adequate fire or emergency alarm system, and approved locking systems for any gated access ways, among other standard conditions (SBCFD Fire Prevention Division, 2021).

Development Impact Fees. In 1986, the State Legislature adopted AB 2926, which authorized school districts to levy development fees and placed a cap on the amount of the fee that could be levied. Since 1986 Legislative actions have alternatively expanded and contracted these initial limits. In addition, AB 1600 (1987) established a requirement that there be a nexus between the amount of the school facility fee and the impact created by new development. SB 50 provided for three tiers of fees based on needs assessment. A fee cap established under these laws, subject to every two-year adjustment for inflation by the State Allocation Board, is the total amount of fees that can be levied for school facilities (Government Code § 65995). Payment of school facilities fees pursuant to California law fully mitigates a project's environmental effects on schools under CEQA. Both the GUSD and the SBUSD require payment of

development fees for providing school facilities to mitigate the impacts of new development on their schools. Special Parcel Fees have also been imposed by the SBUSD. The Project would be required to pay these fees before receipt of building permit or a certificate of occupancy. Accordingly, pursuant to Government Code § 65995, payment of the required GUSD and SBUSD fees would fully mitigate the Project's potential impacts on public schools for purposes of CEQA. On January 1, 2014, the State Allocation Board (SAB) took action to increase developer fees for residential construction. The current maximum Level I fee is \$3.37 per square foot of residential floor area for development projects.

City of Goleta Library Standards. The following goals have been established by the City of Goleta for the Goleta Valley Library (City of Goleta, 2021):

- Maintain a circulation of 660,000 items checked out to the public.
- Assist at least 32,000 adults and 8,000 children.
- Provide access to the internet to the public for 19,000 sessions.
- Provide access to the library 7 days a week and for a total of 55 hours open per week.

4.11.2 Impact Analysis

a. Methodology and Significance Thresholds. In the absence of thresholds for impacts to fire protection, police protection, and other public services in the City's *Environmental Thresholds and Guidelines Manual*, the checklist items listed in Appendix G of the *CEQA Guidelines* have been used to develop thresholds for the project. Based on the *CEQA Guidelines*, a significant impact related to public services could occur, if the Project would:

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 the following public services:

1. *Fire protection?*
2. *Police protection?*
3. *Schools?*
4. *Parks?*
5. *Other public facilities?*

The fire protection criteria in the General Plan, as discussed in the Regulatory Setting, also provide a guideline that is acknowledged in the impact analysis.

The City's *Environmental Thresholds and Guidelines Manual* includes thresholds of significance for potential impacts on area schools. Specifically, under these thresholds any project that would generate enough students to generate the need for an additional classroom using current State standards, would be considered to result in a significant impact on area schools. Current State standards for classroom size are as follows:

- *Grades K – 2: 20 students/classroom*
- *Grades 3 – 8: 29 students/classroom*
- *Grades 9 – 12: 28 students/classroom*

A project's contribution to cumulative school impacts is considered significant if the project specific impact, as described above, is considered significant. As explained above, paying the required District-imposed school impact fees results in full compliance with CEQA. The significance thresholds and potential impacts to parks are described in Section 4.12, *Recreation*, and are not discussed further in this section.

b. Project Impacts and Mitigation Measures

Impact PS-1 **The Project would increase the amount of structural development and the number of residents dependent on fire protection service from the Santa Barbara County Fire Protection District. However, service ratios and response times would remain at acceptable levels. In addition, Fire Protection District requirements would be incorporated into the Project to ensure adequate access to the Project site. Therefore, impacts related to the provision of fire protection services would be Class III, *less than significant* [Threshold 1].**

The Project involves construction of ten residential buildings with 332 units, two recreational buildings, a maintenance building, and a maintenance/storage building. Based on the average household size of 2.72 persons for market-rate housing (228 units proposed), 2.58 persons for family affordable housing (63 units proposed), and 1.36 persons for senior affordable housing (41 units proposed), the Project would add an estimated 839 new residents (Department of Finance, 2020). According to the 2019 Statistical Summary, SBCFD had 271 personnel on staff, including 68 firefighters, in 2019. The addition of 839 new residents to the existing population of 32,223 would not result in failure of SBCFD to meet the City's minimum service ratio of one firefighter per 2,000 residents. Because the Project would not exceed the City's minimum service ratio, there is no evidence that the Project would result in response times in excess of the five minute response time goal. Fire response times in the City are expected to remain adequate due to the proximity of Station 14 and other fire stations in the southern coastal portion of Santa Barbara County, as well as utilization of the dynamic response system discussed in Section 4.11.1(a) (SBCFD 2021). In the event that Fire Station 14 would require back-up, other available engine companies would respond via static and/or dynamic deployment. In addition, development of the planned Fire Station 10, as identified in General Plan Policies PF 3.2 and PF 3.3, is intended to address deficiencies in fire service and facilities within the City and is likely to be operational by the time the Project is ready for occupancy. This further supports a conclusion that development of the Project would be served efficiently, and fire service would continue to be provided within current standards. The Project would not result in the need of new or expanded facilities to maintain acceptable fire protection service ratios or response times. Therefore, this impact would be less than significant.

Mitigation Measures. This impact would be less than significant, and no mitigation would be required.

Residual Impact. Impacts would be less than significant without mitigation.

Impact PS-2 **The Project would increase the amount of structural development and the number of residents dependent on police protection service from the Santa Barbara County Sheriff's Office. However, the Project would not result in a need for new or expanded police facilities. Therefore, impacts on police protection services would be Class III, *less than significant* [Threshold 2].**

Based on the City of Goleta General Plan Environmental Impact Report (EIR) prepared in September 2006, the Santa Barbara County Sheriff's Office recommends that additional deputies be assigned to the City at a range of 1:750 to 1:1,070 new residents. The Project would generate approximately 839 new residents within the City. Given the recommended service level for the City, the Project may result in the need for one additional officer. However, the Project would not be expected to result in the need to expand or construct new facilities police facilities that would result in physical impacts on the environment. Therefore, impacts to police protection facilities resulting from the Project would be less than significant.

Mitigation Measures. This impact would be less than significant, and no mitigation would be required.

Residual Impact. Impacts would be less than significant without mitigation.

Impact PS-3 **The Project would increase the number of residents served by GUSD and SBUSD public schools. However, additional residents would not increase school enrollment beyond capacity, and the Project developer would be required to pay school impact fees in accordance with State law. Therefore, impacts to public schools would be Class III, *less than significant* [Threshold 3].**

The Project would develop 291 multi-family (228 market-rate and 63 family affordable) and 41 senior affordable residential units within the City of Goleta. Using student generation factors of 0.2 students per multi-family unit for GUSD schools, 0.1 students per multi-family unit for GJVHS, and 0.2 students per multi-family unit for DPHS, the Project would generate approximately 145 additional students. The 41 senior residential units are not anticipated to house school-aged children and, thus, would not generate any students. Table 4.11-2 shows projected enrollment increases attributable to the development of the proposed project.

According to Table 4.11-2, the proposed residential development would add 58 students to GUSD and 87 students to the SBUSD schools. The schools which serve the Project site would be able to accommodate the additional students generated by the Project within their existing capacities. Therefore, the Project would not result in the need for new or expanded public school facilities. Payment of the required school impact fees would ensure that impacts to public schools would remain less than significant.

Table 4.11-2
Project Induced Student Generation at GUSD and SBUSD Schools

School	Enrollment (2019-2020)	Capacity	Currently Exceeds Capacity?	Project Generated Students	Exceeds Capacity With Project?
<i>Goleta Union School District (K-6)</i>					
Isla Vista Elementary School	495	724	No	29	No
La Patera Elementary School	394	520	No	29	No
<i>Santa Barbara Unified School District</i>					
Goleta Valley Junior High School	726	1,269	No	29	No
Dos Pueblos High School	2,005	2,592	No	58	No

Sources: Willow Springs II FEIR, City of Goleta, 2012; GUSD, 2020; SBUSD, 2021; Education Data Partnership, 2021.

Mitigation Measures. With payment of State-mandated school impact fees, this impact would be less than significant, and no mitigation would be required.

Residual Impact. Impacts would be less than significant without mitigation.

Impact PS-4 **The Project would increase the number of residents dependent on library services at the Goleta Valley Library. However, existing facilities would be sufficient to accommodate the increased use and annual circulation. Therefore, impacts to on library services would be Class III, less than significant [Threshold 3].**

The Project includes 332 new residential units which would generate approximately 839 new residents within the City and could result in increased use of the Goleta Valley Library. The addition of 839 new residents to the existing City population of 32,223 (Department of Finance, 2020) would result in a total population of approximately 33,062 persons. This increase is not expected to inhibit the City's goals for the library described in Section 4.11.2(a). The existing library facilities would be sufficient to accommodate increased use and circulation needs that may result from the Project. Therefore, this impact would be less than significant.

Mitigation Measures. This impact would be less than significant and no mitigation would be required.

Residual Impact. Impacts would be less than significant without mitigation.

c. Cumulative Impacts. Cumulative development in the City of Goleta would add 516 residential units and approximately 726,444 square feet of commercial and retail space (refer to Tables 3-1 and 3-2 in Section 3.0, *Related Projects*). In addition, cumulative development in non-City areas in the Goleta vicinity would add 225 housing units and approximately 55,779 square feet of commercial and industrial space. Cumulative development in the City and the vicinity, which is under various stages of construction and approval, would increase demand for public services.

Fire Protection. Development of the planned Fire Station 10, as identified in General Plan Policies PF 3.2 and PF 3.3, is intended to address deficiencies in fire service and facilities within the City, which



could result from cumulative development. A Final Environmental Impact Report (Final EIR) was prepared and certified for Fire Station 10 by the City Council in December 2018. The planned Fire Station 10 project would ensure that cumulative development in the western end of the City would be served efficiently and service to existing customers would continue to be provided within current standards. Furthermore, development of the Project would not cause fire protection service ratios or response times to reach unacceptable levels and SBCFD requirements would be incorporated into the Project to ensure adequate access to the Project site. Therefore, the Project would not require new or altered fire facilities, and would not contribute to a significant cumulative impact.

Police Protection. According to the Santa Barbara County Sheriff's Office, cumulative development throughout the City is placing increased pressure on the Office's current personnel and facilities. Increasing the service demand of the Sheriff's Office may result in increased response times that would require additional staff, and which eventually may result in the need for new or expanded facilities (Santa Barbara County Sheriff's Office 2021). Any new or expanded police facilities would be subject to project-specific CEQA environmental review. As part of the environmental review, mitigation measures would be identified to avoid, minimize, or reduce any identified environmental effects of new or expanded facilities.

The Project would add an estimated 839 new city resident's dependent on police protection service from the Santa Barbara County Sheriff's Office. While the increase in demand may require one additional deputy, this increase in demand and one staff person would not result in the need for new or expanded facilities. The Project developer also would be required to comply with Policy PF 10.2, which requires new development to pay a proportionate share of the costs of new or upgraded capital facilities attributable to new development, including sufficient funding for environmental compliance and permitting. Therefore, the Project's contribution to cumulative impacts to police protection services would be less than significant.

Public Schools. Residential development in the area under cumulative conditions would add 516 residential units to the city. Using student generation factors of 0.2 students per unit for GUSD schools, 0.1 students per for GVJHS, and 0.2 students per for DPHS, cumulative development could generate 103 new students dependent on GUSD schools, 103 new students dependent on GVJHS schools, and 155 new students dependent on SBUSD schools. The additional students generated by cumulative development in combination with students generated by the Project could be served within the existing capacity of these schools. Therefore, cumulative impacts to schools would be less than significant.

Library Facilities. Cumulative development planned for the City includes 516 new residential units which would increase the population within the City and increase demand on public library services which may require new or expanded facilities. New or expanded library facilities would be subject to project-specific CEQA environmental review. As part of the environmental review, mitigation measures would be identified to avoid, minimize, or reduce any identified environmental effects of the new or expanded facilities. The Project would generate 839 new residents within the City which would increase the use of the Goleta Valley Library. However, existing facilities would be sufficient to accommodate the increased use and annual circulation as a result of the Project. The Project developer also would be required to pay DIFs, as described in Policy PF 10.2 of the General Plan, which would provide funding for expanded library facilities to accommodate new residents, including environmental compliance and permitting for new facilities. Therefore, the Project's to cumulative impacts to library facilities would be less than significant.

4.13 TRANSPORTATION/CIRCULATION

This section analyzes impacts to the local transportation and circulation system, including long-term impacts associated with operation of the Project. The analysis is based primarily on the *Updated Traffic and Circulation Study* dated March 2021 and the *VTM Calculations* dated April 2021 prepared by Associated Traffic Engineers (ATE) for the Project. These reports are included in Appendix I.

Since circulation of the Draft EIR in June 2016, Section 15064.3 was added to the State California Environmental Quality Act (CEQA) Guidelines requiring transportation impact analysis be based on Vehicle Miles Traveled (VMT), instead of a congestion metric (such as level of service [LOS]). Additionally, a project's effect on automobile delay no longer constitutes a significant environmental impact, as previously required. Therefore, as required by CEQA, the LOS impact analysis from the June 2016 Draft EIR was replaced by an analysis of VMT in this section. Please refer to Section 4.9, Land Use for a discussion of the Project's consistency with the City's General Plan policies related to LOS.

4.13.1 Setting

The Project site is located on the east side of South Los Carneros Road north of the Calle Koral intersection in the western area of the City of Goleta. The 17.36-gross acre site is currently vacant and undeveloped. There is no structural development on site; however, there are pieces of construction equipment and containers stored on site, as well as approximately 293,000 cubic yards of stockpiled soil.

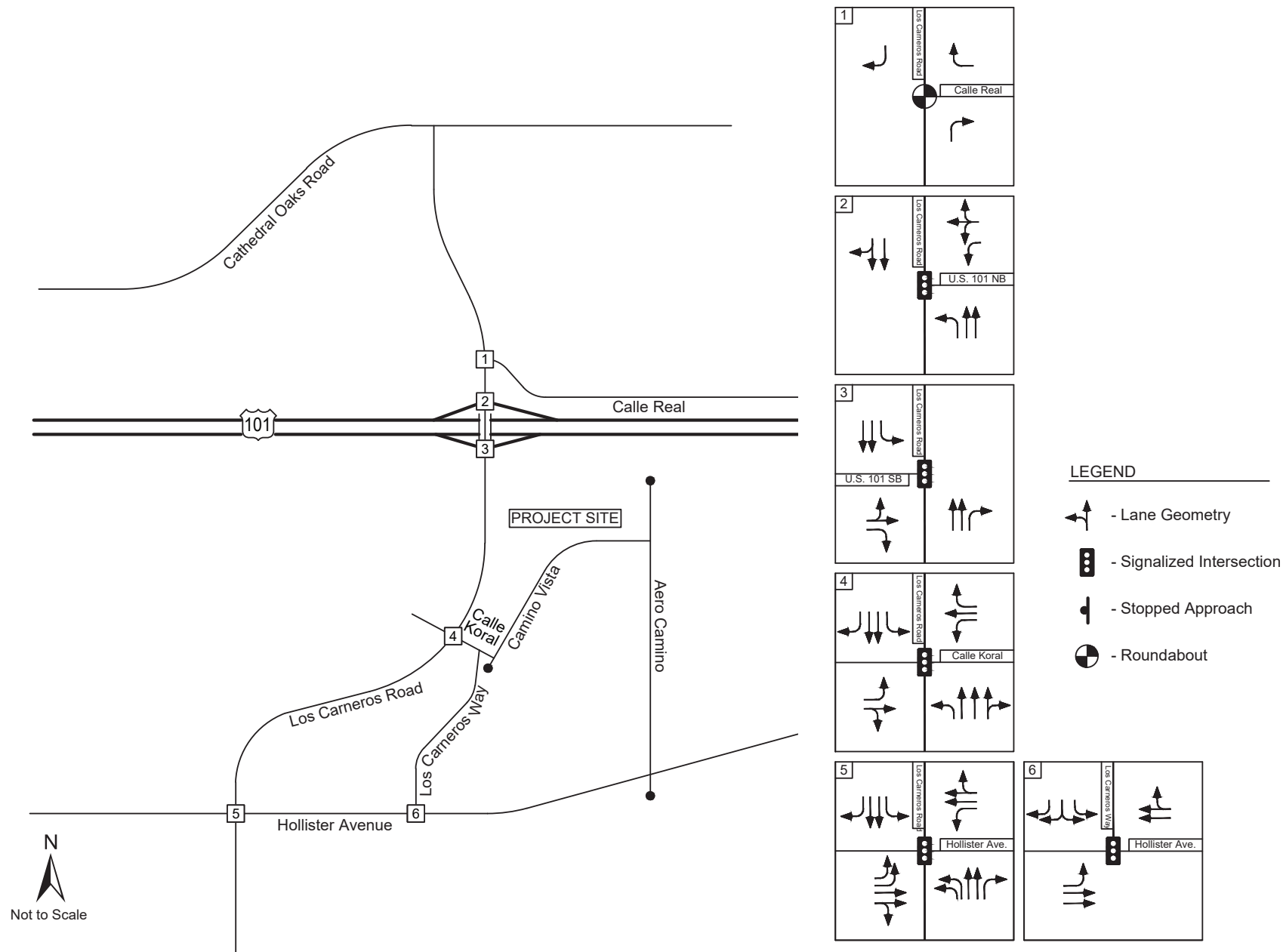
a. Existing Street System. Primary regional access to the study area is provided by U.S. 101 via Los Carneros Road. U.S. 101 generally runs in a north-south direction throughout California; however, in the Santa Barbara County area, it runs in an east-west direction. The circulation system in the study area is comprised of regional highways, arterial roadways and residential streets. The principal components of this street network are discussed in the following text and shown in relation to the Project site in Figure 4.13-1.

U.S. Highway 101 (U.S. 101), located north of the Project site, is a multi-lane interstate highway serving the Pacific Coast between Los Angeles and the state of Washington. This freeway is the principal route between the City of Goleta and the adjacent cities of Santa Barbara, Carpinteria, and Ventura to the south; and the cities of Buellton and Santa Maria to the north. Access to U.S. 101 would be provided via the Los Carneros Road interchange.

Hollister Avenue, located south of the Project site, is an arterial roadway that serves as the main east-west surface street through the community of Goleta. Hollister Avenue is a 4-lane divided arterial with on-street bike lanes. Within the Study Area, Hollister Avenue is signalized at Los Carneros Road, Los Carneros Way, and Aero Camino intersections.

Los Carneros Road, located west of the Project site, is a north-south arterial street. North of Hollister Avenue, Los Carneros Road extends as 4- to 5-lane roadway connecting with the U.S. 101 interchange and continues north as a 2-lane roadway to its terminus at Cathedral Oaks Road. Los Carneros Road has recently been widened to 4-lanes south of Hollister Avenue to Discovery Drive. South of Discovery Drive, Los Carneros Road continues as a 2-lane roadway and provides access to the Isla Vista-UCSB area. Within the study area, Los Carneros Road is signalized at the U.S. 101 Northbound Ramp, Southbound Ramp, Calle Koral, and Hollister Avenue intersections.





Source: Associated Transportation Engineers, 2021.

Intersection Lane Geometry and Traffic Controls

Figure 4.13-1

Los Carneros Way is a 2-lane road located south of the Project site that extends between Calle Koral and Hollister Avenue. Los Carneros Way is stop controlled at the Calle Koral intersection, and the Hollister Avenue/Los Carneros Way intersection is controlled by traffic signals.

Calle Koral, located southwest of the Project site, is a 2-lane road that extends from Los Carneros Road to Camino Vista. The Calle Koral/Los Carneros Road intersection is controlled by traffic signals and the Calle Koral/Camino Vista intersection is uncontrolled.

Aero Camino, located east of the Project site, is a 2-lane road that serves the existing industrial land uses and extends north from Hollister Avenue to its terminus south of U.S. 101. The Hollister Avenue/Aero Camino intersection is controlled by traffic signals.

Camino Vista, located along the southern frontage of the Project site, is a 2-lane road that extends easterly from Calle Koral serving the Willow Springs I and Willow Springs II apartment complexes. The segment of Camino Vista between the Willow Springs II apartments and Aero Camino has recently been constructed as part of the Willow Springs II development and is now open for public travel.

Recently Constructed Improvements. In April 2015, the City of Goleta finished replacing the Los Carneros Road bridge over the Union Pacific Railroad adjacent to the U.S. 101 interchange. The new bridge includes a dedicated right-turn lane for the northbound approach of Los Carneros Road to the U.S. 101 Southbound On-Ramp and two travel lanes in both directions. The right-turn lane extends northerly from Calle Koral to the U.S. 101 Southbound On-Ramp. Los Carneros Road was also widened south of the Calle Koral intersection to provide three northbound travel lanes. The Project also installed Class II bike lanes on Los Carneros Road in both directions.

The segment of Camino Vista between Calle Koral and Aero Camino was constructed as part of the Willow Springs II development in 2013. This new roadway segment is now open for public travel and provides a new travel route from the Aero Camino corridor to the Los Carneros Road interchange.

b. Existing Traffic Volumes. The following sections present the existing peak hour traffic volumes at intersections in the study area and the existing average daily traffic (ADT) volumes for the street segments.

Existing roadway volumes were obtained from counts conducted by the City in 2019 (refer to Appendix I). The operational characteristics of the study area roadways were analyzed based on the City of Goleta engineering roadway design capacities. Table 4.13-1 shows the existing ADT volumes and the City's Acceptable Capacity ratings for Los Carneros Road south of Calle Koral. The data in Table 4.13-1 show the existing (2019) roadway volumes on the study area roadway segments. Based on this data, these roadways carry volume within the City's Acceptable Capacity designations.

Table 4.13-1
Existing Roadway Operations

Roadway Segment	Roadway Classification	Geometry	Acceptable Capacity	Existing ADT
Los Carneros Road south of Calle Koral	Major Arterial	5-Lane	34,000	23,500

(a) Roadway recently widened to 5-lanes between U.S. 101 and Calle Koral.

(b) Roadway recently widened to 4-lanes between Hollister Avenue and Discovery Drive.



c. Existing Transit System and Bicycle Infrastructure. The Santa Barbara Metropolitan Transit District (MTD) provides local bus service for the region. The nearest bus stops to the Project site are located on Hollister Avenue at the Aero Camino intersection (approximately 0.3 miles south of the Project site). The existing bus stops are served by MTD Lines 6 and 12x, which provide transit service to/from downtown Santa Barbara to the Old Town Goleta and Camino Real Marketplace areas. Data published on the MTD website indicate that from July 2019 to December 2019, Line 6 carried an average of 29.6 passengers per operating hour, which is slightly below the system wide average of 29.9 passengers per operating hour, and Line 12x carried an average of 25.4 passengers per operating hour, which is also below the system wide average. The data also shows that, between July 2019 to December 2019, Line 6 experienced 90 “at capacity” loads and 34 “too full to board” loads. During that same time period, Line 12x experienced 18 “at capacity” loads and 50 “too full to board” loads (MTD 2019). Census data collected in 2010 show that 5% of commuters in the Goleta area utilize public transportation. As of December 2020, ridership had decreased by 58.2% due to the COVID-19 pandemic, compared to pre-pandemic ridership in December 2019. At this time, it is unknown if post-pandemic ridership and bus routes will return to pre-pandemic levels (MTD, 2020).

Class II bicycle lanes are currently provided along both sides of Camino Vista adjacent to the Project site. The Camino Vista bicycle lanes connect to the existing Class II bicycle lanes provided on Calle Koral, Los Carneros Road, and Hollister Avenue. Census data collected in 2010 show that 6% of commuters in the Goleta travel to work on bicycles.

4.13.2 Impact Analysis

- a. Methodology and Significance Thresholds.** This section describes how the potential for Project-generated traffic impacts were determined.

Vehicle Miles Traveled (VMT). Adopted in 2013, Senate Bill (SB) 743 required the Governor’s Office of Planning and Research (OPR) to develop new CEQA guidelines that address transportation impact metrics under CEQA. Section 15064.3 was added to the State CEQA Guidelines requiring transportation impact analysis be based on VMT, instead of a congestion metric (such as LOS) and stating that a project’s effect on automobile delay shall not constitute a significant environmental impact, as previously required. In December 2018, OPR published a *Technical Advisory on Evaluating Transportation Impacts*, including guidance for VMT analysis (OPR 2018). The Office of Administrative Law approved the updated CEQA Guidelines and lead agencies were given until July 1, 2020 to implement the updated guidelines for VMT analysis.

On July 7, 2020, pursuant to the requirements of SB 743, the City adopted *Guidelines for the Implementation of Vehicle Miles Traveled, including Vehicle Miles Traveled Thresholds of Significance* (Resolution 20-44). Consistent with SB 743 and OPR guidance, the City adopted the following standards and VMT Criteria:

VMT Baseline

Project impacts related to VMT shall be measured against the following criteria:

- Residential Projects: City Average VMT Per Capita
- Work Projects: City Average VMT Per Employee
- Other Projects: Net City VMT

Thresholds of Significance

The level of VMT which is considered a potentially significant impact is as follows:

- Residential and Work Projects: 15% Below City Average
- Other Projects: Net Increase in City VMT

The screening process outlined in the City's VMT guidelines was applied to analyze impacts related to VMT. The City screening criteria includes conditions for which projects, at the City's discretion, may not be required to conduct a VMT analysis and may be presumed to have a less than significant impact. The screening criteria include:

1. **Small Project:** Projects that generate less than 110 daily trips
2. **Map Based:** High efficiency VMT zones for Residential and Work Base Projects
3. **Transit Proximity:** Projects within ½ mile of transit stops with 15 minutes service, excluding areas within that ½ mile distance that cross Highway 101
4. **Affordable Housing:** Housing projects with a minimum of 20% "low" or "very low" affordable housing unit proportion
5. **Locally Serving Retail:** Retail projects of less than 10,000 square feet, where there is substantial evidence to support that the retail project is locally serving.

Level of Service (LOS). Although LOS no longer constitutes a significant environmental effect under CEQA, some jurisdictions haven chosen to retain LOS standards as General Plan policies. An analysis of LOS is still required under Policy TE-4 of the City's General Plan as part of the project planning and approval process. The objective of Policy TE-4 is to maintain an adequate LOS on the City street system, including at intersections, to provide for the mobility needs of the community and to avoid further degradation of LOS at intersections where existing service levels do not meet target standards. Therefore, the City requires an analysis of LOS for the project as part of the project planning and approval process. However, LOS is no longer a significant environmental effect under CEQA and has therefore been replaced with a discussion of VMT in this section.

Project-Generated Traffic Projections. Trip generation estimates were calculated for the Project using the rates contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition and traffic counts conducted at the existing Willow Springs I apartment complex, located just south of the Project site (refer to Appendix I). The driveway counts conducted at the existing Willow Springs I apartments better reflect local data and are slightly higher than the ITE average rates for the market-rate apartment units. For the market rate and affordable apartments, the analysis uses the ITE Multifamily Housing rates (ITE Land Use Code #220) to calculate average daily trips. However, the rate for affordable apartments was adjusted by 71 percent to account for the affordable housing designation. For the senior affordable apartments, the trip generation analysis is based on the ITE rates for Senior Adult Housing (ITE Land Use Code #252), adjusted by 71 percent to account for the affordable housing designation.

Table 4.13-2 presents the trip generation estimates for the Project. As shown in Table 4.13-2, the Project would generate an estimated 2,205 average daily trips, 196 A.M. peak hour trips, and 196 P.M. peak hour trips.

**Table 4.13-2
Project Trip Generation**

Land Use	Size	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Market-rate Apartments ^a	228 units	7.32	1,669	0.65	148	0.66	150
Affordable Apartments ^b	63 units	5.20	328	0.46	29	0.47	30
Affordable Senior Apartments ^c	41 units	2.63	108	0.14	6	0.18	7
Public Park	2 acres	50.00	100	6.50	13	4.5	9
Totals	332 units 2-acre park		2,205		196		196

(a) ADT rate based on ITE average rate for Multi-Family Housing, A.M. and P.M. rates based on Willow Springs I study.

(b) ADT rate based on ITE average rate for Multi-Family Housing, A.M. and P.M. rates based on Willow Springs I study. Rates adjusted by 71 percent to account for the affordable housing designation.

(c) ADT rates based on ITE rates for Senior Adult Housing, adjusted by 71 percent to account for the affordable housing designation

Significance Thresholds. Based on Appendix G of the *CEQA Guidelines*, a significant impact related to transportation could occur under the following scenarios:

1. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycles and pedestrian facilities?
2. Would the project conflict or be inconsistent with CEQA Guidelines Section 15063.3, subdivision (b)?
3. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
4. Would the project result in inadequate emergency access?

Impacts associated with design hazards and emergency access, which are addressed in CEQA Appendix G Thresholds 3 and 4 were determined to be less than significant, and are discussed in Section 4.15, *Effects Found Not to be Significant*.

b. Project Impacts and Mitigation Measures.

Impact T-1 **The Project would generate additional demand for public transit services and alternative transportation infrastructure. The Project would not substantially increase transit ridership or impact the operations of bicycle facilities in the Project site vicinity. Impacts related to conflict with alternative transportation program plan, ordinances or policies would be Class III, less than significant [Threshold 1].**

The Project would generate an estimated 839 residents, which would increase demand for alternative transportation facilities.

Transit. Census data collected in 2010 show that 5% of commuters in the Goleta area utilize public transportation. Therefore, the Project would result in approximately 11 new transit users during the peak periods (7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.). There are currently 22 busses that serve the



site during the weekday peak hour periods; thus, the Project would add less than 1 rider per bus.¹ The new bus riders generated by the Project would not measurably impact the operations of the transit routes that serve the site. Therefore, impacts related to transit would be less than significant.

Bicycling. The Project would result in approximately 14 new bicycle riders that would commute during the peak hour periods. The Project would facilitate bicycle riding among site residents by providing a bicycle parking area at each residential building and the recreational building with a total of approximately 120 bicycle parking spaces. The increase in bicycle ridership generated by the Project would not measurably impact the operations of the bicycle facilities in the vicinity of the Project site. Therefore, impacts related to bicycling and bicycling infrastructure would be less than significant.

Mitigation Measures. Mitigation is not required because impacts would be less than significant.

Residual Impact. Impacts would be less than significant without mitigation.

Impact T-2 **The project would generate vehicle miles traveled (VMT). However, the project meets the City's VMT screening criteria threshold for affordable housing. Impacts related to conflict or inconsistency with CEQA Guidelines Section 15063.3, subdivision (b) would be Class III, less than significant [Threshold 2].**

The Project would generate 12,809 VMT daily and 4,675,285 VMT annually (Appendix I). This equates to a per capita daily VMT of 15.27. The City's *Guidelines for the Implementation of Vehicle Miles Traveled, including Vehicle Miles Traveled Thresholds of Significance* (Resolution 20-44) includes screening criteria for land use projects that are presumed to have a less than significant impact on VMT. As discussed in the *Guidelines for the Implementation of Vehicle Miles Traveled, including Vehicle Miles Traveled Thresholds of Significance*, affordable housing in infill locations generally improves the City's jobs-housing balance, shortening commutes and reducing VMT. Affordable housing has a higher composition of non-workforce residents, which generates fewer trips. As such, the City has adopted the following affordable housing VMT screening criteria threshold:

- Housing projects with a minimum of 20% low and/or very low affordable deed-restricted housing units are presumed to be less than significant

The proposed Project includes 41 affordable senior units and 63 affordable apartment units, which is 31.3% of the total apartment units. Therefore, the Project meets the City's VMT screening criteria threshold for affordable housing and VMT impacts would be less than significant. In addition, the Project's per capita VMT is 15.27, which is 22.9 percent below the City's average per capita VMT of 19.8 for residential uses. For these reasons, potential VMT impacts would be less than significant.

Mitigation Measure. Mitigation is not required because this impact would be less than significant.

Residual Impact. Impacts would be less than significant without mitigation.

c. Cumulative Impacts. Based on technical guidance from the Governor's Office of Planning and Research, if a project has a less than significant impact on VMT using an efficiency-based threshold (e.g., VMT per resident), the project would not contribute to a cumulative VMT impact (OPR 2018). As

¹ The analysis of transit ridership is based on pre-COVID-19 pandemic ridership.

discussed in Impact T-2, the Project's VMT impact would be presumed to be less than significant based on the City's screening criteria because the Project includes affordable housing which generally improves the City's jobs-housing balance, shortens commutes, and reduces vehicle trips. The City's screening criteria is analogous to an efficiency-based threshold and the Project's contribution to cumulative VMT impacts would be less than significant.

The related projects include construction of 741 residential units, which equates to a population increase of 2,016 people. Assuming 51.2 percent of the population are part of the workforce (DOF 2020; EDD 2020), 5% of commuters in the Goleta area utilize public transportation, and 6% of commuters travel to work on bicycles, the cumulative projects would add 52 additional transit users and 62 new bicyclists to the Goleta area. The Project would add less than 1 rider per bus that serve the Project site which would not be a considerable contribution to the cumulative impacts to transit facilities. Additionally, the Project would result in approximately 14 new bicycle riders that would commute during the peak hour periods. Given the distance of the project site to the other related projects (Figure 3-1), it is unlikely that bicycle commuters from the Project site would commute via the same routes and the majority of the bicyclists from the related projects. As such, the bicycle riders would not be anticipated to measurably impact operations of the bicycle routes within the Goleta area. Therefore, cumulative impacts to transit and bicycle facilities would be less than significant.

Potential impacts associated with emergency access and transportation hazards would be site-specific and would not have corresponding cumulative effects.

Mitigation Measures. Mitigation is not required because cumulative impacts would be less than significant.

Residual Impact. Cumulative impacts would be less than significant without mitigation.

4.14 UTILITIES AND SERVICE SYSTEMS

This section analyzes the proposed Project's potential impacts to the City of Goleta's water supply, wastewater conveyance infrastructure system, and solid waste management system. Issues pertaining to drainage control facilities and stormwater impacts are discussed in Section 4.8, *Hydrology and Water Quality*.

4.14.1 Setting

a. Water Supply.

Water Sources, Supply, and Demand. The Goleta Water District (GWD) is the water purveyor for the City of Goleta. The GWD service area is located in the South Coast portion of Santa Barbara County with its western border adjacent to 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 approximately 87,000 residents. GWD includes the City of Goleta, the University of California Santa Barbara, and Santa Barbara Municipal Airport as well as nearby unincorporated areas of Santa Barbara County.

In June 2017, the GWD adopted its most recent Urban Water Management Plan (UWMP). As discussed in the UWMP, the GWD draws its existing water supplies from four primary sources: Lake Cachuma surface water, the State Water Project, the Goleta Groundwater Basin, and recycled water from wastewater treatment. Table 4.14-1 shows projected water supplies from each of these sources for the City and compares overall water supplies to projected demand. Currently, the GWD is projected to have a surplus of 346 acre-feet per year (AFY).

Table 4.14-1
Projected 2035 Water Supply and Demand for the Goleta Water District

Projected Conditions	Amount (AFY)
Demand	16,391
Supply Sources	
<i>Cachuma Project Water</i>	9,322
<i>State Water Project</i>	3,800
<i>Goleta Groundwater Basin</i>	2,350
<i>Recycled Goleta WWTP Water</i>	1,265
Total Supply	16,737
Projected Surplus	346

Source: GWD, 2017.

As shown in Table 4.14-1, in addition to potable water, GWD has had the ability to deliver recycled water for irrigation purposes. However, the ability to fully utilize recycled water is limited by recycled water use patterns, which are typically condensed into a 12-hour rather than a 24-hour period, and are driven by the irrigation season. While storage is available to address daily needs, storage is not available to address seasonal variability in irrigation demand. Currently, GWD is delivering approximately 1,000 to 1,150 AFY



to customers, and would require additional infrastructure to deliver more than 1,150 AFY of recycled water. (GWD 2017).

Recycled wastewater, distributed by GWD, has gone through tertiary treatment, including the maximum three-levels of wastewater treatment, and contains no live bacterium. This is the same level of water quality treatment that is required by the National Pollutant Discharge Elimination System (NPDES) permit for discharge as surface water, and is considered safe for exposure, but slightly below drinking water standards. Recycled water is approved for use as irrigation for landscaping, which allows the water purveyor to conserve potable water (i.e., meeting drinking water standards) supplies.

Current local GWD customers of recycled wastewater for landscape irrigation include the University of California Santa Barbara, the Camino Real Marketplace, Sandpiper and Glen Annie golf courses, Dos Pueblos High School and residential properties in the City located adjacent to Hollister Avenue. The GWD Recycled Water System does not exist in the vicinity of the Project site.

GWD's rights to groundwater drawn from the Goleta Groundwater Basin (Basin) were adjudicated through a court case in 1985 entitled *Wright v. Goleta Water District* [*Wright v. Goleta Water Dist.* (1985) 174 Cal. App.3d74]. The Wright Judgment gave GWD the right to pump up to 2,000 AFY from the Basin in addition to the right to surplus waters, injected water, return flows, and rights transferred from private pumpers, identified as Exchange Service and Augmented Service. Based on the GWD's reported amounts of these Exchange and Augmented Services, it has conservatively reported an entitlement of 2,350 AFY from the Basin. The Wright Judgment also gave GWD the right to inject excess surface water supplies into the Basin to recharge the Basin and replenish groundwater supplies (GWD, 2010).

In addition to its fixed adjudicated allotment, GWD safeguards for less-than-normal rainfall years by storing excess water runoff during high rainfall years. This helps to maintain supplies during drought conditions. Excess surface water (e.g., from Cachuma Project "spill") during high rainfall years is injected into the Basin as "recharge" through GWD maintained injection wells. The injected recharge volumes are then available to GWD in the future, providing a variable increase in the annual allotment that can be tapped, as needed. This is also known as "banking." Unexercised groundwater rights at the end of a year revert to a stored water right in the Basin. As of December 2015, the GWD Groundwater Management Plan (2016 Update) reported that GWD storage balance in the Basin was 45,959 acre-feet.

In response to the extreme drought conditions throughout California, the GWD Board of Directors declared a Stage III Water Shortage Emergency on May 12, 2015. The District has updated watering times and mandatory water use restrictions to ensure adequate supplies for drinking, health, and public safety within the City. Wasting water was prohibited, including irrigating in a manner resulting in runoff from the property, and allowing water to escape from plumbing breaks for more than 48 hours. The GWD Board of Directors also amended the GWD Code to further specify unlawful uses of water, such as through a fire hydrant or fire line, through a waterline with no meter, or from another account holder or property. On April 9, 2019, in response to an increased allocation of surface water supplies from Lake Cachuma, the GWD Board of Directors lowered the ongoing Water Shortage Emergency from a Stage III to a Stage I. On April 13, 2019, receiving a full allocation of annual surface water supplies from Lake Cachuma, the GWD Board of Directors terminated its Stage I Water Shortage Emergency. Restrictions on watering days and times were rescinded and conservation is voluntary but, prohibitions against wasting water remain in effect. State prohibitions on water waste are permanent and include the following: Potable water may not be used to wash down sidewalks and driveways; Runoff caused by irrigation is prohibited; Vehicles

must be washed using a hose with a shutoff nozzle; Decorative water features must use recirculated water; and Outdoor irrigation is prohibited during and within 48 hours following measurable rainfall.

Water Agreement. Based upon the Judgement Upon Arbitration Award, Case Number 232281 filed in Santa Barbara Superior Court on February 26, 2002, the combined Willow Springs properties (Willow Springs I, Willow Springs II, and the Project) was granted allocation of a total of 100.89 AFY of potable water from the GWD (refer to Appendix J). The Annual Water Demand Report, prepared by MAC Design Associates in July 2015, determined that the Project's water service demand would total 44.812 AFY. Willow Springs I and Willow Springs II were determined to use a combined total of 55.983 AFY. The total estimated water demand for the three properties is 100.795 AFY. The Project's estimated water service demand has since been updated to account for a reduction in the proposed total unit count since 2015, as detailed in the analysis below.

b. Wastewater. The Goleta West Sanitary District (GWSD) provides sewer service in the Project area via its system of sewer mains that ultimately connect to Goleta Sanitary District's (GSDs) main treatment plant located at 1 William Moffett Place next to the Santa Barbara Municipal Airport. Treatment of wastewater collected by GWSD is provided through a contract with GSD. The GSD treatment plant has a capacity of 9.7 million gallons per day (based on average daily flow) but is currently limited to a permitted discharge of 7.64 million gallons per day pursuant to a NPDES permit (No. CA0048160) issued by the US Environmental Protection Agency (EPA) in concurrence with the States' Central Coast Regional Water Quality Control Board (CCRWQCB). The GWSD is allocated 40.78 percent of the capacity at the sewage treatment plant, which equates to about 3.11 million gallons per day (mgd). The GWSD currently generates approximately 1.8 mgd of sewage that is treated at the GSD plant, leaving about 1.3 mgd of remaining capacity in the GWSD's existing system. However, prior to the start of the COVID-19 pandemic in early 2020, GWSD was generating approximately 2.1 mgd of sewage, leaving about 1 mgd of remaining capacity (Mark Nation, General Manager/Superintendent, Goleta West Sanitary District, personal communication, March 1, 2021).

Wastewater Collection. The GWSD owns and operates sewer collection infrastructure serving approximately 6,100 customer accounts in its service area. The system includes approximately 63 linear miles of pipeline, consisting of a series of lateral sewer pipelines that connect lines from individual properties to a sewer mainline, which connects to a trunk line.

Existing wastewater collection lines in the vicinity of the Project site include an existing 12-inch trunkline running down the eastern edge of the property and existing 8-inch collector lines throughout the adjacent Willow Springs development (Mark Nation, General Manager/Superintendent, Goleta West Sanitary District, personal communication, June 2, 2015). These are public lines, to which the Project site's privately maintained collector system would connect. As wastewater is predominantly gravity-fed along Los Carneros Road from Hollister Avenue and toward Isla Vista to the GWSD pump house located on the UCSB campus, the wastewater conveyance pipes expand in size to 24 inches. Wastewater is pumped from the pump house to the GSD's main treatment plant.

Wastewater Treatment. Under contract with GWSD, the GSD provides treatment of wastewater at the Goleta Wastewater Treatment Plan (GWWTP). The GWWTP has a design capacity of 9.7 mgd, based on an average daily flow rate. However, the discharge is restricted under the facility's NPDES permit (a Clean Water Act Requirement), to a daily dry weather discharge of 7.64 mgd (CCRWQCB, 2017). This permit can be renewed regularly to reconsider discharge needs of the facility, and was last renewed in September of 2017 and will be reconsidered again in November of 2022.



In September of 2013, the GSD completed a major upgrade of its treatment facility and is now a Full Secondary Treatment Plant. The District was issued the most recent NPDES permit in 2017 to match the upgraded plant treatment capability. Through the secondary treatment process the District produces effluent that has been treated to full secondary standards.

c. Solid Waste.

Solid Waste Generation and Collection. MarBorg Industries provides solid waste collection services in Goleta. All non-hazardous 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.

Based on the General Plan Background Report No. 23, the annual per capita residential waste generation in Goleta is estimated at 0.95 tons per person (City of Goleta, 2004). According to the Goleta General Plan, the City averages about 2,400 tons each month, which is approximately eight percent of the solid waste that goes to the Tajiguas Landfill. Although California's diversion rates have increased from 10 percent in 1989 to over 50 percent today, annual per capita waste generation rates for solid waste are still increasing.

Tajiguas Landfill. Solid waste generated within Goleta is disposed of at the Tajiguas Landfill (Tajiguas), located approximately 26 miles west of Santa Barbara. Tajiguas is one of five landfills currently operating in the County. Tajiguas'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 (CalRecycle, 2019). Waste filling operations are currently being conducted in both the unlined and the lined lateral expansion areas. Santa Barbara County Environmental Health Services permits Tajiguas to accept up to 1,500 tons of municipal solid waste and yard waste per day.

Based on current waste disposal rates, the landfill will reach permitted capacity in approximately 2024. The landfill is classified by the State Water Resources Control Board as a Class III waste management unit, approved for discharge of Nonhazardous Municipal Solid Waste. Municipal solid waste currently delivered to Tajiguas is generated by the residents and businesses of City of Santa Barbara, the City of Goleta, the unincorporated areas of southern Santa Barbara County, and the Santa Ynez and Cuyama Valleys. The County of Santa Barbara has recently proposed the Resources Recovery Project which would include facilities that would process solid waste currently disposed of at the Tajiguas Landfill. This process would decrease the amount of waste occupying the landfill which would result in increased capacity and expanded life of the landfill.

Waste Diversion and Recycling. In February 1992, the Santa Barbara County Board of Supervisors adopted the County's Source Reduction and Recycling Element (SRRE). The goal of the SRRE is to reduce the amount of solid waste entering landfills by implementing, in order of priority: source reduction, recycling and composting, and environmental transformation (incineration, pyrolysis, or biological conversion). The final option is land disposal of waste.

The City of Goleta participates in recycling programs aimed at achieving a minimum 50 percent diversion rate of solid waste. Based on the Annual Report for Solid Waste Management Services (Fiscal Year 2019-20), the current diversion rate for Santa Barbara County, including Goleta, is 69 percent. Green waste collected by City waste haulers is cleaned and ground into mulch, which is then marketed. Recyclables



delivered to SCRTS are delivered to Gold Coast Recycling for sorting and marketing. In addition, a minimum of 65 percent of all construction wastes must be diverted (County of Santa Barbara Public Works Department, Resource Recovery & Waste Management Division, 2019-20).

d. **Electric Power, Natural Gas, and Telecommunications Facilities.** Electric power, natural gas, and telecommunications do not currently exist on the Project site. As discussed in detail in Section 4.16, *Energy*, Southern California Edison Company (SCE) is responsible for providing electric power supply to Goleta. There are no electric power plants in Goleta (U.S. EIA 2020b). The Project site is in the natural gas service area of Southern California Gas Company (SoCal Gas), which spans central and southern California (CEC 2020b).

In California, approximately 98 percent of households have access to telecommunication infrastructure, including telephone and cable access (California Cable & Telecommunications Association 2020). The Project site located in area code 805 and is within Verizon California's carrier of last resort territory. A carrier of last resort is a telecommunications company that commits, or is required by law, to provide service to any customer in a service area that requests it, even if serving that customer would not be economically viable at prevailing rates (California Public Utilities Commission 2020).

e. Regulatory Framework.

Water Supply.

Subdivision Map Act, Government Code Sections 66410 et seq. The Subdivision Map Act sets forth general provisions, procedures, and requirements for the division of land including the provision of public services, and roadway and utilities improvements.

Recycled Water Regulations. The EPA, State Water Resources Control Board (SWRCB), Regional Water Quality Control Boards (RWQCB), and California Department of Health Services (CDHS) all have a role in regulating the use of recycled water in the State of California. The SWRCB has adopted Resolution No 77-1 (Policy with Respect to Water Reclamation in California), which empowers the State Board and Regional Boards to encourage and consider funding for water reclamation projects that do not impair water rights or beneficial in-stream uses. The CDHS determines how recycled water may be used in California, and designates the level of treatment required for each of these permitted uses (Title 22, California Code of Regulations).

Urban Water Management Planning Act (Water Code §10610 et seq.). The Urban Water Management Planning Act was developed to address concerns regarding potential water supply shortages throughout California. It requires information on water supply reliability and water use efficiency measures. Urban water suppliers are required to develop and implement UWMPs to describe their efforts to promote efficient use and management of water resources.

Title 22 of the California Code of Regulations (CCR). The California Water Code requires the California Department of Public Health (CDPH) to promulgate water reclamation criteria. In 1975 the CDPH prepared Title 22 regulations (22 C.C.R. §§ 60303 et seq.) to satisfy this requirement. Title 22 regulates production and use of reclaimed water in California by establishing three categories of reclaimed water: primary effluent, secondary effluent, and tertiary effluent. In addition to defining reclaimed water uses, Title 22 also defines requirements for sampling and analysis of effluent and specifies design requirements for treatment facilities.

Senate Bill (SB) 610. SB 610 (Water Code §§ 10910 *et seq.*) was adopted in 2001 and reflects the growing awareness of the need to incorporate water supply and demand analysis at the earliest possible stage in the land use planning process. SB 610 amended the Urban Water Management Planning Act (Water Code §§ 10610 *et seq.*) to add Section 10910 *et seq.*

Water supply planning under SB 610 requires reviewing and identifying adequate available water supplies necessary to meet the demand generated by a project, as well as the cumulative demand for the general region over the next 20 years, under a broad range of water conditions. This information is typically found in the current UWMP for the project area. SB 610 requires the identification of the public water supplier. Under SB 610, a Water Supply Assessment (WSA) is needed only if a project exceeds 500 dwelling units thereby relieving smaller projects from the requirements of the bill (Water Code § 10910).

City of Goleta Inland Zoning Ordinance. Section 35-317.7(1)(d) of Article 3, Chapter 35 of the Municipal Code (the City of Goleta Inland Zoning Ordinance) includes a requirement for finding of adequate public services to serve new developments.

Goleta Water District Ordinance No. 91-01, The SAFE Water Supplies Ordinance of 1991. The Safe Water Supplies Ordinance (SAFE) was approved by GWD voters in 1991 and amended in 1994. SAFE sets certain restrictions on GWD use of groundwater, including the creation of a “Drought Buffer” of water that is stored in the Central Basin, which may be pumped and distributed by the GWD to existing customers only in the event that a drought causes a reduction in the District’s annual deliveries from Lake Cachuma. The Drought Buffer supplies may not be used as a source of supplemental water supply to serve new or additional demands for District water. SAFE also restricts deliveries to new developments by limiting the release of water to new customers to one percent of its total potable water supply.

The SAFE Ordinance also contains a prohibition on new service connections until water supplies for existing customers were secured. Those conditions were met in 1997. When new releases are authorized they must be offset by increases to the Drought Buffer equivalent to two-thirds of the amount of the water supplied to new customers. A determination of available water allocation for new uses is made on an annual basis.

Goleta Water District Code (2020). The 2020 Goleta Water District Code include the ordinances and resolutions of the Goleta Water District. Chapter 6.21 outlines all water shortage restrictions and the applicability of those restrictions under Stage II through Stage V Water Shortages. Section 6.21 also specifies the applicability of State-mandated water conservation measures beyond the District’s currently enforceable measures as well as the enforcement process for water restrictions and conservation.

Goleta Water District Water Conservation Plan (2010). The GWD has adopted an Water Conservation Plan (2010) requiring implementation of Best Management Practices (BMPs) to conserve water, which would reduce demand on the GWD’s potable water treatment facility capacity. Proposed developments are required to incorporate feasible BMPs into its water system design, including the use of water conserving fixtures and water efficient landscape and irrigation. The 2013 Technical Report on Optimizing the Goleta Water District Water Conservation Program (Report) was also prepared to assess existing GWD programs and determine whether the approach identified in the Water Conservation Plan and the UWMP provide the optimal strategy for meeting the State’s urban water conservation requirements and reflecting District priorities. The Technical Report includes modeling to show the water savings and related costs that can be expected under several program scenarios, providing the District

with the data and information needed to ultimately update its conservation program and Conservation Plan.

Wastewater Treatment.

The Subdivision Map Act, Government Code Section 66410 et seq. Division 2 of the Government Code of the State of California (referred to as the Subdivision Map Act) sets forth general provisions, procedures, and requirements for the division of land including the provision of public services, and roadway and utilities improvements.

City of Goleta Inland Zoning Ordinance. Section 35-317.7(1)(d) of Article 3, Chapter 35 of the Municipal Code (the City of Goleta Inland Zoning Ordinance) includes a requirement for finding of adequate public services to serve new developments as a condition precedent to project approval.

Solid Waste.

The Subdivision Map Act, Government Code Sections 66410 et seq. California Government Code Sections 66410 et seq. (referred to as the Subdivision Map Act) set forth general provisions, procedures, and requirements for the division of land including the provision of public services, and roadway and utilities improvements.

California Integrated Waste Management Act of 1989 (AB 939). This law was enacted to reduce, recycle, and reuse solid waste generated in the State to the maximum extent feasible (Pub. Res. Code §§ 40050-40063). Specifically, the Act required cities and counties to adopt a Source Reduction and Recycling Element of their Waste Management Plans to describe actions to be implemented to achieve waste reduction goals (Pub. Res. Code § 41750).

California Solid Waste Reuse and Recycling Access Act of 1991 (AB 1327). California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each local jurisdiction to adopt an ordinance requiring commercial, industrial, or institutional building, marina, or residential buildings having five or more living units to provide an adequate storage area for the collection and removal of recyclable materials (Pub. Res. Code Chapter 18). The sizes of these storage areas are to be determined by the appropriate jurisdictions' ordinance. If no such ordinance exists with the jurisdiction, the CalRecycle model ordinance shall take effect (Pub. Res. Code § 42911).

Construction and Demolition Waste Materials Diversion Requirements (SB 1374). Construction and Demolition Waste Materials Diversion Requirements passed in 2002, added Section 42912 to the California Public Resources Code. SB 1374 requires that public agencies include in their annual AB 939 report a summary of the progress made in diverting construction and demolition waste (Pub. Res. Code § 42912). The legislation also requires that CalRecycle adopt a model ordinance for diverting 50 to 75 percent of all construction and demolition waste from landfills (Pub. Res. Code § 42912).

Goleta Municipal Code Chapter 8.10 (Solid Waste Services). Chapter 8.10 establishes authority, rules, and regulations, subject to the approval of the City Council, regarding all aspects of solid waste handling services as necessary for the effective and reasonable administration and enforcement of this chapter. In March 2013, the Chapter was amended to require any project involving the construction of new structures must divert from disposal at least 65 percent of all construction and demolition waste by weight regulates the collection and disposal of solid wastes.



City of Goleta Inland Zoning Ordinance. Section 35-317.7(1)(d) of Article 3, Chapter 35 of the Municipal Code (the City of Goleta Inland Zoning Ordinance) includes a requirement for finding of adequate public services to serve new developments.

4.14.2 Impact Analysis

a. Methodology and Significance Thresholds. To analyze impacts to utilities, the anticipated development potential under the Project was compared to the available capacity of facilities that serve the Project site. Stormwater impacts are addressed in Section 4.8, *Hydrology and Water Quality*.

Water Supply. The Project would have a significant effect on water supplies if demand associated with projected growth would result in any of the following conditions, as listed in Appendix G of the *CEQA Guidelines*:

1. *The Project would require or result in the construction or relocation of new water facilities or expansion of existing facilities, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.*
2. *The Project would fail to have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.*

The City of Goleta's *Environmental Thresholds and Guidelines Manual* includes thresholds pertaining to groundwater supply for projects involving groundwater wells. The Project does not involve groundwater wells; therefore, these thresholds are not applicable.

Wastewater. The City of Goleta's *Environmental Thresholds and Guidelines Manual* does not provide thresholds for impacts related to sewer service and wastewater treatment. The following thresholds are based on Appendix G of the *CEQA Guidelines*. The Project would have a significant impact related to wastewater if it would result in any of the following conditions:

3. *The Project would require or result in the construction or relocation of new water facilities or expansion of existing facilities, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities,, the construction or relocation of which could cause significant environmental effects.*
4. *The Project would result in a determination that the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.*

The environmental impacts of the Project with respect to wastewater are determined based on the potential increase in wastewater generation from buildout of the Project and the capacity of existing and proposed wastewater treatment facility and infrastructure. Project-generated wastewater is estimated using GWSD's rate of 184 gallons/day (gpd) per equivalent residential unit (ERU). The Project's estimated wastewater generation was then compared to the utility's existing sewer capacity and wastewater flow.

Solid Waste. The Project would have significant impacts on solid waste collection and disposal if development facilitated by the Project would result in any of the following conditions, as listed in Appendix G of the State CEQA Guidelines:



5. *The Project would generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.*
6. *The Project would fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste.*

The City of Goleta's *Environmental Thresholds and Guidelines Manual* also provides both project-specific and cumulative thresholds for solid waste generation from discretionary development. A project would result in a significant impact on the City's landfill capacity if it would generate more than 196 tons of solid waste per year, after a 50 percent reduction credit is given due to recycling efforts.

The generation of solid waste from construction of the Project is estimated based on a generation factor for residential construction of 4.38 pounds per square foot, derived from the U.S. EPA report *Characterization of Building-Related Construction and Demolition Debris in the United States*. The generation of solid waste from operation of the Project is calculated using the City's *Environmental Thresholds and Guidelines Manual* estimate for multi-family residential developments: ($2.65 \text{ people} \times \# \text{ of units} \times 0.95 \text{ tons/year}$).

The City's *Environmental Thresholds and Guidelines Manual* also provides a cumulative threshold for solid waste. Projects with a project-specific impact as identified above (196 tons/year or more) are also considered to have a cumulatively significant contribution, as the project specific threshold of significance is based on a cumulative growth scenario. However, because landfill space is already limited, any increase in solid waste of one percent or more of the estimated increase accounted for in the SRRE would be considered a less than significant but adverse contribution (Class III) to regional solid waste impacts. One percent of the SRRE projected increase in solid waste equates to 40 tons per year. To reduce adverse cumulative impacts and to be consistent with the SRRE, mitigation should be recommended for projects that generate between 40 and 195 tons of solid waste.

Electric Power, Natural Gas, and Telecommunications Facilities. The Project would have a significant effect on water supplies if demand associated with projected growth would result in any of the following conditions, as listed in Appendix G of the CEQA Guidelines:

7. *The Project would require or result in the construction or relocation of new water facilities or expansion of existing facilities, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.*

Electric power, natural gas, and telecommunications would be provided to the Project site through the extension of existing off-site electric power, natural gas, and telecommunications facilities. The Project would not require or result in the construction of new facilities or expansion of existing facilities beyond those designed specifically for the Project. The physical impacts of on-site development, which includes electric power, natural gas, and telecommunications facilities, are evaluated throughout this EIR for each issue area that may be affected by development of the project site. Therefore, threshold 7 is not discussed further in this section.

b. Project Impacts and Mitigation Measures.

Impact UTL-1 **The Project would generate water demand of approximately 39.4 AFY. This level of demand is within the GWD's current 346 AFY surplus. Therefore, impacts to water supply would be Class III, *less than significant* [Thresholds 1 and 2].**

At present, the 17.36-gross acre Project site is vacant and generates no water demand. However, Willow Springs I, Willow Springs II, and the Project are entitled to a combined 100.89 AFY in accordance with the Court judgement described above. Water service to the Project site would be provided by the GWD.

In July 2015, MAC Design Associates prepared an Annual Demand Water Report for Willow Springs I, Willow Springs II, and the Project, as proposed at that time. The calculations for water usage were derived from the actual water use data from 2007 to 2015 for Willow Springs I and Willow Springs II, provided by GWD. For the most current Project domestic water use, a 24 month period (January 2012 through December 2013) was used as the base period. The water meters were categorized as either domestic, landscape, or commercial meters. As domestic water use varies substantially based on the type of unit, the domestic meters were further separated by the following unit types: 1BR/1BA, 2BR/1BA, 2BR/2BA, and 3BR/2BA. To determine the average water consumption rate by unit type, the water usage for each month of the base period was totaled and then converted to a monthly average based on the data for the 24 month period. The monthly average was then converted to AFY per month. The total AFY was divided by the number of a single unit type. This method was then replicated for all unit types in the development. There was insufficient water use history to utilize actual figures for the Project. Therefore, the actual water usage for Willow Springs I was utilized to project water usage at the Project site. The Project units are smaller than Willow Springs I, so actual water usage would be expected to be lower. The GWD has reviewed and approved the MAC Design Associates water demand for the Project. (Appendix J). The Project's estimated water service demand has since been updated utilizing the rates in the 2015 Annual Water Demand Report, but to account for a reduction in the proposed total unit count since 2015. The proportion (i.e., percentage) of each unit type for the overall reduced unit count is the same as for the previously proposed project. The proposed studios are included with the 1BR/1BA unit types.

Based on the water use study, the Project's domestic water demand, landscaping water demand, and commercial water demand are estimated at 31.6 AFY, 6.2 AFY, and 1.6 AFY, respectively. The calculations for Project-generated water demand are shown in Table 4.14-2. The total water demand generated by the Project would be 39.4 AFY (not accounting for recycling and other water savings). This represents approximately 0.2 percent of the 16,737 AFY of water available from GWD (not accounting for unused recycled water). As the Project is part of the Willow Springs project (Willow Springs I, Willow Springs II, and Heritage Ridge [formerly North Willow Springs]), it is considered an existing customer of GWD and would meet the criteria for an exemption as outlined in Resolution No. 2014-32.

**Table 4.14-2
Project-Generated Water Demand**

Proposed Use	Amount	Water Use Rate	Total Use (AFY)
Family Affordable and Market-Rate Housing Domestic Water Use			
1BR/1BA ¹	172 units	0.079 AFY/unit	13.6
2BR/1BA	47 units	0.114 AFY/unit	5.4
2BR/2BA	32 units	0.110 AFY/unit	3.5
3BR/2BA	40 units	0.163 AFY/unit	6.5
Senior Affordable Housing Domestic Water Use			
1BR/1BA ¹	37 units	0.063 AFY/unit	2.3
2BR/1BA	3 units	0.083 AFY/unit	0.2
2BR/2BA	1 unit	0.072 AFY/unit	0.1
Landscape Water Use²			
Site landscape and public park	3.6 acres	1.726 AFY/acre	6.2
Commercial Water Use³			1.6
TOTAL			39.4 AFY

1. Includes proposed studio units.

2. Landscape water was calculated in the 2015 Annual Water Demand Report, and revised by Rincon based on the current (2021) landscape and park area in Section 2.0, Project Description.

3. The commercial water usage was calculated by using the total actual commercial usage from Willow Springs I and Willow Springs II of 1.504 AFY, and multiplying by a factor of 353 units/332 units or 1.0633.

Source: MAC Design Associates, July 7, 2015 (Appendix J).

Water for domestic uses and landscaping on the Project site could potentially be supplied by different sources. However, the recycled water system is not in the vicinity of the Project site. The nearest water main for recycled water, located at the corner of Storke Road and Hollister Avenue approximately 1 mile to the west and south of the site, will extend to Cortona Drive and Hollister Avenue in the future, but will remain out of vicinity for use at the Project site (Jim Heaton, Senior Water Resource Analyst, Goleta Water District, personal communication, June 4, 2015).

The 39.4 AFY of water demand generated by the Project represents 11.4 percent of GWD's projected surplus of 346 AFY in water supply above current demand levels (GWD UWMP, 2017). Accordingly, the GWD currently has sufficient water supply to provide potable water to the Project and Project impacts to water supply would be less than significant. Based on the total allocation of 100.89 AFY for Willow Springs I, Willow Springs II, and the Project, and water use by the Willow Springs properties of 55.983 AFY, there is 44.907 AFY available to serve the Project. Therefore, the Projects use of 39.4 AFY would be within the allocated water supply.

In accordance with GWD's Water Conservation Plan from 2010, the Project also would be required to incorporate feasible Best Management Practices (BMPs) into its water system design. Such practices include the use of water conserving fixtures and water efficient landscape and irrigation.

Mitigation Measures. Impacts related to water supply would be less than significant. Therefore, mitigation is not required.

Residual Impact. Impacts would be less than significant without mitigation since the Project's water demand is within the current GWD surplus. Nevertheless, the City recommends the following conditions of approval to further reduce impacts on water supplies.

- **Outdoor Water Conservation.** Minimize outdoor water use through the following:
 - a. Use of native and/or drought tolerant species in the final landscaping;
 - b. Installation of drip irrigation or other water-conserving irrigation;
 - c. Grouping of plant material by water needs;
 - d. Limiting turf to less than 20% of the total landscaped area if proposed under the final landscape plan or use of artificial turf in place of living grass (this may exceed the 20% maximum);
 - e. No turf is allowed on slopes of over 4%;
 - f. Use of extensive mulching (2" minimum) in all landscaped areas to improve the water holding capacity of the soil by reducing evaporation and soil compaction;
 - g. Installation of soil moisture sensing devices to prevent unnecessary irrigation;
 - h. Use of only recycled water for landscape irrigation if the Project site is connected to a recycled water line;
 - i. Use of plant materials that can withstand high salinity levels, if recycled water is used for irrigation; and
 - j. Use of plant materials that are compatible with the Goleta climate pursuant to Sunset Western Garden Book's Zone 24, published by Sunset Books, Inc., Revised and Updated 2001 edition.
- **Indoor Water Conservation.** Minimize indoor water use through the following:
 - a. Insulation of all hot water lines;
 - b. Installation of re-circulating, point-of-use, or on-demand water heaters;
 - c. Prohibition of self-regenerating water softening in all structures;
 - d. Use of lavatories and drinking fountains with self-closing valves; and
 - e. Installation of water sense specification toilets in each unit.

Impact UTL-2 Wastewater generated by future residents on the Project site would flow through GWSD's conveyance system and into GSD's wastewater treatment plant. Existing wastewater conveyance and treatment facilities have sufficient capacity to accommodate Project-related flows. Therefore, impacts would be Class III, less than significant [Thresholds 3 and 4].

Future Project site residents would generate wastewater that would feed into GWSD's conveyance system and ultimately flow to GSD's treatment plant. As discussed in Section 4.14.1(b), GWSD owns 40.78 percent of the capacity rights at the GSD treatment plant, which gives GWSD an allotment of 3.11 mgd of treatment capacity. GWSD currently collects approximately 1.8 mgd of sewage. However, prior to the start of the COVID-19 pandemic in early 2020, GWSD was generating approximately 2.1 mgd of sewage, leaving a remaining allocated capacity of approximately 1 mgd pursuant to its contract with GSD. The pre-COVID-19 wastewater generation rate is used in this analysis as it represents a more conservative analysis and may more closely reflect the post-pandemic conditions. Applying GWSD's wastewater generation rate of 184 gpd per equivalent residential unit (ERU), the proposed 332 housing units would generate 61,088 gpd of wastewater. Project-generated wastewater represents approximately 1.96 percent of the GWSD's allocated capacity of 3.11 mgd. As shown in Table 4.14-3, the combination of existing wastewater

flow in GWSD's service area and Project-generated flow would represent 69.5 percent of total allocated capacity. Thus, GWSD's treatment plant would have sufficient capacity to treat Project-generated wastewater. The Project would have a less than significant impact with respect to wastewater service.

Table 4.14-3
Existing + Project Wastewater
Generation and Allocated Capacity

Wastewater Generation	Allocated Capacity	% of Capacity
Existing in GWSD Service Area 2.1 mgd	-	67.5%
Project 0.06 mgd	-	1.9%
Existing + Project 2.16 mgd	3.11 mgd	69.5%

In order for the Project to connect to the wastewater system, payment of fees to reserve capacity and contribute to costs of plant upgrades would be required. A Sewer Service Connection Permit from the GWSD also would be necessary to ensure that the District's excess capacity can be utilized to serve this Project (Nation, 2015). The Project would be required to obtain a District Sewer Service Connection Permit from GWSD and pay applicable fees.

Mitigation Measures. Impacts would be less than significant, and no mitigation is required.

Residual Impact. Impacts would be less than significant without mitigation.

Impact UTL-3 Construction of the proposed structures is anticipated to take approximately 30 months and result in approximately 213 tons of construction waste or 85 tons per year. Construction waste would not exceed the City's threshold of 196 tons per year. Therefore, impacts would be Class III, less than significant [Thresholds 5 and 6].

During the construction phase of development, a project can generate solid waste from the demolition of existing structures and the erection of new buildings. The Project would not involve demolition, but construction of new residential structures would generate solid waste. The proposed structures on-site, including 332 residential units in ten buildings, two recreational facilities, a maintenance building, and a maintenance/storage building, would total 277,919 gross square feet. According to the U.S. EPA report *Characterization of Building-Related Construction and Demolition Debris in the United States*, residential construction has a solid waste generation factor of 4.38 pounds per square foot (U.S. EPA, 1998). Based on this estimate, Project construction would generate a total of about 1.22 million pounds of debris (approximately 609 tons). The construction period (excluding pre-construction soil hauling, which is not expected to generate substantial waste) is estimated at 30 months. Therefore, construction activity would result in an average waste generation rate of approximately 244 tons/year.

As described under the Regulatory Framework, the Goleta Municipal Code was updated in March 2013 to increase the required diversion rate for construction and demolition waste. Pursuant to Chapter 8.10 of the Goleta Municipal Code, any project involving the construction of new structures must divert from

disposal at least 65 percent of all construction and demolition waste by weight. To attain this diversion rate, the applicant would be required to submit a Pre-Construction Waste Reduction and Recycling Plan as part of the application for a building permit. By complying with the City's requirement for diversion of solid waste, construction of the Project would generate an estimated 213 tons of non-recyclable waste during the 30-month construction period, or approximately 85 tons/year. This amount of non-recyclable construction waste would not exceed the City's Project-specific threshold of 196 tons per year. Therefore, impacts would be less than significant.

Mitigation Measure. With compliance with the City's construction waste reduction and recycling requirements, impacts related to solid waste would be less than significant. No mitigation is necessary to further reduce impacts.

Residual Impact. Impacts would be less than significant without mitigation.

Impact UTL-4 The Project would generate an estimated 242 tons of non-recyclable solid waste per year during operation. This amount exceeds the City's Project-specific solid waste threshold of 196 tons per year. Implementation of a Solid Waste Management Plan would be required to implement waste diversion in order to reduce the amount of solid waste generated. However, impacts would remain Class I, *significant and unavoidable [Thresholds 5 and 6]*.

As discussed in Section 4.14.3, *Methodology and Significance Thresholds*, the City's CEQA thresholds manual includes a formula to estimate solid waste generation from multi-family residential development. Using this formula (2.65 people/market-rate unit x 228 units x 0.95 tons/year)+ (2.58 people/family affordable unit x 63 units x 0.95 tons/year) + (1.36 people/senior affordable unit x 41 units x 0.95 tons/year)], the Project would generate approximately 781 tons of solid waste per year. According to the City's *Environmental Thresholds and Guidelines Manual*, the quantity of solid waste to be disposed of at landfills (non-recycled waste) is estimated at 50 percent of the total volume of solid waste generated. Based on a 50 percent diversion rate, the non-recycled waste from the Project would be estimated at 390.5 tons per year. This amount exceeds the City's Project-specific threshold of 196 tons per year. However, the current diversion rate for Santa Barbara County, including the City of Goleta was most recently identified as 69 percent (County of Santa Barbara Public Works, 2020). Assuming that the Project would divert recyclable waste at a rate consistent with the City's current average, 31 percent of the Project's estimated 781 tons of solid waste per year would be disposed of at landfills. Thus, based on this assumption, the Project would generate an estimated 242 tons per year of non-recyclable waste. This amount would exceed the City's project-specific threshold of 196 tons per year. Therefore, impacts on solid waste disposal capacity at the Tajiguas Landfill would be potentially significant.

Mitigation Measures. The City's *Environmental Thresholds and Guidelines Manual* includes example mitigation measures for projects which would exceed City solid waste thresholds.

UTL-4 Solid Waste Management Plan. The Project applicant must develop and implement a Solid Waste Management Plan (SWMP) to be reviewed and approved by Public Works Director, or designee, and include one or more of the following measures:

- *Provision of space and/or bins for storage of recyclable materials within the Project site.*
- *Establishment of a recyclable material pickup area for commercial/industrial projects (i.e., loading docks, etc.).*
- *Implementation of a curbside recycling program to serve the new development.*
- *Development of a plan for accessible collection of materials on a regular basis (may require establishment of private pick-up depending on availability of County-sponsored programs).*
- *Implementation of a monitoring program (quarterly, bi-annually) to ensure a 33 percent to 50 percent minimum participation in recycling efforts.*
- *Development of Source Reduction measures, indicating method and amount of expected reduction.*
- *Implementation of a program to purchase recycled materials used in association with the Project (paper, newsprint, etc.). This should include requesting suppliers to show recycled material content.*
- *Implementation of a backyard composting yard waste reduction program.*

Plan Requirements and Timing: The applicant must coordinate with the Planning and Environmental Review Director, or designee, and prepare SWMP as specified in the measure.

Monitoring: The Planning and Environmental Review Director, or designee, must inspect the Project site periodically for the first five (5) years after completion of Project occupancy to verify compliance with the SWMP.

Residual Impact. County waste characterization studies estimate that implementation of the measures included in the required SWMP can reduce the 781 tons per year of waste generation by 50 percent. The actual reduction in waste generation cannot be fully determined until implementation of the SWMP. Therefore, impacts would remain significant and unavoidable.

c. Cumulative Impacts.

Water Supply. Cumulative development in the City would add 516 residential units and approximately 726,444 square feet of commercial and industrial space (City of Goleta, Cumulative Project List, January 2021). Using conservative water demand rates for single-family residences, multi-family residences, and non-residential development, as identified in the City's *Environmental Thresholds and Guidelines Manual*, the total additional water demanded (should all pending projects in the City of Goleta be approved) is estimated at 530 AFY, as shown in Table 4.14-4.

Table 4.14-4
Estimated Water Demand from Cumulative Projects in the City of Goleta

Land Use	Size	Demand Rate	Water Demand (AFY)
Single-family residential	73 dwelling units	0.70 AFY/unit	51
Multi-family residential	443 dwelling units	0.50 AFY/unit	222
Commercial	726,444 square feet	0.30 AFY/1,000 square feet ¹	218
Proposed Project	332 dwelling units	Refer to Table 4.14-2	39
Total			530

1. The general commercial rate was conservatively applied to all non-residential development.

The total estimated water demand of 530 AFY would exceed GWD's current surplus of 346 AFY. In accordance with GWD's Water Conservation Plan from 2010, cumulative development would be required to incorporate feasible BMPs into water system design and be subject to the City's conditions of approval for outdoor and indoor water conservation. The Project would also be required to incorporate these measures and conditions of approval to reduce water demand. The Project also would be within GWD's current water surplus and water allocation of 100.89 AFY for Willow Springs I, Willow Springs II, and the Project. Because sufficient water has been allocated for the Project, the Project would not result in a considerable contribution to a cumulative water supply impact associated with planned and pending development in Goleta would be less than significant.

Wastewater. As discussed under Impact UTL-2 above, cumulative development within the City of Goleta would add 516 residential units and approximately 726,444 square feet of commercial and industrial space, resulting in increased generation of wastewater. Assuming that wastewater generation is 90 percent of water demand, cumulative development would generate about 477 AFY or 425,838 of wastewater per day. This is about 44.8 percent of the 0.95 mgd of the remaining GWSD wastewater treatment capacity. Wastewater generated by cumulative development would therefore be within GWSD's available capacity. In addition, ongoing upgrades to wastewater treatment facilities would improve treatment capacity. As discussed in Section 4.14.1(b), in September of 2013, the GSD completed a major up-grade of its treatment facility and is now a Full Secondary Treatment Plant. NPDES permit extensions have been granted to GWSD given satisfactory progress made in completing the design and construction of the wastewater treatment facility upgrades to full secondary treatment standards. These upgrades were designed to eliminate constraints on the growing wastewater treatment demand of the City. In order for the Project and other related developments to connect to the wastewater system, payment of fees to reserve capacity and contribute to costs of plant upgrades would be required. With the payment of fees toward the construction of improvements to wastewater infrastructure, as discussed under Impact UTL-2, the Project would not contribute to a cumulative impact on wastewater infrastructure. Therefore, cumulative impacts would be less than significant.

Solid Waste. As discussed under Impact UTL-3, solid waste generation from Project construction is estimated to be 85 tons per year. The Project's operational solid waste generation, assuming 69 percent waste diversion as discussed under Impact UTL-4, is estimated at 242 tons/year. According to the City's *Environmental Thresholds and Guidelines Manual*, projects with a project-specific impact identified in relation to the threshold of 196 tons/year are also considered cumulatively significant because the project-specific threshold is based on a cumulative growth scenario. The City's *Environmental Thresholds and Guidelines Manual* also states that if solid waste generation exceeds 40 tons/year, it is considered an adverse contribution to cumulative impacts to solid waste facilities. Despite implementation of a SWMP

for the potentially significant operational solid waste impact discussed under Impact UTL-4 and required by Mitigation Measure UTL-4, Project construction and operations would result in waste in excess of 40 tons per year, resulting in a significant and unavoidable contribution to cumulative solid waste impacts.

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4.16 ENERGY

This section discusses the Project's potential impacts relating to energy. This analysis follows the guidance for evaluation of energy impacts contained in Appendix F and Appendix G of the State CEQA Guidelines. The physical environmental impacts associated with the generation of electricity and burning of fuels have been accounted for in Section 4.2, Air Quality, and Section 4.6, Greenhouse Gas Emissions.

4.16.1 Setting

Energy use relates directly to environmental quality because energy use can adversely affect air quality and can generate greenhouse gas (GHG) emissions that contribute to climate change. Fossil fuels are burned to create electricity that powers residences, heats and cools buildings, and powers vehicles. Transportation energy use is dependent on the fuel efficiency of cars, trucks, and public transportation; the different travel modes such as auto, carpool, and public transit; and the miles traveled using these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy.

a. Energy Supply

Petroleum. California is one of the top producers of petroleum in the nation with drilling operations occurring throughout the state but concentrated primarily in Kern and Los Angeles counties. A network of crude oil pipelines connects production areas to oil refineries in the Los Angeles area, the San Francisco Bay area, and the Central Valley. California oil refineries also process Alaskan and foreign crude oil received at ports in Los Angeles, Long Beach, and the San Francisco Bay area (California Energy Commission [CEC], 2021a). According to the United States Energy Information System (U.S. EIA), California's field production of crude oil totaled 161.5 million barrels in 2019 (U.S. EIA, 2020a).

Petroleum Infrastructure in Goleta. There are approximately 13 gasoline stations, but no petroleum refineries in the City of Goleta (U.S. EIA 2020b, GasBuddy 2021). According to the California Department of Conservation Geologic Energy Management Division (CalGEM), there are several idle and former oil and gas production wells, but no active oil production wells in Goleta (CalGEM, 2021).

Alternative Fuels. A variety of alternative fuels are used to reduce petroleum-based fuel demand. Alternative fuel use is encouraged through various statewide regulations and plans, such as the Low Carbon Fuel Standard and Senate Bill (SB) 32. Alternative vehicle fuels include hydrogen, biodiesel, and electricity. Currently, 42 hydrogen and 10 biodiesel refueling stations are located in California. There are no biodiesel stations or public compressed natural gas stations located in the City of Goleta. There are approximately 10 electric vehicle charging stations located in Goleta (United States Department of Energy, 2021).

Electricity. In 2019, California's in-state electricity generation totaled 200,475 gigawatt-hours (GWh; CEC 2021b). Primary fuel sources for the state's electricity generation in 2019 included natural gas, hydroelectric, solar photovoltaic, wind, nuclear, geothermal, biomass, and solar thermal. According to the Final 2019 Integrated Energy Policy Report, California's electricity sector is rapidly evolving in response to climate policy and market changes, with increasing reliance on solar and wind energy sources. Installed renewable capacity in the state increased from 9,313 megawatts (MW) in 2009 to 23,313 MW in 2018 (CEC, 2020a).



Southern California Edison Company. Southern California Edison Company (SCE) is responsible for providing electric power supply to Goleta. SCE is one of the nation's largest electric and gas utility companies, and it maintains 91,375 circuit miles of electric distribution lines and 12,635 circuit miles of interconnected transmission lines. Power outages in SCE territory may occur as the result of unexpected events, while SCE also plan scheduled outages for routine maintenance or necessary repairs. California Independent System Operator (CAISO) rotating outages (Stage 3 CAISO Emergencies) become necessary when the state's electricity demand outpaces available supply in real time or are unavoidable. SCE manages and rotates these outages across groups of customers throughout the service territory to protect the integrity of the electric system, while limiting the inconvenience to any one customer or community. Every customer in SCE service territory is assigned to a Rotating Outage Group. Maintenance outages occur for work on the electrical system, necessary to protect public safety, reduce wildfire risk, complete customer-requested efforts, and to maintain and improve reliability on the electric system (SCE, 2021). The City of Goleta has greater vulnerability to outages given the City's location at one end of SCE's territory and the geography through which the transmission lines run. Specifically, the area is at risk of experiencing a prolonged electrical outage should the two transmission lines serving the area experience a simultaneous disruption, which has been a potential threat during wildfires in the region in recent years.

In 2019, SCE's power mix consisted of 35.1 percent renewable resources (wind, geothermal, biomass, solar, and small hydroelectric), 16.1 percent natural gas, 8.2 percent nuclear generation, 7.9 percent large hydroelectric facilities, and 32.7 percent other and unspecified (i.e., electricity that has been purchased through open market transactions and is not traceable to a specific generation source) sources (SCE, 2020).

Central Coast Community Energy. Central Coast Community Energy (3CE) is a Community Choice Energy agency established by local communities to source clean and renewable electricity for Santa Barbara, San Luis Obispo, Monterey, San Benito, and Santa Cruz counties while retaining the primary utility provider's (i.e., SCE) traditional role delivering power, maintaining electric infrastructure, and billing for electricity. In its first two years of operations, 3CE has contracted for 453.3 MW of long term eligible renewable resources and 192.7 MW of battery storage. In 2019, 3CE's power mix consisted of 30.9 percent renewable resources (wind, geothermal, biomass, solar, and small hydroelectric), and 69.1 percent large hydroelectric facilities. The cities of Goleta, Carpinteria, and unincorporated southern Santa Barbara County will begin service with 3CE in October 2021 (3CE, 2021).

City of Goleta Electric Power Infrastructure. According to the EIA's U.S. Energy Mapping System, there are no solar power plants in Goleta (U.S. EIA, 2020b). In recent years, various Battery Energy Storage Systems (BESS) projects have been proposed and approved for construction in SCE territory, including the City of Goleta.

In 2020, the City initiated the process for design, procurement of materials, permitting, installation, interconnection, and all associated documentation, financing, maintenance, and warranties of photovoltaic (PV) solar and BESSs to be located at Goleta City Hall. As part of this process, the City has completed an initial feasibility assessment for PV solar-only and microgrid systems, which indicated the technical and financial feasibility for both systems. However, the has opted to pursue a solar-only project at this time (City of Goleta, 2020).

In early 2021, the City of Goleta approved the purchase of Santa Barbara County's first EV ARC™ 2020 (EV ARC). The EV ARC is a transportable, 100 percent off-grid solar-powered electric vehicle charger that can also serve as a mobile emergency preparedness and energy resiliency asset. The City is the first agency in Santa

Barbara County with plans to deploy this type of equipment, and the equipment is anticipated for delivering to City Hall by early summer of 2021 (DeVine, 2021).

Natural Gas. California's net natural gas production for 2018 was 180.6 billion cubic feet (CalGEM 2019). The state relies on out-of-state natural gas imports for nearly 90 percent of its supply. The CEC estimates that approximately 45 percent of the natural gas burned across the state is used for electricity generation, and much of the remainder is consumed in the residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors.

Southern California Gas. The Project site is in the natural gas service area of Southern California Gas Company (SoCalGas), which spans central and southern California (CEC, 2020b). SoCalGas' service area is equipped with 101,000 miles of gas transmission and distribution pipelines (SoCalGas, 2021a). Natural gas supplied by SoCalGas to California is sourced primarily from California (onshore and offshore), the Southwestern U.S. (the Permian, Anadarko, and San Juan basins), the Rocky Mountains, and Canada (California Gas and Electric Utilities [CGEU], 2020). As part of a commitment to supporting achievement of the state's GHG reduction goals, SoCalGas also provides expertise and assistance to customers who want to convert organic waste material into biogas or renewable natural gas (RNG). RNG can be produced from a variety of existing waste streams and renewable biomass sources, such as: animal waste from dairies; food waste from landfills; organic waste from wastewater treatment plants; and organic waste from landfill-diversion facilities. SoCalGas's network of natural gas pipelines allow for RNG to be accepted into their transmission and distribution system and delivered to customers. There are currently no RNG suppliers, active participants, or service providers in the RNG industry located in the City of Goleta. However, SoCalGas provides a packet (the "RNG Toolkit" that offers a wide range of information relating to RNG and interconnecting to SoCalGas pipelines for interested parties (SoCalGas, 2021c).

In 2019, SoCalGas customers consumed a total of 5,425 million therms of natural gas. Residential users accounted for approximately 45 percent of SoCalGas' natural gas consumption. Industrial and commercial users accounted for another 31 percent and 19 percent, respectively. The remainder was used for mining, construction, agricultural, and water pumping purposes (CEC, 2021d).

Natural Gas Infrastructure in Goleta. There are several idle and former oil and gas production wells in Goleta (CalGEM 2021). No natural gas processing plants are located in the city (U.S. EIA, 2020b). Several natural gas transmission pipelines are also located in Santa Barbara County, with both transmission lines and high-pressure distribution lines located in the City of Goleta (SoCalGas, 2021b).

b. Energy Demand. The smallest scale at which energy consumption information is readily available is the county level. Therefore, energy consumption in Santa Barbara County is used herein to characterize the city's existing consumption of petroleum, electricity, and natural gas as detailed in the following subsections.

Petroleum. As shown in Table 4.16-1, Santa Barbara County consumed an estimated 177 million gallons of gasoline and 19 million gallons of diesel fuel in 2019, which was approximately 1.2 percent of statewide gasoline consumption and approximately 1.1 percent of statewide diesel fuel consumption (CEC, 2020c).

Table 4.16-1
2019 Annual Gasoline and Diesel Consumption

Fuel Type	Santa Barbara County (gallons)	California (gallons)	Proportion of Statewide Consumption ¹
Gasoline	177,000,000	15,365,000,000	1.2%
Diesel	19,000,000	1,756,000,000	1.1%

¹ For reference, the population of Santa Barbara County (423,895 persons) is approximately 1.1 percent of the population of California (39,782,870 persons) (California Department of Finance [DOF], 2020).

Source: CEC, 2020c

Electricity. As shown in Table 4.16-2, Santa Barbara County consumed approximately 2,758 GWh in 2019, which is approximately 3.4 percent of electricity consumption by SCE and approximately 1.4 percent of statewide electricity consumption (CEC, 2021d).

Table 4.16-2
2019 Electricity Consumption

Energy Type	Santa Barbara County (GWh)	SCE (GWh)	California (GWh)	Proportion of SCE Consumption	Proportion of Statewide Consumption ¹
Electricity	2,758	80,913	200,475	3.4%	1.4%

¹ For reference, the population of Santa Barbara County (423,895 persons) is approximately 1.1 percent of the population of California (39,782,870 persons) (DOF, 2020).

Source: CEC, 2021d

Natural Gas. As shown in Table 4.16-3, Santa Barbara County consumed approximately 137 million US therms in 2019, which was approximately 2.5 percent of the natural gas consumption by SoCalGas and approximately 1.0 percent of statewide natural gas consumption (CEC, 2021d).

Table 4.16-3
2019 Natural Gas Consumption

Energy Type	Santa Barbara County (millions of US therms)	SoCalGas (Millions of US therms)	California (millions of US therms)	Proportion of SoCalGas Consumption	Proportion of Statewide Consumption ¹
Natural Gas	137	5,425	13,158	2.5%	1.0%

¹ For reference, the population of Santa Barbara County (423,895 persons) is approximately 1.1 percent of the population of California (39,782,870 persons) (DOF, 2020).

Source: CEC, 2021d

c. Regulatory Setting. The following regulations address energy consumption.

Federal Regulations

Energy Independence and Security Act of 2007. The Energy Independence and Security Act, enacted by Congress in 2007, is designed to improve vehicle fuel economy and help reduce the United States' dependence on foreign oil. It expands the production of renewable fuels, reducing dependence on oil and confronting climate change. Specifically, the Energy Independence and Security Act does the following:

- *Increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard that requires fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels.*
- *Reduces United States demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020, an increase in fuel economy standards of 40 percent.*
- *The Energy Independence and Security Act of 2007 also set energy efficiency standards for lighting (specifically light bulbs) and appliances. Development would also be required to install photosensors and energy-efficient lighting fixtures consistent with the requirements of 42 USC Section 17001 et seq.*

Energy Policy and Conservation Act. Enacted in 1975, the Energy Policy and Conservation Act established fuel economy standards for new light-duty vehicles sold in the United States. The law placed responsibility on the National Highway Traffic and Safety Administration (NHTSA) for establishing and regularly updating vehicle standards. The United States Environmental Protection Agency (U.S. EPA) is responsible for administering the Corporate Average Fuel Economy (CAFE) program, which determines vehicle manufacturers' compliance with existing fuel economy standards. In 2012, the U.S. EPA and NHTSA established final passenger car and light truck CAFE standards for model years 2017 to 2021, which require a combined average fleet-wide fuel economy of 40.3 to 41.0 miles per gallon in model year 2021. The U.S. EPA will reexamine the standards for model years 2022 to 2025 and NHTSA will set new CAFE standards for those model years in the next couple of years, based on the best available information at that time (United States Department of Transportation, 2014).

Energy Star Program. Energy Star is a voluntary labeling program introduced by U.S. EPA to identify and promote energy-efficient products to reduce GHG emissions. The program applies to major household appliances, lighting, computers, and building components such as windows, doors, roofs, and heating and cooling systems. Under this program, appliances that meet specifications for maximum energy use established under the program are certified to display the Energy Star label. Since 1992, Energy Star and its partners helped residents and businesses in the United States save more than 4 trillion kilowatt-hours of electricity and achieve over 3.5 billion metric tons of GHG reductions (Energy Star, 2021).

Construction Equipment Fuel Efficiency Standard. The U.S. EPA sets emission standards for construction equipment. The current iteration of emissions standards for construction equipment are the Tier 4 efficiency requirements are contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068. Emissions requirements for new off-road Tier 4 vehicles were completely phased in by the end of 2015.

California Regulations

California Energy Plan. The CEC is responsible for preparing the California Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The 2008 California Energy Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs, as well as encouragement of urban designs that reduce vehicle miles travelled (VMT) and accommodate pedestrian and bicycle access.

Assembly Bill 2076: Reducing Dependence on Petroleum. Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), the CEC and California Air Resources Board (CARB) prepared and adopted a joint-agency report, Reducing California's Petroleum Dependence, in 2003. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita vehicle miles travelled.

Integrated Energy Policy Report. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The CEC uses these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety. The most recent 2019 Integrated Energy Policy Report covers a broad range of topics, including decarbonizing buildings, integrating renewables, energy efficiency, energy equity, integrating renewable energy, updates on Southern California electricity reliability, climate adaptation activities for the energy sector, natural gas assessment, transportation energy demand forecast, and the California Energy Demand Forecast (CEC, 2020a).

Senate Bill 350. The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires a doubling of the energy efficiency savings in electricity and natural gas for retail customers through energy efficiency and conservation by December 31, 2030.

California Renewable Portfolio Standard and Senate Bill 100. Approved by the Governor on September 10, 2018, SB 100 accelerates the state's Renewable Portfolio Standard program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Assembly Bill 1493: Reduction of Greenhouse Gas Emissions. AB 1493 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, the U.S. EPA granted the waiver of Clean Air Act preemption to California for its GHG emission standards for motor vehicles, beginning with the 2009 model year, which allows California to implement more stringent vehicle emission standards than those promulgated by the U.S. EPA. Pavley I regulates model years from 2009 to 2016 and Pavley II, now referred to as "LEV (Low Emission Vehicle) III GHG," regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the Low Emission Vehicle, Zero Emissions Vehicles, and Clean Fuels Outlet programs, and would provide



major reductions in GHG emissions (CARB, 2011). However, on September 19, 2019, the U.S. EPA withdrew California's Clean Air Act preemption waiver and issued the One National Program Rule, which prohibits states from establishing their own separate fuel economy standards or passing laws that substantially affect fuel economy standards. As a result, California may no longer promulgate and enforce its tailpipe GHG emission standard and zero emission vehicle mandate (U.S. EPA, 2019).

Energy Action Plan. In 2003, the CEC and California Public Utilities Commission set forth their energy policy vision in the Energy Action Plan (EAP). The CEC adopted an update to the EAP in February 2008 (EAP II) that supplements the earlier EAP and examines the state's ongoing actions in the context of global climate change. The nine major action areas in the EAP include energy efficiency, demand response, renewable energy, electricity adequacy/reliability/infrastructure, electricity market structure, natural gas supply/demand/infrastructure, transportation fuels supply/demand/infrastructure, research/development/demonstration, and climate change (California Public Utilities Commission, 2008).

Assembly Bill 1007: State Alternative Fuels Plan. In response to AB 1007, the CEC prepared the state Alternative Fuels Plan in partnership with CARB and in consultation with other federal, state, and local agencies. The state Alternative Fuels Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The state Alternative Fuels Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality (CEC, 2007).

Bioenergy Action Plan (Executive Order S-06-06). Executive Order (EO) S-06-06 establishes targets for the use and production of biofuels and biopower and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following in-state production targets to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources:

- *Produce 20 percent of biofuels used in California by 2010,*
- *Produce 40 percent of biofuels used in California by 2020, and*
- *Produce 75 percent of biofuels used in California by 2050.*

EO S-06-06 also calls for the state to meet a target for use of biomass electricity. The 2011 Bioenergy Action Plan identifies potential barriers and recommends actions to address them so the state can meet its clean energy, waste reduction, and climate protection goals. The 2012 Bioenergy Action Plan updates the 2011 Plan and provides a more detailed action plan to achieve the following goals:

- *Increase environmentally and economically sustainable energy production from organic waste*
- *Encourage development of diverse bioenergy technologies that increase local electricity generation, combined heat and power facilities, renewable natural gas, and renewable liquid fuels for transportation and fuel cell applications*
- *Create jobs and stimulate economic development, especially in rural regions of the state*
- *Reduce fire danger, improve air and water quality, and reduce waste*

California Building Energy Efficiency Standards (2019) - California Code of Regulations, Title 24, Part 6. California Code of Regulations, Title 24, Part 6, is California's Energy Efficiency Standards for Residential and Non-residential Buildings. The 2019 Building Energy Efficiency Standards, adopted on May 9, 2018 became effective on January 1, 2020. The 2019 Standards move toward cutting nonrenewable energy use in new homes by more than 50 percent and require installation of solar photovoltaic systems for single-family homes and multi-family buildings of three stories and less. The 2019 Standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements. Under the 2019 Standards, nonresidential buildings will be 30 percent more energy-efficient compared to the 2016 Standards, and single-family homes will be seven percent more energy-efficient. When accounting for the electricity generated by the solar photovoltaic system, single-family homes would use approximately 50 percent less energy compared to homes built to the 2016 standards (CEC, 2018).

California Green Building Standards Code (2019) - California Code of Regulations Title 24, Part 11. California's Green Building Code, referred to as CALGreen, was developed to provide a consistent approach to green building in the state. The CEC adopted updates to the 2016 CALGreen Standards in 2019 and took effect on January 1, 2020. These changes include the following: increasing the number of parking spaces that must be prewired for electric vehicle chargers in residential development; requiring all residential development to adhere to the Model Water Efficient Landscape Ordinance; and requiring more appropriate sizing of HVAC ducts (California Building Standards Commission, 2019).

Local Regulations

Goleta Climate Action Plan. The City of Goleta conducted a GHG emissions inventory in the City for 2007, which represents the baseline inventory, or existing conditions in the City. The inventory determined the City produced 325,532 MT CO₂e, excluding stationary sources, which is equivalent to the annual GHG emissions generated by approximately 68,000 passenger vehicles. The major source of GHG emissions in the City are associated with transportation, which contributed 48 percent of the City's total GHG emissions, followed by building energy (electricity and natural gas use) at 44 percent (Goleta, 2014).

Adopted in July of 2014, the City of Goleta's Climate Action Plan (CAP; Goleta 2014) sets a 2020 target to achieve a 11 percent reduction below 2007 community-wide emissions. The CAP also has a 2030 target that is derived based on the linear trajectory between the 2020 reduction target and the 2050 target established by Executive Order S-3- 05, which sets a 2030 target of 26 percent below 2020 levels. The CAP contains GHG reduction measures for building energy efficiency, renewable energy, on-road transportation use, water consumption, off-road transportation equipment, solid waste generation, and municipal measures to meet the GHG reduction targets.

Strategic Energy Plan: City of Goleta. In December 2017, the City of Goleta City Council adopted a goal of 100 percent renewable electricity supply for the City by 2030 with an interim goal of 50 percent renewable electricity for municipal facilities by 2025. The City of Goleta then partnered with the County of Santa Barbara and the City of Carpinteria to develop a Strategic Energy Plan (SEP) to meet these goals and improve the resiliency of the local electricity system by promoting local renewable energy development and energy efficiency deployment. The SEP was completed in June 2019, with the objective of meeting the City's 100 percent renewable electricity goals and address resiliency concerns by promoting renewable energy development in Goleta in the following ways:

1. *Identifying the gap in forecasted electricity demand and baseline growth in renewable energy and energy efficiency to determine the necessary scope of the City's actions*
2. *Identifying a set of policy measures and strategies in diverse program areas ranging from drafting regulatory frameworks to creating new financing mechanisms*
3. *Evaluating the ability of these policy measures and strategies towards closing this gap and meeting the City's 100% renewable electricity goals*
4. *Identifying total resource potential for distributed solar development in Goleta on rooftops and parking lots*
5. *Creating a list of priority sites for renewable energy development throughout Goleta*

In recent years, the City has taken several steps toward achieving these goals, including, but not limited to, initiation of the PV solar system to be located at Goleta City Hall, securing grant funding for the EAP, and approval of Santa Barbara County's first 100 percent off-grid solar-powered electric vehicle charger for installation at City Hall in the summer of 2021.

Goleta General Plan/Coastal Land Use Plan. The City of Goleta General Plan Conservation Element (Goleta, 2006) is intended to guide land use planning by providing goals and policies to promote energy conservation and reduce GHG emissions. Goals and policies that are applicable to the Project include:

- ***Policy CE 13 Energy Conservation:*** *To promote energy efficiency in future land use and development within Goleta, encourage use of renewable energy sources, and reduce reliance upon fossil fuels*
 - ***CE 13.1 Energy Efficiency in Existing and New Residential Development:*** *The City shall promote the following practices in existing and new residential construction:*
 - a. *Retrofitting of existing residential structures to reduce energy consumption and costs to owners and tenants is encouraged. These retrofits may include: increased insulation, weather stripping, caulking of windows and doors, low-flow showerheads, and other similar improvements. Master metering is discouraged, and conversions to individual metering where practicable is preferred.*
 - b. *The City shall enforce the state's residential energy conservation building standards set forth in Title 24 through its plan check and building permit issuance processes.*
 - c. *New residential development and additions to existing homes shall be designed to provide a maximum solar orientation when appropriate, and shall not adversely affect the solar access of adjacent residential structures. Use of solar water heating systems, operational skylights, passive solar heating, and waste heat recovery systems is encouraged.*
 - ***CE 13.2 Use Renewable Energy Sources:*** *For new projects, the City encourages the incorporation of renewable energy sources. Consideration shall be given to incorporation of renewable energy sources that do not have adverse effects on the environment or on any adjacent residential uses. The following considerations shall apply:*
 - a. *Solar access shall be protected in accordance with the state Solar Rights Act (AB 2473). South wall and rooftop access should be*

achievable in low-density residential areas, while rooftop access should be possible in other areas.

- b. New development shall not impair the performance of existing solar energy systems. Compensatory or mitigation measures may be considered in instances where there is no reasonable alternative.*
- c. Alternative energy sources are encouraged, provided that the technology does not contribute to noise, visual, air quality, or other potential impacts on nearby uses and neighborhoods.*

Goleta Green Building Program. The City's Green Building Program took effect January 1, 2013 and was incorporated into Chapter 15.12, "Green Building Code," of the Goleta Municipal Code. The Green Building Code, adopts by reference the 2019 California Green Building Standards Code, and contains both standards as well as voluntary measures and incentives for projects utilizing green building practices. Under the Green Building Program, the City adopted a Green Building Policy under Resolution No. 12-65 for new municipal facilities, which states all new City-owned buildings of 2,000 square feet or greater must meet LEED Silver certification standards except in limited instances.

4.16.2 Impact Analysis

a. Methodology and Significance Thresholds

Methodology. Public Resources Code Section 21100(b)(3) states that an Environmental Impact Report (EIR) shall include "mitigation measures proposed to minimize significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy." The physical environmental impacts associated with the use of energy including the generation of electricity and burning of fuels have been accounted for in Section 4.2, Air Quality, and Section 4.6, Greenhouse Gas Emissions.

Energy consumption is analyzed herein in terms of construction and operational energy. Construction energy demand accounts for anticipated energy consumption during construction of the Project, such as fuel consumed by construction equipment and construction workers' vehicles traveling to and from the Project site. Project construction activities would also use building materials that would require energy use during the manufacturing and/or procurement of that material. Section 15126.2(b) of the CEQA Guidelines states, "This [energy] analysis is subject to the rule of reason and shall focus on energy use that is caused by the project." This analysis reasonably assumes that manufacturers of building materials such as concrete, steel, lumber, or other building materials would employ energy conservation practices in the interest of minimizing the cost of doing business. Therefore, the consumption of energy required for the manufacturing and/or procurement of building and construction material is not within the scope of this analysis.

Operational energy demand accounts for the anticipated energy consumption during operation of the transportation system and land use scenario proposed by the Project, such as fuel consumed by cars, trucks, and public transit; natural gas consumed for on-site power generation and heating building spaces; and electricity consumed for building power needs, including, but not limited to lighting, water conveyance, and air conditioning.

The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate energy consumption from construction and operation of Project development using information provided by the

Project applicant and CalEEMod default values for projects in Santa Barbara County. The CalEEMod results (Appendix B) provide the average travel distance, vehicle trip numbers, and vehicle fleet mix during construction and operation of the Project. The CalEEMod results also provide the estimated gross electricity and natural gas consumption by land use during operation of proposed development on the Project site. This information is used to determine the anticipated energy consumption during construction and operation of the Project.

The evaluation of potential energy-related impacts considers the equipment and processes employed during construction on the Project site and the land uses, location, and VMT per service population of the Project to qualitatively determine whether energy consumed during construction and operation would be wasteful, inefficient, or unnecessary.

Significance Thresholds. The following thresholds are based on Appendix G of the CEQA Guidelines. Impacts would be significant if the Project would:

1. *Result in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;*
2. *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.*

b. Project Impacts and Mitigation Measures

Impact E-1 **Project construction and operation would require temporary and long-term consumption of energy resources. However, the Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. This impact would be Class III, *less than significant [Threshold 1]*.**

Construction. Project construction would require energy resources primarily in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. Temporary grid power may also be provided to construction trailers or electric construction equipment. Table 4.16-4 summarizes the anticipated fuel consumption from construction equipment and vehicles, including construction worker trips to and from the Project site.

**Table 4.16-4
Construction Fuel Consumption**

Source	Fuel Consumption (Gallons)	
	Gasoline	Diesel
Construction Equipment & Hauling Trips	—	130,881
Construction Vendor Trips	—	47,437
Construction Worker Vehicle Trips	92,426	—
Total	92,426	178,317

See Appendix B for CalEEMod default values for fleet mix and average distance of travel, and energy calculation sheets.

As shown in Table 4.16-4, construction of the Project would require approximately 92,426 gallons of gasoline and 178,317 gallons of diesel fuel. Energy use during construction activities would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of 13 California Code of Regulations Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes, which would minimize unnecessary fuel consumption. Construction equipment would be subject to the U.S. EPA Construction Equipment Fuel Efficiency Standard (40 Code of Federal Regulations Parts 1039, 1065, and 1068), which would minimize inefficient fuel consumption. Electrical power would be consumed during construction activities, and the demand, to the extent required, would be supplied from existing electrical infrastructure in the area.

Overall, construction activities would utilize fuel-efficient equipment consistent with state and federal regulations and would comply with state measures to reduce the inefficient, wasteful, or unnecessary consumption of energy. Construction contractors would not be anticipated to utilize fuel in a manner that is wasteful or unnecessary as a business practice to ensure cost efficiency. Moreover, the use of energy to construct new development on the Project site would be purposeful with the intention to construct additional market-rate, affordable, and senior housing as well as park space in Goleta. Therefore, Project construction would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

Operation. Energy demand from operation of Project development would include fuel consumed by passenger vehicles; natural gas consumed for heating and cooking in residential buildings; and electricity consumed by new residences including, but not limited to lighting, water conveyance, and air conditioning. Project energy usage from vehicle fuel consumption and electricity and natural gas usage is summarized in Table 4.16-5.

**Table 4.16-5
Operational Energy Usage**

Operational Energy Usage		
Source	Energy Consumption	
Vehicle Trips		
Gasoline	202,206 gallons	22,199 MMBtu
Diesel	43,339 gallons	5,524 MMBtu
Built Environment		
Electricity	1,418,923 kWh	4,841 MMBtu
Natural Gas Usage	1,160,736 kWh	3,960 MMBtu

kBtu = thousand British thermal units, MMBtu = million British thermal units, kWh = kilowatt-hours

See Appendix B and Appendix I for fleet mix, electricity consumption values, and VMT.

Vehicle Trips. As shown in Table 4.16-5, vehicle trips generated by the Project would require approximately 202,206 gallons of gasoline and 43,339 gallons of diesel fuel, or a total of 27,723 MMBtu of energy annually. Gasoline and diesel fuel demands would be met by existing gasoline stations in the vicinity of the Project site. The Project would facilitate bicycle riding among site residents by providing a bicycle parking area at each residential building and the park with a total of 120 bicycle parking spaces. In addition, the Project would include new sidewalk segments and walkways with connections to adjacent pedestrian and bicycle networks identified in the City's Bicycle and Pedestrian Master Plan that would enhance non-vehicular circulation in the Project area. The proposed bicycle and pedestrian facilities would



encourage the use of alternative transportation modes, which would reduce VMT and associated fuel consumption. Vehicles driven by future residents and visitors of the proposed uses on the Project site also would be subject to increasingly stringent federal and state fuel efficiency standards, minimizing the potential for the inefficient consumption of vehicle fuels. As a result, vehicle fuel consumption resulting from the Project would not be wasteful, inefficient, or unnecessary.

Built Environment. As shown in Table 4.16-5, the Project would consume approximately 1,418,923 kWh per year of electricity for lighting and large appliances, and approximately 3,960 MMBtu per year of natural gas for heating and cooking. Electricity would be supplied by SCE and natural gas would be provided by SoCalGas.

The Project would require permanent grid connections for electricity and natural gas. All new residential buildings must comply with the City's Green Building Code and the 2019 California Green Building Code, as adopted by Goleta Municipal Code Chapter 15.12. Construction of the proposed residential buildings also would comply with all applicable 2019 California Building Energy Efficiency Standards for Residential and Non-residential Buildings and CALGreen (California Code of Regulations Title 24, Parts 6 and 11) or later versions, which are anticipated to be more stringent than the 2019 codes. This includes the provision of electric vehicle supply equipment, water-efficient plumbing fixtures and fittings, recycling services, solar on low-rise residential development, and other energy-efficient measures that would reduce the potential for the inefficient use of energy. The Exterior Lighting Report, prepared by Alan Noelle Engineering on May 20, 2015, describes the proposed exterior lighting concepts and fixtures for the Project. LED lighting will be the primary source of exterior lighting. LED lighting provides very efficient production of light, allows for directed light to only areas where it is needed and uses less electricity than other lighting sources. In accordance with Section 150.1(b)14 of the 2019 California Building Energy Efficiency Standards, all new residential uses under three stories must install PV solar panels that generate an amount of electricity equal to expected electricity usage. Therefore, 100 percent of modeled electricity usage for the proposed low-rise residential uses would be supplied by PV solar panels (see Appendix B). As the Project would be subject to CALGreen requirements, the proposed development would be required to achieve a 20 percent increase in indoor water use efficiency. Implementation of the energy-efficient lighting and water features in Project design as well as installation of PV solar panels would limit the energy consumption necessary for operation of the proposed residential uses. As a result, energy consumption resulting from the proposed built environment would not be wasteful, inefficient, or unnecessary, and this impact would be less than significant.

Mitigation Measures. This impact would be less than significant, and no mitigation is required.

Residual Impacts. This impact would be less than significant without mitigation.

Impact E-2 The Project would not conflict with or obstruct implementation of the City's CAP, Strategic Energy Plan, energy efficiency standards, and General Plan/Coastal Land Use Plan policies, or any other applicable plans for renewable energy or energy efficiency. This impact would be Class III, less than significant [Threshold 2].

The City's CAP, Strategic Energy Plan, General Plan/Coastal Land Use Plan, and Municipal Code contain measures intended to increase energy efficiency and expand the use of renewable energy in the City. As discussed under Impact E-1, the Project would include energy efficiency measures to achieve energy requirements in the City's Municipal Code. The Project would implement LED lighting, PV solar panels on

low-rise residential uses, and indoor water use efficiency measures to limit the energy consumption necessary for operation of the proposed residential uses and meet the City's renewable energy goals. The Project also would facilitate bicycle riding among site residents by providing a bicycle parking area at each residential building and the park with a total of 120 bicycle parking spaces. In addition, the Project would include new sidewalk segments and walkways with connections to adjacent pedestrian and bicycle networks identified in the City's Bicycle and Pedestrian Master Plan that would enhance non-vehicular circulation in the Project area. The proposed bicycle and pedestrian facilities and access would encourage the use of alternative transportation modes, which would reduce VMT and associated fuel consumption. Furthermore, required compliance with all applicable 2019 California Building Energy Efficiency Standards for Residential and Non-residential Buildings and CALGreen (California Code of Regulations Title 24, Parts 6 and 11), including the provision of electric vehicle supply equipment, would promote the use of electric vehicles and reduce vehicle fuel consumption. With incorporation of energy efficiency measures in the proposed buildings and decreased fuel consumption through facilitation of reduced and alternative travel, the Project would not conflict with or obstruct implementation of the City's CAP, Strategic Energy Plan, or any other applicable plans for renewable energy or energy efficiency. This impact would be less than significant.

Mitigation Measures. This impact would be less than significant, and no mitigation is required.

Residual Impacts. This impact would be less than significant without mitigation.

Cumulative Impacts. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065[a][3]). The geographic scope for energy consumption is Santa Barbara County. This geographic scope is appropriate because the smallest scale at which energy consumption information is readily available is the county level.

Cumulative development in Santa Barbara County would increase demand for energy resources. However, new iterations of the California Building Energy Efficiency Standards and CALGreen would require increasingly more efficient appliances and building materials that reduce energy consumption in new development. In addition, vehicle fuel efficiency is anticipated to continue improving through implementation of the existing Pavley regulations under AB 1493, and implementation of the Santa Barbara County Association of Governments (SBCAG) 2040 Regional Transportation Plan and Sustainable Communities Strategy (2040 RTP-SCS) would reduce per capita VMT in Santa Barbara County. Cumulative development in Santa Barbara County will also be required to be consistent with applicable provisions of the SBCAG 2040 RTP-SCS and with the County of Santa Barbara Energy and Climate Action Plan, which identifies the County's GHG emissions reduction goals and strategies to achieve these goals.

Project development would be constructed in accordance with the City's CAP and General Plan/Coastal Land Use Plan policies; California Building Energy Efficiency Standards; and CALGreen. This would include energy-saving features that would reduce the potential for wasteful, inefficient, and unnecessary consumption of energy resources. As a result, the Project would not have a cumulatively considerable contribution to a significant cumulative impact related to the wasteful, inefficient, and unnecessary consumption of energy resources.

4.17 WILDFIRE

4.17.1 Setting

a. Project Site Setting. Historically, the Project site was used for grazing and agriculture. The Project site is currently undeveloped and sparsely vegetated with weeds and shrubs. There are also several rock piles, pieces of construction machinery, and storage containers that are stored on-site. The Project site is surrounded by existing development. The Union Pacific Railroad tracks are located approximately 50 feet from the Project site's northern property line, with the U.S. 101 located immediately north of the railroad tracks. A new 465-unit residential development (The Village at Los Carneros) is located west of the Project site across South Los Carneros Road. Industrial businesses are located along Aero Camino Road to the east of the Project site. A 335-unit multi-family residential development (Willow Springs I and II) is located south of the Project site across Camino Vista Road. Surrounding land uses are shown on Figure 2-2.

According to the California Department of Forestry and Fire Protection (CalFire) Fire Hazard Severity Zone maps, the Project site is located in a Local Responsibility Area (LRA). LRAs are the areas of California where local governments have financial responsibility for wildland fire protection. Classification of a fire hazard severity zone as a moderate, high, or very high fire hazard zone is based on a combination of how a fire will behave and the probability of flames and embers threatening buildings in the area. Based on the CalFire map of Very High Fire Hazard Severity Zones in Local Responsibility Areas in Santa Barbara County, the Project site is located in a "Non-Very High Fire Hazard Severity Zone" (CalFire 2008). According to Figure 5-2, Fire, Flood, and Tsunami Hazards Map, in the City of Goleta General Plan/Coastal Land Use Plan, the Project site is not located in an identified Fire Hazard Severity Zone (City of Goleta 2016).

The Santa Barbara County Fire Protection District (SBCFD) provides fire protection and emergency services in Goleta. The nearest fire station that serves the Project site is Fire Station 14, located at 320 North Los Carneros Road, approximately ½ mile north of the Project site. The Project site falls within the existing service area of this station. Primary access to the Project site would be provided via three driveways on Camino Vista, which extends along the southern frontage of the site. Regional access to the study area is provided by U.S. 101 via Los Carneros Road.

b. Regulatory Setting. The following regulations address wildfire hazards and risk.

California Regulations. The Division of Occupational Safety and Health of California (CAL-OSHA) requires that a minimum of two firefighters, operating as a team, conduct interior firefighting operations. In addition, a minimum of two firefighters must be positioned outside and remain capable of rapid intervention and rescue if needed. This is also known as the State of California's "Two-In, Two-out" law [29 CFR 1910.134(g)(4)]. If there are only three firefighters assigned to a fire engine, that engine company must wait for additional back-up to arrive before being able to engage in interior firefighting operations in order to be in compliance with CAL-OSHA regulations.

Local Regulations. Building standards for high fire hazard areas, including the erection, construction, enlargement, alteration, repair, improvement, removal, conversion, demolition, occupancy, equipment, use, height, area, and maintenance of all buildings and structures, are identified in the Building Code of the City of Goleta, which adopts by reference the 2019 California Building Code.



SBCFD uses the service standard of one on-duty firefighter per 4,000 residents as the absolute maximum population that can be adequately served, and the National Fire Protection Agency's (NFPA) five-minute response time standard from the fire station to the location of the emergency. The County has also adopted a number of fire safety requirements and regulations, as well as standard fees, for new development. SBCFD currently imposes a fire mitigation fee to all new development occurring within the SBCFD. This fee funds the construction of new fire stations and acquisition of new equipment and apparatus. The City of Goleta also requires payment of a Fire Impact Fee for all new development (City of Goleta Development Impact Fees - FY 2020/2021, City of Goleta 2020).

Fire flow requirements are based on SBCFD standards, which are based on building size, type of construction per California Building Code, and fire flow duration. A two-hour fire flow duration is required by California Code of Regulations Title 22.

4.17.2 Impact Analysis

a. Methodology and Significance Thresholds. The City of Goleta's Environmental Thresholds and Guidelines Manual does not contain specific thresholds for assessing the significance of impacts due to wildfire. CEQA Guidelines Section 15126.2(a) provides guidance regarding consideration and discussion of significant environmental impacts related to hazards:

- *The EIR shall also analyze any significant environmental effects the project might cause or risk exacerbating by bringing development and people into the area affected.*
- *The EIR should evaluate any potentially significant direct, indirect, or cumulative environmental impacts of locating development in areas susceptible to hazardous conditions (e.g., floodplains, coastlines, wildfire risk areas), including both short-term and long-term conditions, as identified in authoritative hazard maps, risk assessments or in land use plans addressing such hazards areas.*

In the *California Building Industry Association v. Bay Area Air Quality Management District* (CBIA v. BAAQMD; December 17, 2015, Case No. S213478) Supreme Court case, the Court unanimously concluded that agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. However, when a proposed project's risks "exacerbate" environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. Accordingly, the Project was analyzed in conjunction with the CBIA v. BAAMQD ruling to the extent that the Project results in wildfire hazards or risk, or exacerbates wildfire conditions that already exist.

Appendix G of the CEQA Guidelines contains a checklist of environmental factors to be assessed to determine the potential for significant impacts. Based on this checklist, the Project's impact would be significant if it exceeds the following thresholds.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

1. *The Project would substantially impair an adopted emergency response plan or emergency evacuation plan.*

2. *The Project would exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors.*
3. *The Project would require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or*
4. *The Project would expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.*

b. Project Impacts and Mitigation Measures

Impact WF-1 **The Project is not located in an adopted emergency response plan or emergency evacuation area. This impact would be Class III, *less than significant* [Threshold 1].**

Given the Project's location within an urbanized area and outside of high fire hazard areas, the tsunami run-up area, and other flood hazard areas, the Project site is not within any adopted emergency response or evacuation plan area. The Project also would be required to be designed in accordance with applicable Santa Barbara County Fire Department standards, including those that address minimum driveway width, roadway naming, building height, signage and addressing, fire hydrants, fire sprinklers, and emergency access. Compliance with applicable development standards would ensure that the Project would not impair provision of access to either the Project site or surrounding development in the event of an emergency or evacuation. Therefore, this impact would be less than significant.

Mitigation Measures. Mitigation would not be required because no significant impacts have been identified.

Residual Impact. Impacts would be less than significant without mitigation.

Impact WF-2 **The Project would not expose project occupants to significant wildfire risks due to slope, prevailing winds, or other factors. This impact would be Class III, *less than significant* [Threshold 2].**

Currently, there is no structural development on the Project site. Construction equipment and containers as well as a substantial amount of stockpiled soil are stored onsite. The topography of the Project site is relatively flat to gently sloping with the exception of the moderately steep slopes that define the boundary of the stockpile soils. A sparse to moderate growth of weeds and brush covers the Project site. The Project would include mass grading to prepare the Project site to support the residential development. As described in Section 4.17.1.a, *Project Site Setting*, the Project site is located in an LRA in an area identified by CalFire as a "Non-Very High Fire Hazard Severity Zone" (CalFire 2008). According to Figure 5-2, Fire, Flood, and Tsunami Hazards Map, in the City of Goleta General Plan/Coastal Land Use Plan, the Project site is not located in an identified Fire Hazard Severity Zone (City of Goleta 2016). The Project site also is surrounded on all sides by roadways, the Union Pacific Railroad, and urban development. Accordingly, the Project would not occur in a state responsibility area or land classified as a very high fire hazard severity zone, or on steep slopes or in a highly vegetated area, such that development of the site would expose project occupants to significant wildfire risks due to slope,

prevailing winds, or other factors. The proposed development also would be required to comply with all applicable SBCFD standards and City Building Code requirements to further avoid and minimize potential fire risks. Direct and indirect impacts related to wildfire risk due to slope, prevailing winds, or other factors would be less than significant.

Mitigation Measures. Mitigation would not be required because no significant impacts have been identified.

Residual Impact. Impacts would be less than significant without mitigation.

Impact WF-3 **The Project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. This impact would be Class III, *less than significant [Threshold 3]*.**

The Project would include mass grading to prepare and level the site to support the proposed residential development. The project would include installation of driveways to provide site access and underground utilities to support the residential development. The Project and associated infrastructure would be located in an urbanized area and outside of high fire hazard areas. The proposed development would also be required to comply with all applicable SBCFD standards and City Building Code requirements to avoid and minimize potential wildfire risks. Therefore, exacerbation of fire risk from installation and maintenance of project infrastructure would be less than significant.

Mitigation Measures. Mitigation would not be required because no potentially significant impacts have been identified.

Residual Impact. Impacts would be less than significant without mitigation.

Impact WF-4 **The Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. This impact would be Class III, *less than significant [Threshold 4]*.**

The Project would be located in an urbanized area and outside of high fire hazard areas and flood hazard areas. The Project would include mass grading to prepare and level the site to support the proposed residential development and would include bioretention basins/areas and permeable pavement throughout the site to facilitate stormwater drainage. The proposed development also would be required to comply with all applicable SBCFD standards and City Building Code requirements to further avoid and minimize potential wildfire risks, including downstream flooding and landslides. Therefore, direct and indirect impacts from exposure of people and structures to wildfire risks, including downslope or downstream flooding or landslides, would be less than significant.

Mitigation Measures. Mitigation would not be required because no potentially significant impacts have been identified.

Residual Impact. Impacts would be less than significant without mitigation.

c. Cumulative Impacts. Cumulative projects proposed at the periphery of and just beyond the Goleta city limits would have the potential to expose people and structure to wildfire hazards by developing and redeveloping in areas near state responsibility areas and lands classified as very high fire hazard severity zones. The magnitude of hazards for individual projects would depend upon the location, type, and size of development and the proximity of those individual sites to specific fire hazard zones. Wildfire hazard evaluations would be completed on a case-by-case basis for future development. Compliance with applicable SBCFD standards and state and local regulations pertaining to fire management would address impacts related to these wildfire hazards associated with future development in and around the city. The Project would not exacerbate or expose people or structures to risks associated with wildfire and would not impair emergency access or evacuation in the Project area. Therefore, the Project would not contribute to cumulative impacts due to wildfire, and cumulative impacts related to wildfire would be less than significant.

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7.0 REFERENCES AND EIR PREPARERS

7.1 REFERENCES FOR REVISED DRAFT EIR

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