

**Ritz Carlton, Bacara Beach House
Replacement and Removal Project
Draft Initial Study/Mitigated Negative Declaration
Case Nos. 16-002 EMP/DPAM/CDPAM/DRB**



Prepared by:



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March 3, 2020

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<https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/ceqa-review>

- A. Mitigation Monitoring and Reporting Program
- B. Reserved for Public Comments
- C. Project Plans
- D. CalEEMod Version 2016.3.2 Modeling Results
- E-1. Biological Resources Assessment for the Bacara Beach House Relocation Project, Goleta, Santa Barbara County, California, Kevin Merk Associates, LLC, July 10, 2017
- E-2. Supplemental Biological Technical Report for the Ritz-Carlton Bacara Beach House Demolition and Replacement Project, Santa Barbara County, California, Dudek May 11, 2018
- E-3. Memorandum Review of “Biological Resource Assessment for the Bacara Beach House Relocation Project, Goleta, Santa Barbara County, California” and “Supplemental Biological Technical Report for the Ritz-Carlton Bacara Beach House Demolition and Replacement Project, Santa Barbra County, California” Storrer Environmental Services, July 4, 2018

E-4. Technical Memorandum: Addendum to the Supplemental Biological Technical Report for the Beach Facilities Project at the Ritz-Carlton Bacara, Dudek, January 30, 2019

E-5. Haskell's Beach House Demolition Habitat Restoration Plan, Dudek, October 2019

F. 1 through F.4 Archaeological Studies (Confidential)

The archaeological studies are available for review by appointment with the City of Goleta Planning and Environmental Review Department and upon a demonstrated need.

G-1. Removal of Temporary Shoreline Protection at the Bacara Beach House, Coastal Bluff Failure and Retreat Bacara Resort and Spa Goleta, California, Campbell Geo Inc., May 18, 2016.

G-2. Geotechnical Engineering Report, Ritz Carlton Bacara Beach House Relocation, 8301 Hollister Avenue, Goleta, California, Earth Systems Pacific, May 11, 2018.

G-3. Third Party Geotechnical Engineering Review Services, Proposed Beach House Replacement Project Bacara Resort, Goleta, California. Fugro, September 13, 2018.

G-4. Third Party Review; and Response to Third Party Geotechnical Review Comments, Earth Systems Pacific, February 20, 2019.

H-1. Phase I Environmental Site Assessment, Ritz-Carlton, Bacara Resort Beach House, 8301 Hollister Avenue, Goleta, California, Stantec, April 25, 2018.

H-2. Third-Party Report Review, Beach House Relocation Project, Ritz-Carlton, Bacara Resort & Spa, 8301 Hollister Avenue, Goleta, California. Ninyo & Moore, September 14, 2018.

H-3: Response to Peer Review Comments, Phase I Environmental Site Assessment Ritz-Carlton Bacara Resort Beach House, 8301 Hollister Avenue, Goleta, California. Stantec, January 29, 2018

I-1. Revised Surface Analysis Exhibit, Proposed Beach House Relocation, Ritz Carlton Bacara Resort & Spa, Stantec, November 11, 2019

I-2. Ocean Hazards Analysis for Bacara Resort & Spa, Anchor QEA, April 5, 2018

I-3. Third Party Review of the Ocean Hazards Study. Revell Coastal, 2018.

I-4. Response to Revell Coastal's review of Anchor QEA's Coastal Hazards Analysis for Bacara Resort & Spa. Anchor QEA, January 28, 2019.

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**CITY OF GOLETA
DRAFT INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION
March 3, 2020**

1. PROJECT TITLE

Ritz-Carlton, Bacara Beach House Replacement and Demolition Project
City of Goleta Case No. 16-002 EMP-DPAM-CDPAM-DRB

California Coastal Commission Cases:
Emergency Permit No. G-4-16-0006 (1/9/2016)

2. LEAD AGENCY NAME AND ADDRESS

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Santa Barbara, CA 93101
Ginger Anderson, Stantec, Project
Manager

5. PROJECT LOCATION

The project site is an approximately 1.4-acre area located along the shoreline at Haskell's Beach. The project site has an elevation of approximately 10 feet above sea level and is approximately 140 feet east of Tecolote Creek. The site is part of the previously developed 72.73-acre Ritz-Carlton, Bacara Hotel (hotel) property at 8301 Hollister Avenue in the City of Goleta (City) at the

eastern city limits (see Figure 1 below). The hotel property is on the south side of Hollister Avenue and south of and parallel to the U.S. Highway 101 and the Union Pacific Railroad (UPRR) transportation corridor. The hotel property is located approximately 0.6 miles west of the Highway 101 and Cathedral Oaks Road overpass ramps.

The hotel is located on Assessor Parcel Numbers (APN) 079-200-012 and -013 with the project site located entirely on parcel -013.

The project site is primarily accessed from the public parking lot near the existing tennis courts located adjacent to the south side of Hollister Avenue, and by pedestrians and hotel cart traffic using the trails running to and from Haskell's Beach as shown in the aerial in Figure 1 below. Emergency access to the project site is provided by a gated and paved emergency access road and turnaround that provides emergency responders access from Hollister Avenue.

6. EXISTING LAND USES

The primary use of the project site is public beach access with beach amenities. The existing 2,668 square foot (SF) Beach House building was constructed as part of the hotel in 1999-2000. Uses provided by the Beach House facility include recreation rentals, storage, a snack bar (approximately 1,640 SF) and restrooms (approximately 400 SF). A separate 258 SF outdoor structure provides two showers for use by beach goers and is located immediately west of the Beach House.

Existing public trails and picnic areas surround the Beach House and provide access to the sandy beach in two locations to the west and east of the building. The western access is an informal walking path down the escarpment to the shoreline. This beach access path regularly erodes and changes with the tide and storm events. The east access point serves as the emergency access ramp to the beach and provides access for heavy equipment used to remove abandoned oil industry infrastructure that is periodically exposed during the winter months.

The existing asphalt paved emergency access road ends in a cul-de-sac adjacent to the beach and provides first responders with access for staging vehicles and launching watercraft via the earthen ramp to the beach ("east access point" described above) for ocean-based rescues.

Adjacent Land Uses

Haskell's Beach and the Pacific Ocean are located to the south of the project site. North of the project site, a trail provides access to the public access parking lot over a low hill covered with dense vegetation, primarily coastal sage habitat. Tecolote Creek is approximately 140 feet west of the project site and the creek channel is lined with a dense mix of coastal sage scrub and willow riparian forest. The hotel is located approximately 40 feet west of the creek channel on a terraced shoreline bluff that is approximately 15 to 110 feet above sea level. The hotel buildings were constructed using Spanish architecture imparting the appearance of a Mediterranean village. Tecolote Creek crosses the hotel property from north to south and flows to a small beach estuary that drains to the ocean. To the east of the project site is a steep tree lined terrace, an ocean facing bluff, and trails that are located along the beach and the north side of the terrace.

Figure 1: Project Location and Vicinity



Source: Google 2019

Off the hotel property, beyond the hill to the east and not visible from the project site, is Bell Canyon Creek, the Ellwood Onshore Oil and Gas Facility, and two oil wells located on the beach. The Ellwood Pier is located west of the hotel and is visible from the project site. Other nearby land uses include residential and agricultural land uses in unincorporated Santa Barbara County (County) located to the north across the UPRR and U.S. Highway 101 corridor County residential designated use to the west, and City of Goleta 2006 General Plan/Coastal Land Use (GP/CLUP) Open Space/Active Recreation to the east.

General Plan and Zoning Ordinance

The City GP/CLUP Land Use Designation for the site is Visitor Serving Commercial and the current Coastal Zoning Ordinance district is (C-V) Resort/Visitor Serving Commercial. The City is currently updating the zoning for the site as part of the New Zoning Ordinance project. The project site zoning is proposed to be consistent with the GP/CLUP and the current hotel use would continue to be an allowed use under the new zoning.

7. PROJECT DESCRIPTION

The existing Beach House foundation was undermined with the winter storms of 2016. Emergency permits were issued by both the City of Goleta and the California Coastal Commission to allow the property owner to install a revetment made of large concrete blocks and sheeting to stabilize the Beach House and allow the existing use to continue until a replacement project could be developed. The previously approved Beach House amenities (restrooms, snack bar, showers

etc.) and the existing public access improvements are requirements of the approved hotel development plan and conditional use permits. (City 86-DP-46; 97-CDP-078) (CCC CDP-85-343). The project has been proposed to maintain consistency with the approved permit requirements.

The proposed project would remove and replace the existing storm damaged facilities. A new 325 SF four stall restroom building with two outdoor showers and drinking water amenities would be constructed at a location approximately 250 feet northeast of the current facilities and located along the east side of the existing paved emergency access road. The proposed project site would be approximately 190 feet north of the beach. The proposed project location outside the 50-year sea level rise estimated inundation area as shown in Attachment I, (Anchor QEA, 2018). Proposed snack bar facilities would be provided by an electric powered food truck to be parked on the existing emergency road turn area during the summer months. After the proposed public use facilities are operational, the existing Beach House will be demolished, the temporary shoreline protection installation removed, and the existing building site would be restored to habitat and trail uses. The adjacent public use picnic areas will remain in place.

Site Selection and Design

GP/CLUP Policy LU 9.1 (f -g), in summary, requires that any alteration of the existing hotel development maintain or expand the extent of coastal access facilities while protecting coastal and environmentally sensitive resources. The applicant's permitting team worked closely with City Planning and Environmental Review Department (PER) and Coastal Commission staff to identify and screen multiple locations and building configurations to select the proposed project to replace the wave damaged Beach House. The goal of the project is to avoid documented sensitive resources and the changing shoreline while balancing the applicable City GP/CLUP policies, the Coastal Act policies, and the existing permit conditions.

The proposed project site was selected by the applicant as the preferred new location to support recreational amenities for Haskell's Beach after considering the constraints of available beachside locations, based on site assessments for archaeological and biological resources, and ocean hazards/sea level rise considerations. Overall, the proposed 325 SF building would be 2,343 SF smaller than the existing 2,668 SF building, and the proposed mobile food truck was proposed to avoid Native American and biological resources while providing amenities (i.e., a snack bar) required by the hotel's land use permits. The goal of the proposed location and the use of the mobile snack bar is to be consistent with GP/CLUP Policies 9.1 and CE 1.7, which require that new development be sited and designed to avoid impacts to designated Environmentally Sensitive Habitat Areas (ESHA) as well as the hotel conditions of approval requiring protection and avoidance of Tribal Cultural Resources. As detailed in Section K. Land Use and Planning herein, GP/CLUP Policy CE 1.7 requires selection of the project alternative that would result in the fewest or least significant impacts.

An Ocean Hazards Study (Anchor QEA, 2017) was prepared for the project consistent with GP/CLUP Policy SE 2.4 and Policy SE 2.5. These policies require that all structures proposed within 500 feet of the mean high tide line not be subject to shoreline erosion or other hazards for the structure's lifetime or for 50 years. Further, project relocation and design are intended to be consistent with California Coastal Commission (CCC) Sea Level Rise Policy Guidance by proposing relocation of the facilities away from anticipated wave runup areas during the life of the project (CCC, 2018).

Project Components

The project application consists of Development Plan and Coastal Development Permit Amendments (DPAM-CPAM) to allow the following components as shown in Figure 2 and Figure 3 below. Construction of the project would generally occur in the sequence below where the new facilities are constructed and operational prior to demolition of the existing facilities to ensure continuity of the required public amenities.¹

1. Construction of one new 325 square foot single-story building with four restrooms, a storage room, two exterior showers on the south side of the building and two drinking fountains on the north side of building (See design in Figure AES-2 in Section 15.A. Aesthetics below).
 - a. A new 743 SF concrete pad for the building would be constructed along with necessary grading and trenching for new lateral connections to the existing underground electrical, water, sewer, and communications utilities installed within the emergency access road (the same utility lines that currently serve the existing Beach House).
 - b. Construction of the new building includes the installation of a low 65-foot long masonry retaining wall ranging in height up to a maximum of 3 feet. The purpose of the retaining wall is to protect the proposed building from erosion and to promote drainage of the restroom building site. The project also includes a 60 linear foot concrete drainage ditch and a one-foot deep earthen drainage ditches; and a 200 SF earthen stormwater infiltration basin that would be located between the proposed building and the hillside immediately to the east of the project site.
 - c. User access and maintenance would occur via the emergency access road and the onsite trail network. The building design complies with the Americans with Disabilities Act (ADA) as two of the four restrooms would be wheelchair compatible. Lastly, hotel staff and cart service would be available to all users to provide ADA access to the beach consistent with current operations.
2. An electric food truck would be used as a snack bar and available to the public with operating hours and dates consistent with the existing hotel conditions of approval (86-DP-46), which requires snack bar service remain available to all users (public and hotel guests) weekly, during the summer months, and on all holidays. Other elements regarding the food truck uses are as follows:
 - a. Designation of a parking space along the western side of the emergency road turnaround for the food truck. The food truck parking space is approximately 15 x 30 feet in dimension (See Figure 2).
 - b. Electrical connection for the food truck parking space will be provided. The electrical connection will be underground alongside the western portion of the emergency access road and a new communication line will be installed.

¹ The plan set drawings in Figure 1 and Figure 2 below are reproduced from electronic versions of the plan set dated September 16, 2019 in Attachment B and submitted to the City with the revised project description by the applicant's representative, Stantec, October 22, 2019.

- c. Operated by hotel staff at all times when open, and immediately moved or removed as necessary to avoid emergency response vehicles and personnel as needed.
 - d. Stored, stocked, and recharged nightly or when not in use at an existing improved staging area near the hotel kitchen.
 - e. Placement of signs on the project site showing directions to the food truck snack bar and restroom hours of operation.
- 3. Construction of the following emergency access road adjustments:
 - a. One approximately 2,020 SF section of existing asphalt emergency road adjacent to the proposed restroom building will be replaced to adjust the surface to match the new building grades for proper drainage, while retaining emergency access.
 - b. Another 253 SF area of asphalt would be added to the southwest corner of the turnaround at the eastern end of the existing pedestrian trail to allow for emergency vehicle access and turning that meets fire department standards.
- 4. Abandonment or removal of existing Beach House utility and communications connections and construction of new connections. These include:
 - a. Existing underground utilities (electricity, sewer, water, communications, and fire hydrant) located along the emergency access road and to the Beach House as shown in Figure 2 (except the existing reclaimed water line which will remain).
 - b. A replacement fire hydrant would be installed north of the new building and connected via a new connection to the existing water line prior to removal of the existing Beach House fire hydrant.
 - c. The existing retained reclaimed water line would be used for the restoration planting described in Section D. Biological Resources, below.
 - d. New communications lines would be installed alongside the existing utilities located within the emergency access road.
 - e. The existing communications lines between the tennis courts and the existing Beach House would be abandoned.
- 5. The existing earthen emergency vehicle and pedestrian access ramp to the beach to the east of the existing Beach House would be regraded as shown in the detail on Plan Sheet 3 in Attachment 2. The ramp would be regularly maintained as part of the project as beach front conditions warrant to ensure continued and uninterrupted emergency vehicle and public beach access is accommodated as required by the existing permit.
- 6. Construction of a new east-west segment of the existing public access trail/path will be located along what is now the south edge of Beach House building footprint and on the valley/marine terrace parallel to the ocean.
 - a. The new trail/path segment would be not be less than 5 feet wide and is proposed to include informational signs installed in two locations.
 - b. The path would be approximately 2 feet northward of a proposed movable wooden buck and rail fence that will replace the existing split rail wooden fence currently located along the beach front. The movable fence design will eliminate the need for installing the fence into the ground and allow ease of relocation if necessitated by future shoreline changes.

7. Existing 169 SF portion of an existing trail/path would be resurfaced with decomposed granite.
8. Once the new food truck, restrooms, showers and drinking fountains are open to the public; the existing Beach House building and foundation would be demolished and removed, and the former building site graded as shown in plan sheet 6 in Attachment C.
9. Upon completion of construction of the new restroom building, and the demolition of the existing Beach House area, the area will be replanted and the temporary shoreline protection device (revetment and protective sheeting) will be removed. Removal of the temporary protection is expected to require approximately a week. To prevent additional slope damage or erosion, some equipment will need to operate from the dry sandy beach. The total amount of work performed with equipment on the beach is anticipated to be less than five (5) working days depending on weather and tides. Once the device and backfill material is removed, the exposed scarp would be left to erode naturally. Removal is proposed to occur in the spring in order to avoid winter storm surge conditions and give the restoration planting the best opportunity to be established before the next winter storm season.
10. Prior to restoration of the former Beach House site, and to limit future disturbance, a layer of protective material will be installed over the site. The material will serve to protect and avoid disturbing potential unknown cultural resources that may be located in that location. This protective material is proposed out of an abundance of caution and described as follows:
 - a. The proposed fill soil would consist of a geofabric layer base, with 4" of indicator soil on top. Where needed for plant material, another 4" to 14" of fill soil would be provided. The depth of fill soil would transition at the edges to meet existing grade, maintain connectivity to existing trails, and minimize impacts to existing vegetation.
 - b. The limits of the fill area are shown on Figure 3 below and detailed on sheet 6 in Attachment 2. Approximately 10 cubic yards of cut and 460 cubic yards of fill is estimated for this purpose.
11. An approximately 6,100 square foot area at the former Beach House site would be restored over the fill material as detailed in Plan Sheet 6 in Attachment C and the restoration plan in Attachment E-5. Restoration will include placing fill and planting with native plants and installation of new trail. All construction activity in fill and native soil would be monitored by a qualified Archeologist and Native American monitor consistent with the recommendations in the Dudek report dated October 2019 as detailed in Section E. Cultural Resources and Attachment C.
12. After restoration planting is complete, informational signage is proposed to be installed. A trail is also proposed to connect to existing trails along the shoreline (Figure 3, Attachment 2). Please refer to the Restoration Plan in Attachment E-5 for additional details. The new trail segments would be consistent in material to existing trail segments.

Figure 2 and Figure 3 detail the existing and proposed project locations and restoration area. Table 1 below summarize the existing and proposed project site buildings, and related coverage.

Construction Staging and Duration

Public beach access and emergency access would be maintained during project-related construction and demolition.

1. Construction fencing and signs would be erected to ensure public safety during construction and demolition activities, while not unreasonably interfering with beach, bluff trail, and emergency access.

2. Staging and storage of equipment and materials would occur at the existing striped Tennis Center parking area located at westernmost portion of the existing public beach access parking lot and currently used by the hotel for staging and parking of hotel maintenance vehicles.
3. Seven public parking spaces, including four spaces northeast of the tennis center, and three located directly in front of the south end of the tennis center are proposed to be used for additional equipment and material storage during the construction period. Temporary use of these spaces is proposed as necessary and appropriate due to the remote location of the project site in relation to the majority of the developed hotel area. The construction staging areas would not limit the 50 public parking spaces next to the tennis courts nor the beach access required by the existing hotel permit. Utilizing these spaces is proposed to reduce construction traffic impacts, limit the overall duration of the project, and therefore limit the duration of potential impacts to public access. Once the project is complete, all staging areas will be restored to their existing condition.
4. In addition, the areas in which proposed restroom construction and existing beach house demolition and restoration will be occurring are proposed as staging and storage areas during the construction period.
5. All staging and storage areas will be appropriately fenced with temporary construction fencing.
6. Construction access between the tennis center and the project site will occur via the existing paved emergency access road.
7. The duration for project construction would be approximately 6 months.

Project Alternative: Snack Bar Building

At the applicant's request, the environmental analysis in this Initial Study/MND includes consideration of construction of a 282 SF snack bar building as an alternative to the project's food truck. The snack bar would be constructed as a separate building immediately south of the proposed restroom building. The two buildings would share a 1,450 SF concrete pad and walkways and would be located between the east side of the emergency access road and adjacent hillside (See Table 1 below). The purpose of the alternative would be to provide a more lasting structural replacement for the snack bar formerly located at the Beach House.

Under this alternative, the 65-foot-long concrete retaining wall would be extended south to be 110 feet long. The concrete and earthen v-drainage ditches would be extended to 120 feet and the infiltration basin would be increased to 440 SF in area. The total amount of grading required for construction of both the restroom and a permanent snack bar instead of the food truck would increase to 100 cubic yards of cut and 30 cubic yards of fill.

Public Comments Received at Design Review Board Conceptual Review Hearings

Prior to proposing the use of an on-site food truck, the applicant had proposed that the project include a snack bar building, and that structure was considered along with the restrooms during conceptual review by the City Design Review Board (DRB) on April 9, 2019. Comments regarding the proposed project were received during the conceptual design review at both the April 9, 2019 and October 8, 2019 DRB meetings regarding the potential environmental impacts of the project.

One comment letter was also received that spoke to the merits of the project and expressed concerns about impacts to Environmentally Sensitive Habitat Areas (ESHA), biological resources, archaeological and tribal resources in the proposed location of the buildings.

Comments were received from five speakers at the April 9, 2019 meeting regarding potential project related impacts to ESHA, biological resources, archaeological and tribal resources in the proposed location of the buildings, as well as concerns regarding erosion, slope stability, sewage collection, and drainage.

Comments were received from five speakers at the October 8, 2019 DRB regarding ESHA setbacks; potential impacts to cultural resources; a need for Chumash participation; consideration of a more suitable location for the restrooms; the need for a landscape plan; the need for compliance with the City's cultural resources, open space, and sensitive habitat policies; reconsideration of the constructing a building with Mission Revival (Spanish) architecture on a Chumash cultural site; and the need for fencing to keep people from going into previously mapped sensitive areas.

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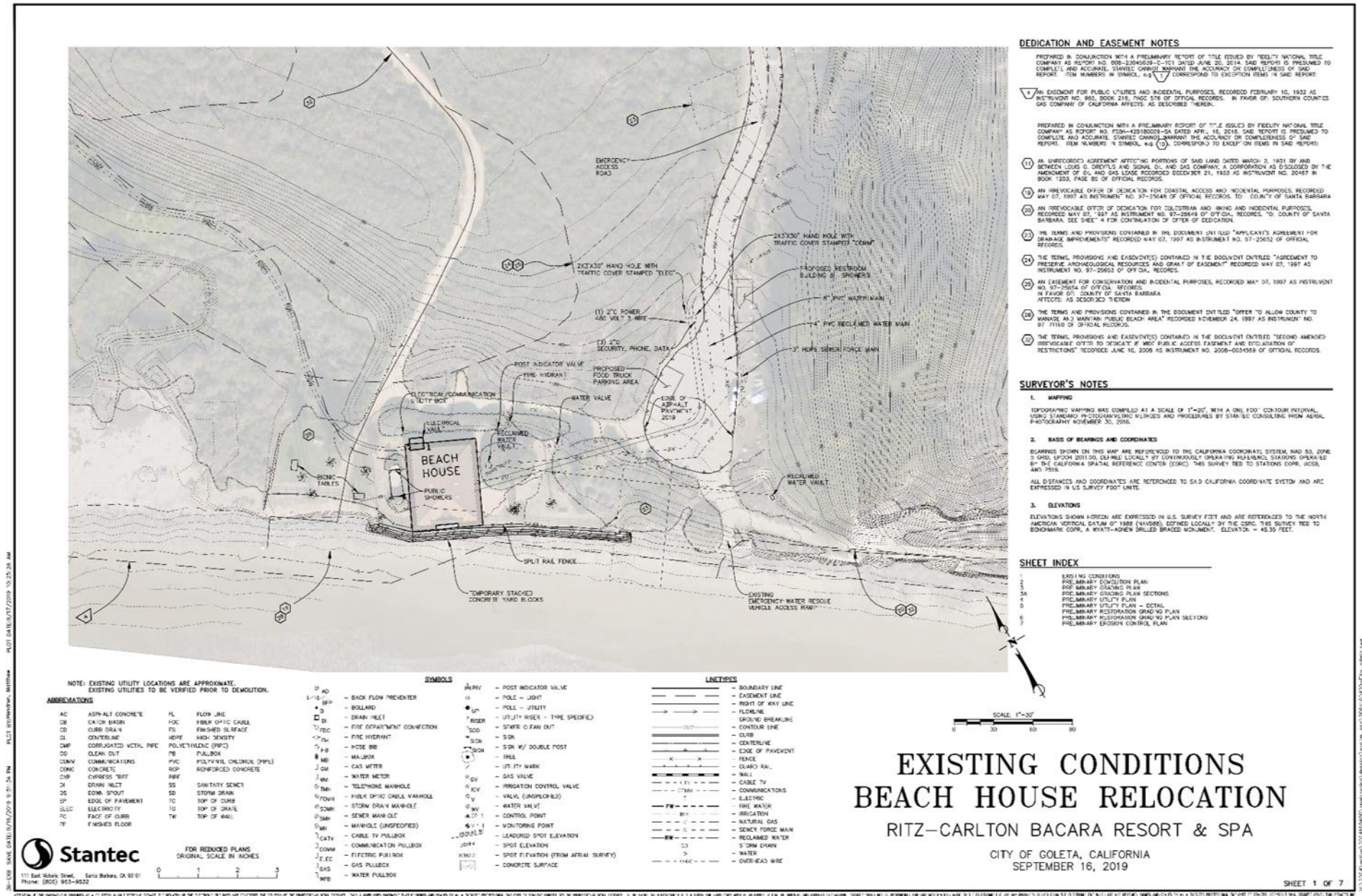


Figure 3: Preliminary Utility and Restoration Grading Plans

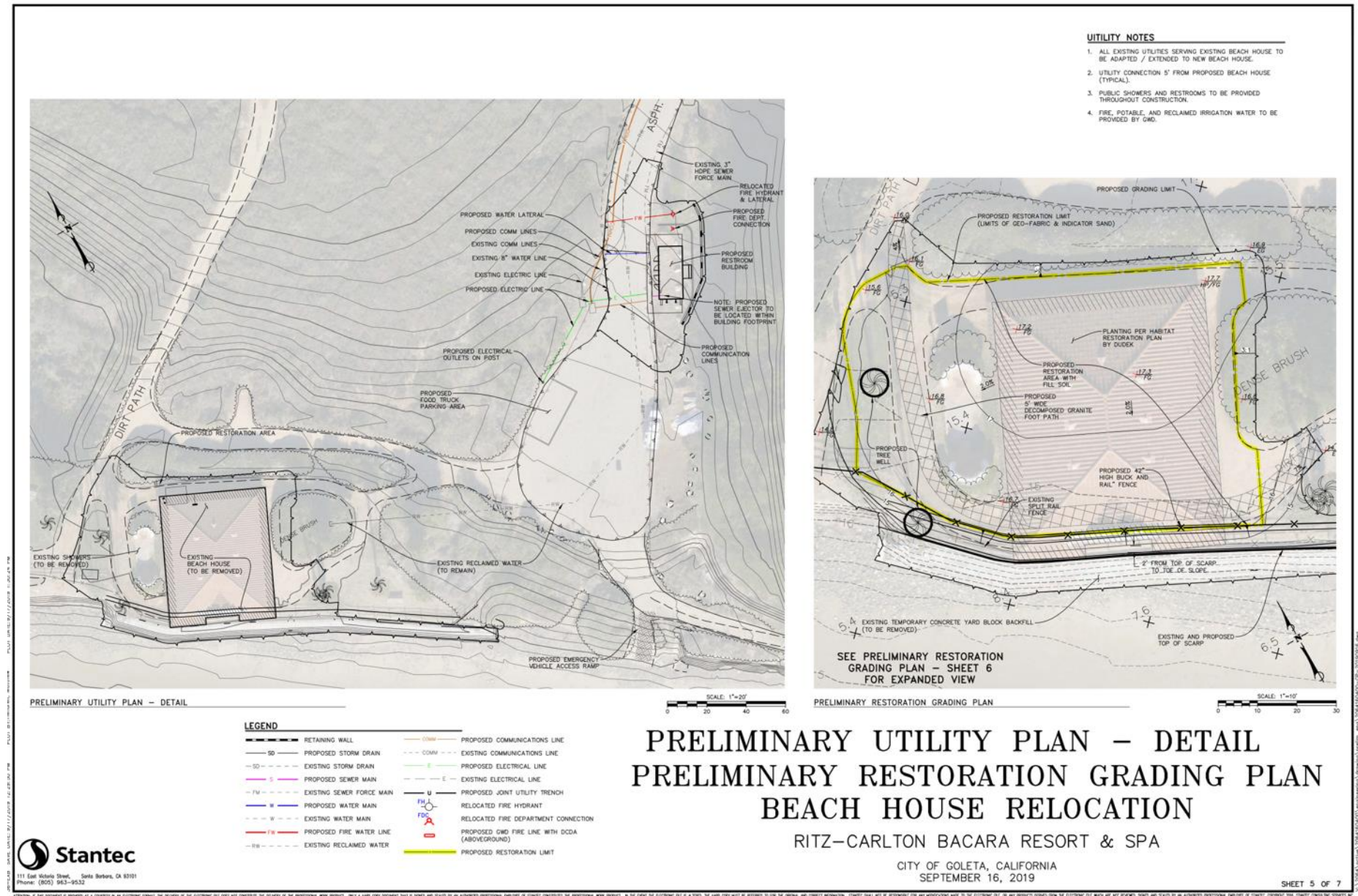


Table 1 Existing and Proposed Project Site Lot Coverage Summary*			
Case No 16-02 EMP-DPAM- CDPAM	Existing	Proposed	Changes
Hotel Property Area	72.73 acres total APN 79-200-012-- 30.93 acres APN 79-200-013 -- 40.4 acres of 41.8 acres	<i>Same</i>	<i>None</i>
Project Site (See Figure 1)	1.4-acre portion of APN 79-200-013 only	<i>See below</i>	<i>See below</i>
Buildings and Structures (See Figure 2 and Figure 3)	Existing to be Removed or Demolished <ul style="list-style-type: none"> Beach House --2,668 SF Outdoor Showers -- 258 SF Emergency Revetment --1,434 SF 	New Restroom Building <ul style="list-style-type: none"> Restrooms with Outdoor Showers 325 SF New Food Truck <ul style="list-style-type: none"> Designated Parking Space on Existing Asphalt Emergency Access Road/Turnaround 	New 325 SF Restrooms Building New Food Truck Snack Bar <i>(Building Area Reduced -2,601 SF)</i>
Impermeable/ Surfaces (Project Site Only) (See Figure 3)	Existing to be Removed <ul style="list-style-type: none"> 4,360 SF Structures <i>(Includes Beach House, Outdoor Showers and Emergency Revetment Listed Above)</i> 2,020 SF Emergency Road Asphalt <i>(Area to be removed and replaced adjacent to new Restrooms)</i> 	New Building Pad <ul style="list-style-type: none"> Concrete Pad/Walkway for Restroom Building 743 SF New Drainage and Infiltration <ul style="list-style-type: none"> Concrete v-Ditch/ Swale 67 SF Concrete Retaining Wall 51 SF Emergency Road <ul style="list-style-type: none"> Replacement Asphalt 2,020 SF New Turning Extension 253 SF New Trail/Path <ul style="list-style-type: none"> Compacted Decomposed Granite 712 SF Resurface Trail/Path <ul style="list-style-type: none"> Compacted Decomposed Granite 169 SF 	New Concrete Total 862 SF New Asphalt Total 253 SF New Decomposed Granite Trail/Path Total 712 SF Permeable Swale and Beach Access Ramp 400SF
	Totals	New Impervious Replaced Impervious Removed Impervious Net	1,826 SF 2,020 SF -4,360SF -2.534 SF
Permeable Surfaces (See Figure 3)	Existing Emergency Ramp Earthen -- 200 SF	Regraded Emergency Ramp <ul style="list-style-type: none"> No Change New Infiltration Basin <ul style="list-style-type: none"> Earthen 200SF 	New Infiltration Basin 200SF Restoration Area 6,100 SF
Option: Project + New Snack Bar Building Option <i>(No Food Truck)</i>			
--	N/A	Add Building to Project <ul style="list-style-type: none"> Snack Bar 282 SF <i>(Includes storage and mechanical room)</i> 	New Buildings 607 SF <i>(2 Buildings Total)</i> <i>(Building Area Reduced -3,326)</i>
--	N/A	Increased Impermeable Concrete Pad/Walkway for Additional Building 588 SF <ul style="list-style-type: none"> Retaining Wall 87 SF Concrete v-Ditch/Swale 83 SF Infiltration Basin 440 SF 	New Concrete Total 1,450 SF New Asphalt Total same as project 253 SF
* Numbers approximate, subject to rounding, and may change due to minor adjustments during construction and inspections. APN= Assessor Parcel Number SF=square feet			

Application Information

Following issuance of Emergency Permits in January 2016 (see 7. Background below) an application for the Development Plan and Coastal Plan Amendments and Design Review Board Review (16-002-DPAM-DRB) was filed on May 15, 2018 and deemed complete on March 22, 2019. The DRB conceptually reviewed and commented on the project on April 9, 2019. The DRB reviewed the subsequent September 20, 2019 revisions on October 10, 2019 and provided additional design comments.

7. Background

Between December 24, 2015 and January 8, 2016, a series of storms and strong wave events during high tides resulted in significant erosion of the dunes and ocean front terrace upon which the existing Beach House is located, exposing the Beach House foundation. The erosion removed the remaining strip of vegetated dune strand that separated the terrace and the Beach House from the beach. Four beach access points, two from each of the Beach House picnic areas located east and west of the Beach House were lost. East of the Beach House, erosion had damaged the short ramp that provides emergency vehicle access to the beach and significantly eroded the east bluff slope leaving portions of the trail leading along the bluff undercut and hanging up to 10 feet over the remaining beach. This trail formerly was used by vehicles and is now narrow and a chain link fence has been placed along its edge to keep pedestrians from its erosive edge. The area east of the emergency ramp is not included in this project. Figure 4 below shows the project site in 2013 prior to the 2015-2016 storm season. Figure 5 photos demonstrate the changes caused by the storms and the site after installation of the temporary shoreline protection devices.

The erosion also exposed previously buried oil pipe infrastructure extending from the terrace to the waves (See Figure 5 below). Additionally, portions of the bluff along the hotel's ocean frontage to the west of the Beach House fell onto the beach and the bluff's top edge receded close to the edge of the existing public trail that runs along its edge. Early iterations of this project included relocation of the hotel bluff top trail and that component later was removed.

Emergency Permits

In January 2016, in order to protect the Beach House from destruction and at the request of the previous hotel ownership, both the City and the California Coastal Commission (CCC) issued emergency permits for installation of 190 lineal feet of temporary shoreline protection along 190 feet of the eroded beachfront. The revetment serves as a seawall along with additional slope protection sheeting and posted warning signs at the Beach House ocean front pursuant to Goleta Municipal Code, Chapter 35, Article II, Section 35-322.6 and 14 Cal. Admin. Code Section 13009 (16-002-EMP, 1/8/2016 and CCC EMP# G-4-16-0006, 1/9/2017).

According to the engineering report submitted in support of the emergency permit applications, without installing a feature to buttress the eroded slope, removal of the temporary revetment will create an unsafe condition that could lead to building failure (Campbell Geo, May 18, 2016, See Attachment D).

The temporary shoreline protection installation consists of 1,434 SF revetment of (2 foot wide by 2 foot high by 5.5 foot long) precast concrete rectangular blocks placed in five tiers, with 600

sandbags and plastic sheeting (since replaced with fabric panels), and protective fencing. The installation is intended to stabilize the shoreline and serve as a seawall to protect the existing Beach House while a long-term solution could be identified. On June 17, 2016, 16-002 EMP was extended by the Planning and Environmental Review Director (Director) until June 17, 2019 to allow additional time to develop a long-term solution. Subsequently, in 2017 the hotel was sold to the Ritz-Carlton and the applicant's project management changed.

On August 23, 2019, the emergency permit was extended to June 17, 2021 with approval of 19-051-TEX by the Director. The extension provided additional time to facilitate environmental review, permitting of the construction of the replacement facilities, removal of all temporary shoreline stabilization devices, and restoration of the Haskell's Beach shoreline.

The CCC has continued working with the applicant and has provided comments to the applicant as a series of application incomplete letters outlining necessary project revisions. The most recent application incomplete letter from the CCC is dated June 26, 2019 and requires that the applicant provide an "Approval-in-Concept" from the City prior to their CCC continuing review of the project. "Approval-in-Concept" encompasses completion of all City CEQA requirements and permit approvals.

Project Alternatives Considered

Several alternative locations and building sizes for the Beach House replacement were considered by the applicant. The primary constraints/issues raised by the public, Chumash Tribal representatives and the CCC staff include:

- Compliance with existing permit conditions requiring the public amenities to be beachside.
- Context of the site with sensitive biological resources, Cultural/tribal resources, and ocean hazards

Various locations were examined in the context of the site. A location at the public parking lot was considered but that was deemed too far from the beach to meet the needs of beach goers and hotel permit condition #2. Various locations, configurations, and sizes for the snack bar and restroom building facilities were considered as well. Ultimately, the snack bar building was eliminated from the project and the restrooms relocated further shoreward as currently proposed in order to minimize potential project impacts and increase site viability and compatibility. Section K. Land Use and Planning analyzes the selected location consistency with City GP/CLUP resource protective policies.

According to the October 23, 2019 project description, the removable electric food truck is intended as a solution that will provide snack bar services consistent with both the existing hotel permit and CCC Sea Level Rise Policy Guidance that discourages construction of new permanent structures in potentially hazardous areas (CCC, November 7, 2018).

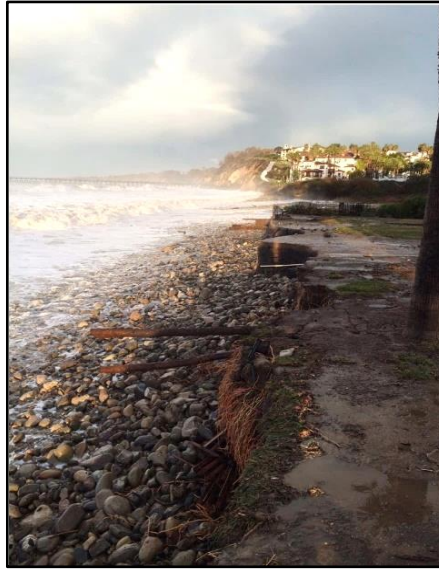
**Figure 4: Beach House Project Site -- Pre-Storms Condition Aerial:
September 29, 2013**



Source: California Coastal Records Project, 2019

Figure 5: Beach House Project Site – Post Storm Conditions

Emergency Permit 16-002 EMP Application Photos dated December 31, 2015, January 7, 2016, and January 8, 2016,
New Revetment January 19, 2016:



Recent Photo Post storm December 11, 2019; Aerial August 12, 2018



Sources: Bacara, 2016; Campbell Geo, 2016; Google Earth, 2019; Storrer Environmental, 2019

Existing Entitlements

County of Santa Barbara. The Bacara Resort and Spa Beach House and other public amenities at Haskell's Beach (trails, parking, snack bar, showers, picnic areas, and bathrooms) were originally proposed as part of the Conditional Use Permit for the hotel. Providing public access to Haskell's beach and maintaining the Beach House amenities, along with public access to parking and trails were included in the conditions of approval of the original County of Santa Barbara (County) and CCC conditions of approval for the hotel (County Development Plan No. 86-DP-046 originally approved by the County of Santa Barbara Board of Supervisors on August 15, 1988.

The hotel project was granted a time extension under 86-DP-046TE01 by the Board of Supervisors on January 7, 1997, with updated project conditions of approval. Land Use Permit No. 97-LUS-544-GP, and Coastal Development Permit No. 96-CDP-078.

California Coastal Commission. California Coastal Commission Permit No. 4-85-343 was issued to Great Universal Capitol Corporation and then transferred to Wallover Incorporated and the Hyatt Hotel Corporation. This permit was amended in 1997 for Phase I which included the Hollister Road extension, construction of the Tecolote Creek bridge and a 7,200 SF maintenance building, site grading and utilities, and special conditions compliance only on May 9, 1997, under 4-85-343. Coastal Commission Permit No. 4-85-343, & A1, A2, A3, and A4 provided for Phase II that included construction of 400 guest rooms, a 53,350 SF conference center, 22,400 SF restaurants and bars, pools, and health clubs, and was granted to the Great Universal Capitol Corporation on December 5, 1997.

Existing Conditions of Approval

The hotel Development Plan permit required the hotel to provide public beach access with 50 parking spaces and a beachside snack bar/restroom/shower facility (86-DP-046: Condition of Approval (COA) #2, January 7, 1997). This condition was satisfied by construction of the existing Beach House, the design of which was approved for construction in October 2000. CCC Special Condition #7 required the provision of an oceanfront picnic area adjacent to the snack bar on the beach and not located on any environmentally sensitive habitat or archaeological resources. CCC Special Condition 10 required a system of interpretive and location signs, which clearly mark public accessways and parking areas, and provide physical and biological information about the site (CCC Permit No. 4-85-343; December 5, 1997). All these items have been constructed and are present on the site.

Since incorporation, the County approved permits and the site is now under the City's permit authority and the resources and original project conditions of approval are monitored and enforced by the City.

Previous Environmental Review

The project site is located within the existing hotel property that was constructed with permit approval and the Hyatt Resort Hotel (hotel) Final Environmental Impact Report (FEIR) (84-EIR-

4) certified by the Board of Supervisors.² The approval and environmental review included the preliminary development plan and the 400-unit Phase I portion of the 524-unit hotel development. Additional environmental review supplemented 84-EIR-4 to incorporate project changes and additional technical analysis in the following documents.

Supplemental FEIR for the Hyatt Resort and Hotel (87-EIR-11) November 1987
Supplemental FEIR for the Hyatt Resort and Hotel (87-EIR-19), January 1998

8. APPROVALS REQUIRED BY OTHER PUBLIC AGENCIES

California Coastal Commission
California Department of Fish and Wildlife
California State Lands Commission
Goleta Water District
Goleta West Sanitary District
Santa Barbara County Air Pollution Control District
Santa Barbara County Fire Department
Santa Barbara County Public Health Department

² 84-EIR-4 includes supplemental review that removed a previous project iteration extending north of U.S.101.

9. SITE INFORMATION

Table 2-Site Information	
Existing GP/CLUP Land Use Designation	Visitor Serving Commercial
Zoning Ordinance, Zone District	(C-V) Resort, Visitor Serving Commercial
Site Size	72.73-acres
Present Use and Development	Hotel/Resort and Public Beach with Snack Bar, Picnic Areas, Showers and Bathrooms
Surrounding Uses/Zoning	North: Railroad and U.S. Highway 101 Rural Residential and Agricultural South: Haskell's Beach/Pacific Ocean East: Open Space/ Oil Processing/Industrial West: Unincorporated County --Rural Residential and Ellwood Pier
Access	Existing: Hollister Avenue, Public Parking Lot, Trails, and Gated Emergency Access Road Proposed: Unchanged
Utilities and Public Services	Water Supply: Goleta Water District Sewage: Goleta West Sanitary District Power: Southern California Edison Natural Gas: Southern California Gas Cable: Cox Cable Telephone: Verizon Fire: Santa Barbara County Fire Department School Districts: Goleta Union Elementary and Santa Barbara High School District

10. ENVIRONMENTAL SETTING

The regulatory setting of the project site and alternative snack bar building location is urban due to its location within the incorporated City of Goleta and the commercial visitor serving use designation in the City GP/CLUP. Physically, the site is partially developed with an ocean front resort hotel and a popular public beach. The project is sited in a location with natural open space providing important habitat, stream, and biological resource values. From social and cultural perspectives, the project is sited in a location important to the community with commercial and recreational land uses in an aesthetically appealing and semi-remote location rich in natural history with sensitive onsite pre-historic and historic resources. The following conditions are associated with the project site:

Aesthetics and Visual Resources. Views on and off the Project site are of coastal beaches, trees and vegetation lined bluffs, and ocean vistas that include distant views of the Santa Barbara Channel Islands to the south. To the north, gaps in the mixed forest of mature trees provide occasional views of the Santa Ynez Mountains. To the west of the project site, Tecolote Creek flows from the north out of dense trees and vegetation, across the beach, and into the Pacific Ocean. The hotel is located to the west beyond the creek on a rocky bluff that rises above Haskell's Beach. Further west, off the hotel property, Ellwood Pier and the Gaviota Coast are

visible from the project site. Ellwood Pier is currently used to support abandonment of the former Platform Holly, which is also visible offshore from the project site, approximately 2 miles to the southeast.

Biological Resources. The entire property is located within an Environmentally Sensitive Habitat Area (ESHA). The existing Beach House is located adjacent to Coastal scrub sage to the north and east, and beach strand habitat. The proposed new restroom building would be constructed at the base of the east hillside that is moderately to densely vegetated with coastal sage habitat and a mix of eucalyptus and Monterey cypress trees. The proposed restroom building would be in a previously disturbed area and is 20 feet away from coastal sage scrub habitat on the east, 20 feet to the north, and 25 feet to the west. Sensitive beach ESHA and mixed sand/cobble are located within the project area adjacent to the Beach House and at the location of the temporary shoreline protection installation to be removed with the project.

Cultural and Tribal Resources. An archaeological literature and records searches were conducted at the California Historical Resources Information System (CHRIS), Central Coastal Information Center (CCIC) University of California, Santa Barbara. Fifty-three (53) cultural resource investigations have been undertaken within 0.5-mile of the proposed project site in all directions; eight (8) of the cultural resource investigations addressed portions or all of the proposed Project site.

The project site has significant documented and mapped archaeological sites in the vicinity and potential for additional tribal cultural resources on site. In addition, Native Chumash Tribal members hold the Ritz-Carlton/Bacara site as significant. Previous archaeological studies and the EIR prepared for the hotel (84-EIR-4) also detailed significant archaeological resources in proximity to the proposed project site. The potential for unknown significant prehistoric and historic archaeological resources to exist within the project site has informed the scope and scale of the current project proposal. A project specific Extended Phase I Archeological Investigation has been prepared and peer reviewed for the project and recommended mitigations incorporated herein.

Grading, Drainage, and Stormwater. The project includes areas previously graded for installation of the existing Beach House, trails, and the emergency access road and turn around. Previous grading activities include extensive capping and filling which accounts for the low hill located north of the existing Beach House and the north parking lot. Stormwater that flows from the paved emergency access road drains to the adjacent ground. The prevalent grading generally directs water toward Tecolote Creek and the Pacific Ocean. No storm drains occur in the project area and none are proposed. Instead, proposed development areas will drain consistent with current patterns of overland flow, a proposed ditch and infiltration basin.

Hazards and Hazardous Materials. This document found a potential exists for the project to disturb documented and undocumented underground infrastructure/hazardous materials on the project site that were abandoned in place from the prior use of the site as an oil and gas processing, storage, and transfer facility that closed in the 1960s. While the operations of the proposed beach amenities may not pose a hazard/hazardous material risk to the public, construction activities have a potential to encounter materials which present significant health hazards to people and wildlife. The project site has a closed case and is classified as a Hazardous Waste Cleanup Program Site in the state EnviroStor system pursuant to Government Code section 65962.5. The site has ongoing verification monitoring and is subject to land Use restrictions. Implementation of the mitigation measures and regulatory requirements identified

herein will ensure the potential health hazard impacts from possible disturbance of documented and undocumented hazardous materials will be reduced to less than significant.

Land Use. The hotel, including the Beach House, was originally approved by the County of Santa Barbara and developed prior to the location being incorporated into the City in 2002. The California Coastal Act, Public Resources Code (PRC) as implemented by the California Coastal Commission (CCC) and regulates land use within the designated Coastal Zone in the City of Goleta. The City and CCC both require permits for the proposed replacement, removal of the Beach House facilities, and site restoration.

Ocean Hazards, Flooding, and Erosion. Erosion of the dunes separating the Beach House from the intertidal zone progressively resulted in the existing Beach House foundation being in jeopardy of being undermined and the need for placement of a temporary sea wall through emergency permits (City 16-002 EMP, 1/8/2016 and CCC EMP# G-4-16-0006, 1/9/2016).

Recreational Picnic Areas and Landscaping. The existing picnic areas located to the west and east of the existing Beach House are proposed to be retained within the project site and a landscaping with signs plan will undergo review by the Design Review Board pursuant to Municipal Code sections 2.33.1 through 2.33.16.

Topography, Soils, and Infrastructure Removal. The existing Beach House is located on a concrete foundation constructed on a low coastal fronting terrace and strand that has in recent years been eroded by wave and tidal action. The existing Beach House foundation is temporarily protected by concrete blocks erected to avoid undermining of the building from intruding waves. The adjacent beach is composed of a mix of rock cobble and sandy beach.

11. CALIFORNIA NATIVE AMERICAN TRIBES

The City made a request to the Native American Heritage Commission (NAHC) on April 23, 2019 for the Sacred Lands File related to the project per Public Resources Code section 5097.96 and Native American Contacts list. The City received a response from the NAHC on May 7, 2019 with a Tribal Consultation List. No information regarding the requested Sacred Lands File search was provided in the NAHC response.

On May 9, 2019, the City sent letters inviting consultation to the tribal representatives identified on the list provided by the NAHC as having a traditional and cultural association with the geographic area of the proposed project pursuant to Public Resources Code section 21080.3.1. The City received two requests and held a consultation with one Chumash representative on June 7, 2019 and another on July 9, 2019. The City met with two Chumash representatives at the project site on July 29, 2019.

The tribal representatives reviewed and provided input on the Extended Phase 1 Archaeological Report and expressed satisfaction with its analysis and conclusions. The text of this Initial Study analysis and the mitigation measures identified herein reflect input from tribal representatives. The applicant, City, and Chumash representatives concluded consultation to the satisfaction of the parties on February 19, 2020 (Freddie Romero, Julie Tumamait-Stenslie, emails February 19, 2020).

12. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

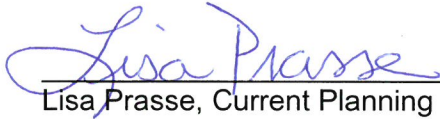
- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☐ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☐ Geology/Soils
- ☐ Greenhouse Gas Emissions
- ☒ Hazards and Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population/Housing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

13. DETERMINATION

On the basis of this environmental checklist/initial study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier environmental impact report or negative declaration/mitigated negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier environmental impact report or negative declaration/mitigated negative declaration document, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Lisa Prasse, Current Planning Manager



Date

A. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Have a substantial adverse effect on a scenic vista?			X		
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X		
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X		

i. Existing Setting

The project site aesthetic setting is primarily experienced visually from a pedestrian perspective at the recreational beachfront area, from the ocean, and existing Beach House. The area is accessed by trails leading from a public parking lot located off Hollister Avenue, the Ritz-Carlton Hotel, (hotel) from the beach, as well as by the gated and paved emergency access road and turnaround. Ocean views from the project location include opportunities to glimpse a variety of wildlife including birds, whales, dolphins, and other species across the sandy and rocky shoreline.

The existing 2,668 square foot (SF) Beach House is located on a low terrace within the Tecolote Creek watershed immediately fronting and elevated above the beach. The site is framed by a mix of native coastal sage scrub and two grassy picnic areas shaded by palm trees. Outdoor public showers in a 258 SF structure are located adjacent to the west side of the Beach House and two public restrooms are located within the north side of the building facing away from the beach. The Beach House snack bar is accessed from the south side of the building facing the beach, under a columned and covered walkway.

The eastern side of the project site is visually dominated by a tree lined hillside and bluff that rises steeply above the site and presents an erosive bluff face with a partially eroded trail running along its base parallel to the beach. The densely vegetated Tecolote Creek descends from north to south across the hotel property to its ocean outfall west of the project site. The hotel's white buildings and red tile rooflines are visible overlooking the ocean from the project site. Also visible

from the project site to the west and beyond the hotel, the Ellwood Pier extends into the ocean with sweeping views of the Gaviota Coast providing a background. Figure AES-1 below provides photos of the project site.

Regulatory setting

California Coastal Act, Public Resources Code (PRC) section 30251 provides, in part, that:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

City of Goleta

Prior to City incorporation in 2002, the Bacara Resort was under County of Santa Barbara regulatory authority. After incorporation, the regulatory authority became the jurisdiction of the City of Goleta. In 2006, the City's new Goleta General Plan/Coastal Land Use Plan (GP/CLUP) was adopted. GP/CLUP Visual and Historic Resources Element Policy VH 1 establishes protections for public and private open space, beaches, and ocean views. Policy VH 1 protects views from the location by requiring minimization of any impairment that could result from new development. The Scenic and Visual Resources Map in Figure 6-1 identifies the Haskell's Beachfront at the project site as a public vantage point for viewing scenic resources.

The City of Goleta (City) *Architectural and Design Standards for Commercial Projects* and *Outdoor Lighting Guidelines* require Design Review Board (DRB) review of the project. The project must comply with the City's *Outdoor Lighting Guidelines*, which have been adopted to achieve a high standard of quality and efficiency in lighting and obtaining "Dark Sky" standards Citywide. The Dark Sky standards are intended to reduce light glare from impacting views of the night sky. DRB review of projects is regulated by Goleta City Council Ordinance Nos. 02-14 and 09-04, and Goleta Municipal Code Chapter 2.08.

ii. Thresholds of Significance

A significant impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above environmental checklist or the *City of Goleta Environmental Thresholds and Guidelines Manual (2003)* aesthetics thresholds of significance (adopted by Resolution 08-40). A discussion of the aesthetics thresholds occurs in the Project Specific Impacts analysis below.

Threshold AES-1. Does the project site have significant visual resources by virtue of surface waters, vegetation, elevation, slope or other natural or man-made features which are publicly visible? If so, does the project have the potential to degrade or significantly interfere with the public's enjoyment of the site's existing visual resources?

Threshold AES-2. Does the project have the potential to impact visual resources of the Coastal Zone or other visually important area (i.e., mountainous area, public park, urban fringe, or scenic travel corridor)? If so, does the project have the potential to conflict with the policies set forth in

the Local Coastal Plan, the Comprehensive Plan or any applicable community plan to protect the identified views?

Threshold AES-3. Does the project have the potential to create a significantly adverse aesthetic impact through obstruction of public views, incompatibility with surrounding uses, structures, or intensity of development, removal of significant amounts of vegetation, loss of important open space, substantial alteration of natural character, lack of adequate landscaping, or extensive grading visible from public areas?

Previous Environmental Review

The Hyatt Resort Hotel (hotel) Final Environmental Impact Report (FEIR) (84-EIR-5) determined that the project would have the potential to have a significant impact to aesthetic resources. As part of the mitigation for aesthetic and biological impacts of the hotel project, the area surrounding the Beach House was graded with a sloping hill toward the north, lined with public trails, and a parking lot for public access, then the area was restored with areas of native habitat. The City's GP/CLUP FEIR analyzed the potential aesthetics impacts associated with buildout of the land uses in the GP/CLUP, including the visitor serving use of the site. This analysis focuses on any potential for the project to create any new impact not anticipated by prior environmental analyses or exacerbate any previously identified impacts.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b, AES-1, AES-2. Visual and Scenic Resources and Coastal Views. Less than Significant Impact.

The project will add a new 325 SF restroom and shower building, provide parking for a food truck to replace the existing snack bar, demolish the existing Beach House/showers, remove the emergency revetment, retain existing picnic areas, provide revised beach access, and install new signs. The area of where the Beach House is currently located will be restored with the existing recreational beach access and habitat interfaces as shown in Figure 3 above and detailed in the restoration plan in Attachment B-5. If as an alternative, instead of the new food truck a new 282 SF snack bar building is constructed, the project would result in construction of 607 SF of total building area on 1,450 SF of new concrete pad and walkway along the eastern side of the existing emergency road and turnaround.

The existing Beach House and project site context is provided in photos in Figure AES-1 below in consideration of checklist item a and Thresholds AES-1 and AES-2. Once the existing Beach House is removed and its former location restored, the natural scenic views of the coast will be enhanced. Given the view enhancements that will result, impacts to natural scenic resources will be less than significant and could result in a positive impact.

As contemplated in the context of checklist item b above, the project site does not include historic structures as the existing Beach House to be removed was constructed 20 years ago (in 2000) and is not considered a historic structure, nor is it located within a state designated scenic highway. Therefore, the project would have a less than significant impact on these resources.

Figure AES-1: Site Photos



Photo 1. View downcoast (east) of the existing Beach House with temporary revetment.



Photo 2. View up coast (west) of existing Beach House with temporary revetment. Hotel visible in distance.



Photo 3. View up coast (west) from existing picnic area with revetment visible beyond fence. Pier visible in distance.



Photo 4. View northeast from emergency access turnaround toward location of new restrooms building site. Debris container visible in distance.



Photo 5. View southeast of earthen beach access ramp from emergency access road. Bluff face trail entrances is located to the left in photo. Channel islands and platform Holly visible in distance.



Photo 6. View west of location on emergency access road of designated Food Truck location. Beach House to be removed is visible to the left. Hotel visible in distance.

Sources: Stantec and Dudek (2019)

c, AES-1 AES-2, AES-3. Regulated Scenic Qualities and Visual Resources.

Figure AES-2 below compares photos of the existing Beach House and hotel building with elevations of the proposed new restroom building. The new building would share the Mission Revival (Spanish) architecture of the existing hotel structures and incorporate their design features.

As mentioned above, the design of the replacement restroom building has been conceptually reviewed twice by the City's DRB. The current proposed design incorporates the recommendations made by the DRB. Incorporation of designs consistent with the intent of the City's design regulations and review process ensures that the new building retains aesthetic cohesion with the other hotel buildings. The new building, as currently designed would not conflict with the City's regulations having satisfactorily completed design review. Additionally, in consideration of Threshold AES-1, by continuing to provide vital public amenities in this location that contribute to ongoing public enjoyment of the site's aesthetic resources, the project would have a less than significant impact to the existing visual character of both the natural and the human built environment.

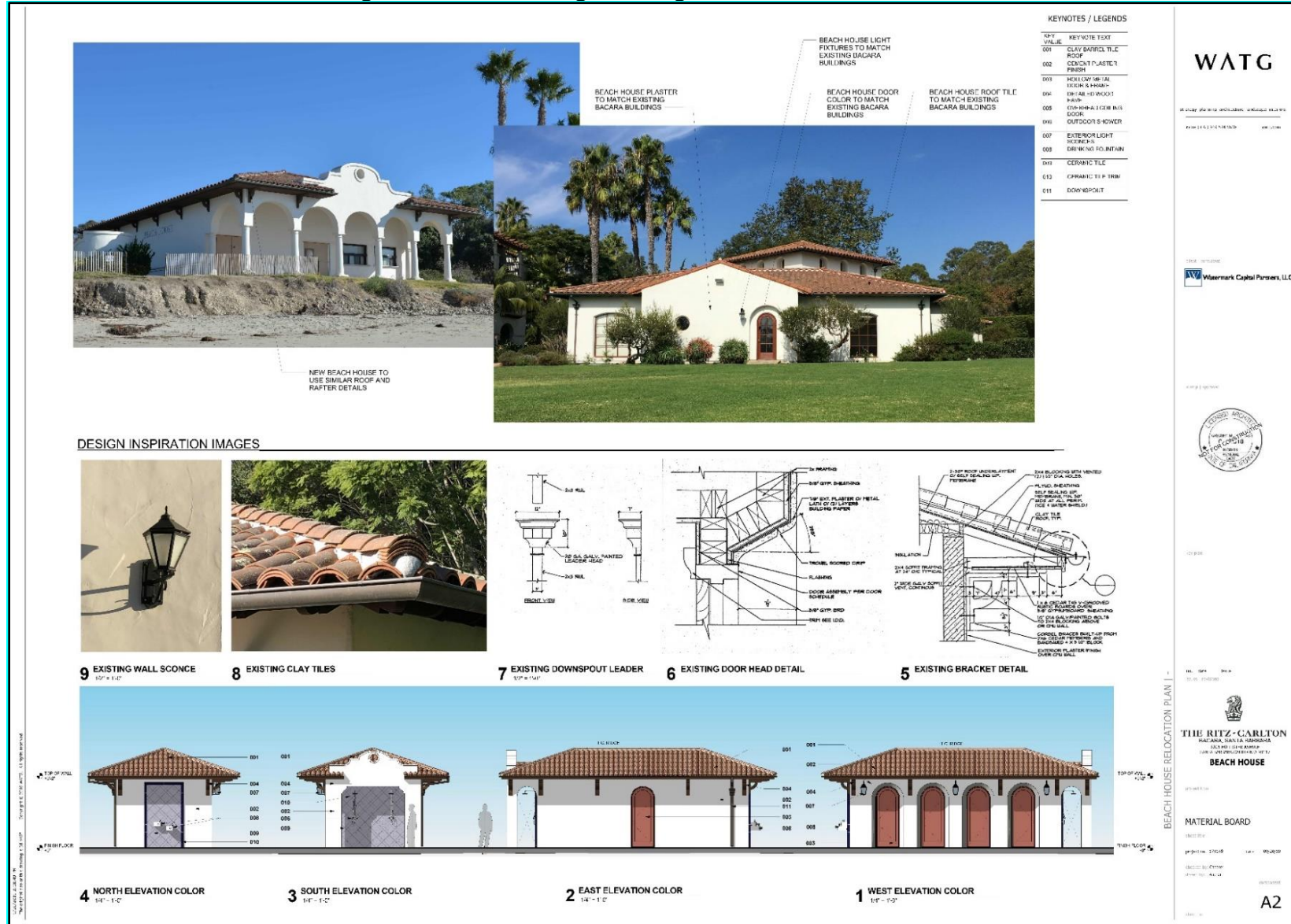
As considered in the context of checklist item c and Threshold AES-2, the project site is located at the beachfront scenic vantage point identified on the City GP/CLUP Scenic Resources Map (GP/CLUP, Figure 6-1, 2006). Further, the site is located in the Coastal Zone at the Tecolote Creek ocean outfall and provides the primary public access to Haskell's Beach as shown in Figure 1 above. This location affords a viewer with sweeping coastal views of both natural and man-made features that are publicly visible.

The project parcel is designated for visitor serving commercial use by the GP/CLUP and Zoning Ordinance and contains high quality scenic resources and visual character due to the abundance of natural resources and beachfront views. As such, the project would have the potential to have a substantial adverse effect on the scenic vantage point's visual resources if it were to be sited in a manner that disrupted views along the ocean and scenic coastal areas, resulted in an alteration of a natural land form, was visually incompatible with the character of surrounding areas, structures, in the built environment, or if it were to damage natural scenic resources (e.g., habitat, trees, bluffs, rock outcroppings, creeks, beach).

The existing 3,608 SF Beach House is a prominent structure at Haskell's Beach designed compatibly with the architecture of the adjacent hotel buildings. The 325 SF replacement building, food truck and alternative snack bar building (282 SF) are scaled as to have a greatly reduced visual footprint (-2,601 SF) within the existing beachfront context. Further, the proposed new facilities are situated in a manner that would not be highly visible from the beach.

The restrooms will be located along the east side of the existing emergency vehicle access road and tucked into the vegetation and trees at the base of the hillside. The new food truck location will be less visible and located approximately 160 feet away from and upslope from the existing snack bar at the Beach House. The new restrooms/shower building will be located approximately 250 feet away from the existing Beach House bathrooms.

Figure AES-2: Existing Buildings and New Restrooms



Additionally, should the alternative snack bar building be constructed, the new building area would increase by another 282 SF to a total of 607 SF. This would represent a considerably reduced visual footprint within the natural scenic and aesthetic context. Either way the new facility locations reduce overall the amount of structural footprint on site and are significantly less visible than the existing Beach House building in relation to scenic views. Lastly, with restoration of the former building site, the overall natural visual character of the project site will be improved and will comply with City design policies. The project does not include large amounts of grading to remove vegetation, would not result in the loss of important open space as the proposed new restroom building and alternative snack bar are in a location that has been used for materials storage and maintenance staging since the hotel was constructed. The single-story and small-scale massing along the existing emergency road would effectively tuck the buildings away from primary views in this location. The project would restore much of the natural character of the project site that is currently developed with the Beach House.

In consideration of Threshold AES-3 and checklist item c, construction of buildings or grading for the project would have the potential to significantly impact visual resources if it were to degrade public views by damaging or removing a significant amount of vegetation or important open space, substantially alter the natural character of the site, or lack adequate landscaping. As described, none of these elements are expected to occur given the presence of existing utilities, the minimal amount of grading/site preparation that may be needed, the proposal to prepare and implement a habitat restoration plan, and the disturbed nature of the site where the new restroom building will be placed.

Lastly, final Design Review Board review (after action on the land use entitlement occurs) will ensure that all the project components (e.g. landscaping, signs, furniture, trash receptacles, lighting etc.) will be consistent with the City's design standards. For these reasons, the project would have a less than significant impact due to substantial alteration of the site's natural character.

d, AES-2, AES-3. Lighting and Glare. Less than Significant Impact. The project would have the potential to create an adverse aesthetic impact if construction of the new restroom building, use of a food truck or alternative snack bar building would introduce or perpetuate new sources of light or glare into the Haskell's Beach public recreation area. However, this will not occur based upon the design of the outdoor lighting plan (minimal light fixtures, focused intensity, fixtures directed downward). Further, site lighting will be subject to design review which is intended to ensure the project complies with the City's exterior lighting, dark sky standards, established lighting intensity maximums, shielding, and light angle requirements as detailed in the City's *Outdoor Lighting Guidelines* Section VI. Exterior Lighting.

Design review requirements also ensure that new structural materials and colors will be non-reflective in nature to avoid creating a new source of daytime glare that would have an adverse impact on views from public areas and at the Key Public Viewpoint at Haskell's Beach. The project will therefore, with mandatory design review required by the City's GP/CLUP and design regulations, will result in a less than significant to public views impact from substantial new or continuing light or glare. No further mitigation would be required to address the potential lighting and glare impacts of the project and potential alternative snack bar building.

iv. Cumulative Impacts

The proposed project has undergone careful siting to identify the optimal location for new facilities that would be compatible with existing natural and visual and aesthetic of the site. The proposed size of the building/facilities and its proposed location results in an overall reduction in buildings located on the beach and Key Public Viewpoint at Haskell's Beach thereby improving the views at this location. As stated repeatedly above, all of the design elements (size, design, colors, materials, landscaping/restoration, lighting, signage etc.) are required to undergo design review by the Design Review Board and comply with the Resolution 03-20: *Architectural and Design Standards for Commercial Projects* and the City's *Outdoor Lighting Guidelines* and the *Architectural and Design Standards for Commercial Projects*. Therefore, the proposed project would not have a contribution to a significant cumulative aesthetic impact as the project's impact on visual resources would be similar to that analyzed in the projected buildout in the City's GP/CLUP FEIR.

v. Mitigation Measures and Conditions

No mitigation measures are required. However, standard conditions of approval regarding design review of the buildings, landscaping, lighting, signage etc. will be applied to the project to ensure compliance with City's aesthetic /design standards as follows:

1. Condition. Design Review. Prior to the issuance of building permits, the Applicant/Permittee must secure Design Review Board (DRB) approval of the design of restroom/shower building(s) and landscaping plans, including picnic areas, signs, fencing, and furniture (picnic tables, benches) for consistency with the character of the existing landscaping and existing sign programs for the approved hotel (86-DP-46, 97-CDP-078). Enclosed garbage and recycling receptacles must be provided to ensure onsite trash is minimized and of be of compatible materials, color and design. All the required improvements must be built and installed in accordance with the approved plans prior to the sign off on the building permits by the Planning and Environmental Director or designee.

2. Condition. Lighting Specifications. Any exterior lighting installed on the project site must be of low intensity, low glare design, must direct light downward onto the project site, prevent light spill-over and glare into surrounding areas, and otherwise meet dark night sky requirements. Exterior lighting fixtures must be kept to the minimum number and intensity needed to ensure public safety. These lights must be dimmed after 11 p.m. to the maximum extent practical without compromising public safety as determined by the Planning and Environment Review Director. Upward directed exterior lighting is prohibited. Lighting fixtures must be appropriate for the architectural style of the structure and surrounding area. The final lighting plan must include identification of all types, sizes, and intensities of wall-mounted building lights and landscape accent lighting and a photometric map/plan must be provided "Moonlighting" type fixtures that illuminate entire tree canopies should also be avoided.

The location of all exterior lighting fixtures, complete cut sheets of all exterior lighting fixtures, and a photometric plan prepared by a registered professional engineer showing the extent of all light and glare emitted by all exterior lighting fixtures must be reviewed and approved by Design Review Board before the City issues a building permit for construction.

Prior to Final Inspection, the Planning and Environmental Review Director, or designee, must inspect exterior lighting features to ensure that they have been installed consistent with approved plans.

vi. Residual Impacts

The project would not have a residual aesthetic impact based on project design and adherence to city regulations, standards, and conditions.

B. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation (CDC) as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X		
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?			X		
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?			X		
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X	
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?				X	

The existing setting analysis incorporates the site historical information summarized in the *Phase I Archaeological Report for the Bacara Beach Facilities Project* (Archaeological Report) (Dudek, February 2019; Attachment F-1).

i. Existing Setting

Historically, the lands surrounding the Tecolote Creek watershed were recorded as being used for grazing and agriculture as far back as 1803 according to mission records. Rancho Dos Pueblos was granted by Mexican Governor Juan Alvarado to Nicholas Den in 1842 and he eventually acquired Tecolote Canyon. Den's animals grazed Tecolote Canyon until his death in 1862. The land was sold after a drought from 1862-1864 as Tecolote Ranch. Records describe full-scale cattle ranching business operating between 1875 and 1883 and diversified into grazing and crop growing, that included barley and corn. Tecolote Ranch would continue to serve various purposes from cattle and hog raising to agriculture, recreational and fishing activities until 1926 when the ranch was sold to oil tycoon, Silsby Spalding who owned it until his death in 1949 (Tompkins 1966). Spalding was a conservationist who continued the past commercial activities, such as crop cultivation, cattle ranching and breeding of prized livestock, and encouraged the recreational potential of the ranch.

Sometime between 1925 and 1927, oil explorer E. J. Miley began drilling several successful test wells near the beachfront of Tecolote Canyon (Tompkins 1964). Oil production conducted at Tecolote Canyon continued through the late 1950s when all oil business aspects were shut down and the infrastructure slowly dismantled. Since the 1960s, the area where the current Bacara Beach Facilities exists, has been referred to by locals as "Haskell's Beach" named after local enthusiast Eldan Haskell (Kornfeld 1980).

The project site is currently located in a visitor serving recreation area that is surrounded with urban development and is separated from land designated for agricultural use to the north by the Highway 101 and Union Pacific Railroad (UPRR) transportation corridor. The site project site is located wholly on the developed hotel site.

ii. Thresholds of Significance

A significant impact to Agriculture and Forest Resources would occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, according to the City of Goleta's Environmental Thresholds and Guidelines Manual a project may pose a significant environmental effect on agricultural resources if it converts prime agricultural land to non-agricultural use or impairs the agricultural productivity of prime agricultural land.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a-b. Less than Significant. Prime Farmland and Land Designated for Agriculture. The project site is currently developed with the exiting Beach House, which is an ancillary use to the Ritz-Carlton, Bacara, Santa Barbara Hotel (hotel) development which provides hotel guest and the public recreation supportive amenities (snack bar, restrooms, picnic areas), trails, and beach access. The site has not been used for agriculture since the 1920s approximately 92 years ago. The project location adjacent to the eastern side of the Tecolote Creek watershed and is designated as Grazing Land on the Santa Barbara County Important Farmland 2016 map prepared by the Farmland Mapping and Monitoring Program. The soils in this location are (GdA) Goleta loam, 0 to 2% slopes and classified as Prime Farmland by the U.S Department of Agriculture, Natural Resources Conservation Service (NRCS) soils survey (NRCS, 1981, 2009).

Land with the Grazing Land designation is land on which the existing vegetation is suited to the grazing of livestock (California Resources Agency, 2019). The land in this location has been developed with visitor serving commercial and public recreation uses since 2000 and has documented biological and cultural resources preserved onsite, and therefore is not suited for grazing or other agriculture.

Further, the site is not located on land designated for agricultural use, nor is it located adjacent to agriculturally used or zoned property. The proposed project would not impair the productivity of existing prime agricultural land given the sites located. The site is also not under a Williamson Act contract. The proposed project replaces the existing Beach House facilities and continues the provision of public recreation supportive uses on site. For these reasons, the project would have a less than significant impact to land that has been designated as Prime Farmland and as Grazing Land.

c-e. No Impact. Conflict with Forest Use or Rezone Timberland.

No harvest grade timber is located on or adjacent to the project site and adjacent lands are not zoned as forest lands or timberland production on the project site or in its immediate vicinity that would be converted to non-forest use as a result of the project. Adjacent to the project site, there are stands of Monterey cypress, eucalyptus, and riparian forest. These areas are considered Environmentally Sensitive Habitat Area (ESHA) and are afforded policy protection under the City's GP/CLUP. However, no trees are proposed to be removed as part of this project given the site replacement site that has been carefully selected. Additionally, the proposed project would not result in any other environmental changes, that would involve the conversion of forest lands to non-forest uses or convert prime agricultural land to non-agricultural use. Therefore, the proposed project would have no impact that would result in loss or conversion of agricultural or forest uses or resources.

iv. Cumulative Impacts

The project is an urban project located on an existing developed site that would not contribute to the regional conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or other valuable agricultural lands to nonagricultural use. The project would also not contribute to regional rezoning of or cause the conversion of forest land or to non-forest uses.

v. Required/Recommended Mitigation Measures

Based on the above analysis, no impacts to agricultural or forest resources would occur that would necessitate mitigation.

vi. Residual Impacts

No project specific, cumulative, or residual impacts to agricultural or forest lands or timberland as identified in the General Plan or defined by Public Resources Code section 4526 and Government Code section 51104(g) would result from implementation of this urban recreational land use project.

C. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Conflict with or obstruct implementation of the applicable air quality plan?			X		
b. Result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.			X		
c. Expose sensitive receptors to substantial pollutant concentrations?			X		
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X		

This section incorporates results of air quality modeling utilizing the California Emissions Estimator Model (CalEEMod) in Attachment D. CalEEMod was developed for the California Air Pollution Officers Association (CAPCOA) in collaboration with the California Air Districts. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects.

i. Existing Setting

Meteorological Setting

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

Temperatures in the Goleta area average 59 degrees annually. Daily and seasonal oscillations of mean temperature are small because of the moderating effects of the nearby oceanic thermal reservoir. In contrast to the steady temperature regime, rainfall is highly variable. Measurable precipitation occurs mainly from early November to mid-April, but total amounts are generally small. Goleta averages 18 inches of rain annually with January, on average, as the wettest month.

Based on typical wind patterns, locally generated air pollutant emissions are carried offshore at night, and toward inland Santa Barbara County by day. Dispersion of pollutants is restricted when the wind velocity for nighttime breezes is low. The lack of development in inland Santa Barbara County, however, causes few air quality problems during nocturnal air stagnation. Daytime ventilation is usually much more vigorous. Both summer and winter air quality in the project area is generally very good.

Air Pollutants

The U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) establish health-based ambient air quality standards to identify outdoor pollutant levels that are considered safe for the public - including those individuals most sensitive to the effects of air pollution, such as children and the elderly. U.S. EPA has set National Ambient Air Quality Standards (NAAQS) for six pollutants, including ozone (O₃), nitrogen oxides (NO_x), Carbon Monoxide (CO), Sulfur Oxides (SO_x) and particulate matter (PM₁₀ and PM_{2.5}). These are referred to as the “criteria” pollutants. CARB has set California Ambient Air Quality Standards (CAAQS) for the same six pollutants, as well as for four additional pollutants (CARB 2019).

CARB also identifies other air pollutants as toxic air contaminants (TACs) - pollutants that may cause serious, long-term effects, such as cancer, even at low levels. Most air toxics have no known safe levels, and some may accumulate in the body from repeated exposures. CARB has identified about 200 pollutants as air toxics, and measures continue to be adopted to reduce emissions of air toxics. Both criteria pollutants and toxic air contaminants are measured statewide to assess the adequacy of programs for cleaning the air. CARB works with local air pollution control districts to reduce air pollution from all sources (CARB 2019). Increased TAC emissions may be associated with oil and gas extraction and refining operations. The project site was formerly used for extensive oil and gas exploration, extraction, and storage and the nearby Ellwood Onshore Facility was formerly used for extraction and pumping oil and gas from offshore wells barged and piped regionally. The project site contains abandoned oil and gas infrastructure in the form of well heads and pipes that are found just below the surface. Oil production conducted at Tecolote Canyon continued through the late 1950s when all oil business aspects were shut down and the infrastructure slowly dismantled or abandoned in place (Kornfeld, 1980). The California State Lands Commission (SLC) and the City of Goleta coordinate efforts to remove the pipes that are known of and when they are revealed through erosion. Natural oil seeps occur in the ocean offshore of the project site and can be seen floating in the water or on the beach. CARB regulates oil and gas industry methane (CH₄) emissions from decommissioning of oil platforms and support infrastructure (SBCAPCD, 2017).

Existing Air Quality

The project site is located in the South Central Coast Air Basin (SCCAB). The SCCAB encompasses San Luis Obispo, Santa Barbara, and Ventura Counties. The site is located in Santa Barbara County. The California Air Resources Board (CARB) and the Santa Barbara County Air Pollution Control District (APCD) operates ambient air monitoring stations that measure pollutant concentrations throughout the SCCAB. The nearest monitoring stations to the project site are: the Goleta monitoring station, located at 380 North Fairview Avenue, which monitors ozone (O₃), carbon monoxide (CO) and nitrogen oxides (NO_x); the El Capitan and Las Flores Canyon stations which measure inhalable particulate matter (PM-10) and the Santa Barbara station, located at 700 East Canon Perdido, which measures (PM-10), and fine

particulate matter (PM-2.5). Data from the monitoring stations have been published for the last five years. The following conclusions can be drawn from this data:

1. Photochemical smog (ozone) levels infrequently exceed standards. The State 1-hour ozone standard has not been exceeded in seven years, and the State and Federal 8-hour standards were each exceeded at the Las Flores Canyon station on October 6, 2019.
2. CO measurements in Goleta have remained at a low level since 2008. Federal and State CO standards have not been exceeded in the last five years. Maximum 1-hour CO levels at the closest air monitoring station are currently less than 25 percent of the most stringent standard because of continued vehicular improvements. This data suggests that baseline CO levels in the project area are generally healthful and can accommodate a reasonable level of additional traffic emissions before any adverse local air quality effects would be expected.
3. PM-10 levels occasionally exceed the State standard, but the Federal standard is very rarely exceeded. Between 2008 and 2012, the State PM-10 standard was exceeded on less than 4 percent of all days. The State PM-10 standard was exceeded thus far in 2019, on October 10, 2019 at the Goleta, Las Flores Canyon, and Santa Barbara stations while the more lenient Federal standard has not been exceeded in the past 5 years.
4. A substantial fraction of PM-10 is comprised of ultra-small diameter particulates capable of being inhaled into deep lung tissue (PM-2.5). Even with the revision of the national 24-hour PM-2.5 standard from 65 micrograms per Uncubic meter ($\mu\text{g}/\text{m}^3$) to 35 $\mu\text{g}/\text{m}^3$, the frequency of days exceeding the standard is minimal. PM-2.5 measurements have only exceeded Federal standards once in the past 5 years.
5. More localized pollutants such as NO_x , lead, etc. are likely very low near the project site because background levels never exceed allowable levels based on APCD's monitoring of measured pollutants according to federal standards. There is substantial excess dispersive capacity to accommodate localized vehicular air pollutants such as NO_x without any threat of violating the applicable standards.

ii. Regulatory Framework

Ambient Air Quality Standards (AAQS)

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

Federal standards are established by the US Environmental Protection Agency (EPA) and are termed the National Ambient Air Quality Standards (NAAQS). The State standards are established by the California Air Resources Board (CARB) and are called the California Ambient Air Quality Standards (CAAQS). The region generally has good air quality, as it attains or is

considered in maintenance status for most ambient air quality standards. The APCD is required to monitor air pollutant levels to assure that Federal and State air quality standards are being met.

Air Quality Planning

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

In 2001, the CARB developed a regularly updated attainment plan that was designed to meet both federal and state planning requirements. The federal attainment plan was combined with those from other statewide non-attainment areas to become the State Implementation Plan (SIP). The 2001 Clean Air Plan (CAP) was adopted as the County portion of the SIP, designed to meet and maintain clean air standards. The 2016 Ozone Plan (2016 Plan) was developed in 2016. The 2016 Plan is the eighth triennial update to the initial state Air Quality Attainment Plan that was originally adopted by the District Board in 1991 (other updates were completed in 1994, 1998, 2001, 2004, 2007, 2010, and 2013). Based on the region’s nonattainment status for ozone, each of the Santa Barbara County plan updates have included an “every feasible measure” strategy to ensure continued progress toward attainment of the state ozone standards. The 2016 Plan addresses the state ozone standard only and does not address the federal ozone standard. The 2001 Plan serves as the maintenance plan for the federal ozone standard. (SBAPCD 2017). This plan is the eighth update to the District’s 1991 Air Quality Attainment Plan and addresses the California Clean Air Act requirements to plan for attainment and maintenance of the state 1-hour and 8-hour ozone air quality standards. The 2016 Ozone CAP uses the year 2012 data to establish an emissions inventory. This 2012 inventory is then projected into the future, which will estimate the future inventories in Santa Barbara County based on County growth data and currently adopted local, state, and federal rules that are planned for implementation. The District has chosen future years 2025 and 2035 for this 2016 Plan. The future inventories in Santa Barbara County are based on County growth data and currently adopted local, state, and federal rules that are planned for implementation. The District has chosen future years 2025 and 2035 for this 2016 Plan. The 2012 inventory incorporates the Santa Barbara’s County Association of Government Regional Growth Forecast 2010-2014 (adopted December 2012), to project population growth. This forecast is based on land use and projected development anticipated by general plans, including the City of Goleta General Plan/Coastal Land Use Plan (GP/CLUP).

When the 2016 Plan was adopted, the District was still designated as a nonattainment area for the state ozone standard. However, the District was aware that this designation might soon change to be nonattainment-transitional. The Board adoption included a commitment to review the 2016 Ozone Plan if the District’s designation were to change to nonattainment-transitional and determine whether the control measures scheduled for adoption or implementation within the next three years are needed (SBAPCD 2017).

A region is designated Nonattainment-transitional when the ozone standard has not been exceeded more than three times at any one location during the last year. The change to a nonattainment-transitional designation means that, prior to implementing new control measures, the District must review the plan and determine whether the stationary source control measures scheduled for adoption or implementation within the next three years are needed to accomplish expeditious attainment of the state ozone standard. The District may modify the control measure schedule if it determines that modifications will not slow progress toward achieving or maintaining

the state ozone standard. Available data at the SBCAPCD website, shows that the ozone standards have been exceeded once thus far in 2019 at the Las Flores Canyon monitoring station (SBAPCD 2019).

Santa Barbara County is designated as a federal ozone attainment area for the 8-hour ozone National Ambient Air Quality Standard (the 1-hour federal standard was revoked for Santa Barbara County). The County is also considered in attainment for the state one-hour standard for ozone. "Attainment" means those areas of the country where air pollution levels are persistently below the national ambient air quality standards. Santa Barbara County's designation for ozone under the California Clean Air Act recently changed from nonattainment to nonattainment-transitional. As a result, the District is required to examine the stationary source control measures in the 2016 Ozone Plan and determine whether changes in the control measure implementation schedule are necessary. The County continues to violate the state standard for PM-10, therefore Santa Barbara County is in non-attainment area for the State standards for PM-10.

The County is in attainment for the federal PM-2.5 standard and is designated "unclassified" for the State PM-2.5 standard and is designated "attainment" or "unclassified" for other state standards and for all federal clean air standards. "Unclassified" means that there is currently no quantifiable data to measure ambient air quality standards in that area. Those jurisdictions that are designated both as "attainment" or "unclassified" are considered to be in attainment of ambient air quality standards even though there is currently no quantifiable data to measure its specific ambient air quality levels.

Soils Management Plan

Pursuant to Civil Code section 1471, the County of Santa Barbara Fire Department, Site Mitigation Unit determined in 2013 that a Covenant to Restrict the Use of the hotel property was reasonably necessary to protect present or future human health or safety, or the environment, as a result of the presence in subsurface soils on the hotel property of residual hazardous materials as defined in Health and Safety Code section 25316. The Fire Department requires implementation of a Soil Management Plan that includes a Soil Management Protocol for future construction activities in the Areas of Residual Impact, as well as elsewhere at the site when impacted soil is identified, there is potential for exposing hazardous materials or petroleum products to the environment and to maintenance/construction workers at the Site. If it is determined that the volume of the impacted soil exceeds 1,000 cubic yards, a permit could be required from the Santa Barbara County Air Pollution Control District (APCD). If the volume of impacted soil is less than 1,000 cubic yards, an exemption letter will be required (Geosyntec, February 20, 2013).

iii. Thresholds of Significance—Criteria Pollutants

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

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

Threshold AQ-1. Interfere 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 (nitrogen oxides) and ROC (reactive organic compounds; same as reactive organic gases [ROG]). Thresholds are 25 pounds/day of either NO_x or ROG.

Threshold AQ-2. Equals or exceeds the state or federal ambient air quality standards for any criteria pollutant (as determined by modeling).

Threshold AQ-3. Results in toxic or hazardous pollutants in amounts which may increase cancer risks for the affected population.

Threshold AQ-4. Causes an odor nuisance problem impacting a considerable number of people.

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

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

APCD Operational Impacts Thresholds

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

- a) Emit 240 pounds per day or more of ROG and NO_x from all sources.
- b) Emit 25 pounds per day or more of unmitigated ROG from any motor vehicle trips only.
- c) Emit 25 pounds per day or more of unmitigated NO_x from any motor vehicle trips only.
- d) Emit 80 pounds per day or more of PM-10.
- e) Cause or contribute to a violation of any California or National Ambient Air Quality standard (except ozone).
- f) Exceed the APCD health risk public notification thresholds adopted by the APCD Board (10 excess cancer cases in a million for cancer risk and a Hazard Index of more than 1.0 for non-cancer risk).
- g) Be inconsistent with Federal or State air quality plans for Santa Barbara County.

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

- h) Due to the County's non-attainment status for ozone and the regional nature of ozone as a pollutant, if a project's emissions from traffic sources of either of the ozone precursors (NO_x or ROG), exceed the operational thresholds, then the project's cumulative impacts are considered significant.
- i) For projects that do not have significant ozone precursor emissions or localized pollutant impacts, if emissions have been taken into account in the 2016 Ozone Plan growth projections, regional cumulative impacts may be considered to be less than significant.

APCD Construction Impacts Thresholds

Quantitative thresholds of significance are not currently in place for short-term emissions. However, CEQA requires that the short-term impacts such as exhaust emissions from construction equipment and fugitive dust generation during grading must be analyzed. The APCD recommends that construction-related NO_x, ROG, PM-10, and PM-2.5 emissions, from diesel and gasoline powered equipment, paving, and other activities, be quantified.

- j) APCD uses 25 tons per year for NO_x and ROG as a guideline for determining the significance of construction impacts.

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

iv. Project Specific Impacts

Previous Environmental Review

The Hyatt Resort Hotel (hotel) Final Environmental Impact Report (FEIR) (84-EIR-5) determined that the project related traffic would have an insignificant impact to air quality but resulted in an unavoidable significant impact to cumulative pollution emissions and generated over 5 pounds per hour of both NO_x and HC. With mitigation, residual impacts remained significant. City's GP/CLUP FEIR analyzed the potential air quality impacts associated with buildout of the land uses in the GP/CLUP, including the visitor serving use of the site. This analysis focuses on any potential for the project to create any new impact not anticipated by prior environmental analyses or exacerbate any previously identified impacts. This analysis focuses on quantifying the project related construction and demolition emissions and disclosing the use specific (recreational beach with visitor serving amenities, and alternative snack bar) emissions by using the most current version of the CalEEMod v.2016.2.3 Air Emissions Model to identify the potential for the project to create any new air quality impacts not anticipated by prior environmental analyses.

Environmental Checklist and Thresholds Discussion

a. Less than Significant. The criteria pollutant emission projections used to develop the SBCAPCD 2016 Ozone Plan are based on population, vehicle trends, and planned land use. As such, projects that propose development that is consistent with the growth anticipated by the City's GP/CLUP would be consistent with the Clean Air 2016 Ozone Plan. The proposed project constructs a new 325 SF building with restrooms, showers, an electric food truck to replace the existing snack bar, and demolition of the existing Beach House. This analysis includes construction of a 285 SF snack bar building as an alternative to the new food truck, in the event the City chooses this as an option. The seasonal addition of one or two employees to staff the electric food truck and/or snack bar building is consistent with existing employment intensity on-site. Overall, the project would result in a net reduction in building area on-site (-1,396SF). However, the primary trips to the site occur from hotel guests and public beach goers that are already occurring. This project will have no effect on the primary trip generators. Overall visitor serving activities at the site would remain at or very similar to baseline use and emissions. Therefore, direct and indirect impacts associated with the project are accounted for in the 2016

Ozone Plan emissions growth assumptions. As such, the project can be found consistent with the 2016 Ozone Plan and the 2001 CAP; and impacts would be less than significant.

Criteria Pollutants and Other Emissions

b, c, AQ-1, AQ-2, AQ-3. Less than Significant. Construction of the proposed project would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, dust emissions, and combustion pollutants from on-site construction equipment. Pollutant emissions associated with construction and demolition activity, were quantified for construction and demolition phases using CalEEMod (Version 2016.3.2). Implementation of the project would further generate construction-related air pollutant emissions from three general categories: entrained dust, equipment and vehicle exhaust emissions, and architectural coatings. Exhaust from internal combustion engines used by construction equipment and hauling trucks would result in temporary emissions of ROG, NO_x, CO, PM₁₀, and PM_{2.5}. Table AQ-1, below, shows the estimated maximum unmitigated annual construction emissions associated with the project.

Table AQ-1 Total Annual Construction Unmitigated Emissions Fugitive and Exhaust Sources (tons/year)						
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction Emissions	3.6072	8.9671	7.9664	0.0134	1.2835	0.8766
<i>Thresholds</i>	25 tons/year	25 tons/year	none	25 tons/year	25 tons/year	25 tons/year
<i>Potential Impact?</i>	No	No	No	No	No	No
Source: CalEEMod v. 2016.3.2 model						

Emissions calculations were based on default CalEEMod V. 2016.3.2 assumptions for the types and quantities of construction equipment for a typical project less than 3 acres in size. As previously mentioned, although the SBCAPCD does not currently have quantitative thresholds of significance in place for short-term or construction emissions, it uses 25 tons per year for ROG or NO_x as a guideline for determining the significance of construction impacts. The project does not include temporary use of or installation of gasoline or natural gas fired generators that would result in toxic air contaminant TAC emissions. The construction emissions do not exceed the guidance thresholds of 25 tons/year for ROG, NO_x, CO, SO₂, PM₁₀, and PM_{2.5}. Therefore, pursuant to checklist items b and c and Thresholds AQ-1, AQ-2, and AQ-3 the project would not contribute cumulatively considerable annual emissions of any criteria pollutants for which the project region is in non-attainment under an adopted air quality standard.

Operations: Reduced Footprint

The operational mobile, area, and energy source emissions for the project were calculated using the CalEEMod computer model (version 2016.3.2) assuming project operation begins in 2021 and results are provided in Attachment D. The model was used to calculate unmitigated area vehicle emissions associated with the project uses. The results are shown below in Table AQ-2.

Table AQ-2						
Project Operations – 2021 Year Unmitigated Mobile and Area Source Emissions						
	Emissions (lbs./day)					
Year 2020	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Area Sources	0.0190	0.000	4.7000e-004	0.0000	0.0000	0.0000
Energy Sources	4.6500e-003 e003 -003	0.0423	0.0355	2.5000e-004	3.2100e-003	3.2100e-003
Mobile Sources	0.7105	2.2823	6.5406	0.0132	1.1793	0.3258
Total	0.7342	2.3246	6.5766	0.0135	1.1825	0.3290
City Threshold	25 ROG and NO _x Combined		N/A	N/A	N/A	N/A
SBCAPCD Thresholds	240/25 lbs/day	240/25 lbs/day	N/A	N/A	80	N/A
Exceed Threshold?	No	No	N/A	N/A	No	N/A
Totals may vary due to rounding. Source: CalEEMod v.2016.2.3 Model						

The CalEEMod v.2016.2.3 Model updates the operational emissions baseline for the existing uses at the 1.4-acre project site reflecting a reduced building footprint from removal of the existing 3,675 SF Beach House, removal and replacement of 2,020 SF asphalt that would result with the project. The continued operations on the project site with a reduced footprint and one additional employee would not appreciably add to baseline air quality emissions of criteria pollutants that would not exceed SBCAPCD operational thresholds of significance for the precursor ozone standard detailed in Threshold AQ-1. The project, therefore, would have a less than significant impact due to the project operational mobile and area source emissions.

d, AQ-4. Odors. There have been several historical ambient odor sources in the vicinity of the project site primarily emanating from offshore seeps which are naturally occurring sources of mercaptans and hydrocarbons along the coastline. There is nothing practical that can be done to control these odors.

During construction, air must be tested consistent with the Occupational Safety and Health and Safety Plan (HASP) for the presence and concentration of hydrogen sulfide using air monitoring equipment, such as hydrogen sulfide detector tubes or a multi-gas meter and would require implementation of abatement actions for any hazardous odor emitting substances during project construction and operation (Stantec, 2018, Attachment H). Therefore, with HASP implementation odors from hazardous gases encountered during construction or operation would be less than significant.

Project operation may occasionally include the odor of cooking food or brewing beverages at the food truck or snack bar if constructed. The small-scale food service provided to beachgoers would not result in generation of a high degree of nuisance odors, such as that could be associated with a high-volume food service facility. In addition, this activity and potential odors are already

occurring at the site. The provision of food service does not reflect a change. The restrooms are proposed to be modern fixtures that connect directly to the existing sewer infrastructure and undergo regular cleaning and maintenance by hotel staff. As the restrooms will not be pit toilets type, there should not be an odor of sewage. Therefore, nuisance odors associated with the snack bar and restrooms during operation of the project are already occurring. The replacement facilities would result in less than significant odor impacts.

v. Cumulative Impacts

The project does not add any uses or facilities that do not exist already. The trips that would create the emissions are those that are already generated by people coming to the beach and hotel uses. The support facilities for Haskell's Beach are not the draw that generates air quality emissions. The impacts of having recreational support facilities (snack bar, restrooms, beach access) were addressed by the FEIR prepared as part of the original hotel project. Therefore, the project would have a less than significant contribution to regional cumulative traffic. The project's contribution to regional cumulative air quality impacts is therefore considered less than significant.

vi. Mitigation Measures / Residual Impacts

No significant construction or operational impacts are identified. Therefore, mitigation is not necessary and residual air quality impacts would not result from implementation of the project.

D. BIOLOGICAL RESOURCES

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

This section incorporates the analysis, conclusions, and recommendations in the following technical reports and peer review that together comprise Attachment E to this document: *Biological Resources Assessment for the Bacara Beach House Relocation Project, Goleta, Santa*

Barbara County, California, (Assessment), Kevin Merk Associates, LLC, July 10, 2017, Attachment E-1; The Assessment was prepared for a previously considered Beach House replacement location on the west side of the emergency access road. To assess the current project along the east side of the emergency road, including the currently proposed site of the restroom building and alternative snack bar building, the following studies were prepared to supplement the Assessment; the *Supplemental Biological Technical Report for the Ritz-Carlton Bacara Beach House Demolition and Replacement Project, Santa Barbara County, California*, (Report) Dudek, May 11, 2018, and Addendum (Addendum) dated January 30, 2019 (Attachments E-2 and E-4, respectively).

A peer review of the Assessment and Report titled *Memorandum Review of "Biological Resource Assessment for the Bacara Beach House Relocation Project, Goleta, Santa Barbara County, California" and "Supplemental Biological Technical Report for the Ritz-Carlton Bacara Beach House Demolition and Replacement Project, Santa Barbara County, California,"* was conducted by Storrer Environmental Services, July 4, 2018 (Attachment E-3). Additionally, a habitat restoration plan has been prepared for the Beach House demolition site and is incorporated herein, *Haskell's Beach House Demolition Habitat Restoration Plan* (Restoration Plan), Dudek, October 2019 (Attachment E-5).

i. Existing Setting

The existing 2,668 square foot (SF) Beach House and 258 SF shower structure are located on a low marine/valley terrace and is flanked by adjacent grassy picnic areas that are shaded by palm trees. The protective revetment and erosion control installation is located along the southern edge of the Beach House recreation area. The project site is bordered to the north and west by a coastal sage scrub habitat restoration area installed during development of the Hilton Bacara Resort Hotel, (hotel), on the south by the Pacific Ocean and Haskell's Beach. The project site is at the base of the Eastern Hillside Terrace which has a dense mix of coastal sage scrub and Monterey cypress along its slope. The Eastern Hillside Terrace erosive bluff face with an elevated trail along its ocean-facing base. The riparian habitat lined Tecolote Creek watershed crosses the hotel property from north to south and enters the ocean immediately west of the project site. The hotel itself overlooks the ocean from the shoreline bluff to the west of the project site.

Vegetation Communities, Land Covers, and Habitat Types

The City General Plan/Coastal Land Use Plan (GP/CLUP) Figure 4.1 maps special status species and Environmentally Sensitive Habitat Areas (ESHA) in the Tecolote Creek watershed and within and adjacent to the hotel properties. Project specific biological studies in Attachment E contain the results of current field surveys and record searches for the project site. According to the Assessment, which was focused on an alternative project site (located along the west side of the emergency access road), natural habitat types within the project study area consist of Venturan coastal sage scrub [specific genetic strain], and Sandy Beach with some patchy cobble occurrences. Non-native habitats and features include the Developed/Landscaped areas (ruderal/disturbed areas, lawn and palm tree plantings), Monterey cypress grove, and constructed trails and roadways. To the west of the study area is Tecolote Creek and its associated riparian corridor and wetland/estuary system at the creek mouth and ocean interface. Within the eastern study area on the Eastern Hillside Terrace, a dense grove of Monterey cypress is present and is mapped in the Assessment as developed/landscaped. The Supplement Report in Appendix E-2 characterizes this grove as a planted vegetation community that is not native to the project region and has been planted on-site. Monterey cypress occurs in two stands within the project site,

including a long-established stand to the east of the project site and a more recently planted area to the north of the project site. Mapping of coastal sage scrub as an ESHA is consistent with City GP/CLUP Policy CE 1.2 (h). While blue gum eucalyptus is also present on the hillside to the east and north of the study area, only one tree extended into the biological study area along a trail leading up the hill.

As discussed in the Assessment, to the west of the emergency access road is vigorous and healthy coastal scrub habitat area, designated as ESHA by the GP/CLUP. To the east of the road is a maintained 20-foot to 45-foot-wide strip of mainly barren land separated by the road by placed boulders. Vegetation in this disturbed and maintained area consists of a sparse mixture of invasive non-native annual plants (weeds) and colonizing coastal sage scrub (coyote brush and California sage). Six Monterey cypress trees were planted north to south in this area as a portion of the mitigation for unpermitted activities on the crest of the adjacent hill to the east also known as the East Hillside Terrace, where an unpermitted event venue was placed by previous ownership [sic]. Habitat on the western slope of the East Hillside Terrace primarily consists of Monterey cypress and eucalyptus trees/mixed woodland, poison oak, and coastal sage scrub.

The Supplement Report and Addendum field survey concluded that a majority of the proposed project site, specifically the new bathroom building and alternative snack bar area, are located within two landforms: Disturbed and Disturbed/Landscaped, which are referred to as unnatural anthropogenically-modified areas. Disturbed and Disturbed/Landscaped landforms are described below and mapped in relation to adjacent coastal sage scrub and Monterey cypress in Appendix B-4, Figure 2 (Dudek, 2019). Disturbed areas were not mapped in the Assessment; however, these areas were determined in the Addendum to differ from Developed/Landscaped areas due to the lack of clearly defined development (paving) or landscape (irrigation) components (Dudek, 2018).

Developed/Landscaped areas include roads (beach access trail, maintenance/access road), buildings, and structures. Vegetation in these areas, if present at all, is usually sparse and dominated by weedy herbaceous species, or are part of the landscaping associated with the existing hotel development. The Addendum mapping results differ from the Assessment mapping results slightly in that the trails and roads are categorized as Developed/Landscaped areas (Dudek, 2018).

Regulatory Setting

Federal and state regulations detailed in the Assessment and Supplement that are applicable to the project site include the California Endangered Species Act, the Federal Endangered Species Act, Migratory Bird Treaty Act, the California Fish and Game Code, and the California Coastal Act. Some of the biological resources that could be affected by the project are regulated by California Department of Fish and Wildlife (CDFW), the U.S. Fish and Wildlife Service (USFWS), the California Coastal Commission, and the National Marine Fisheries Service (NMFS). Additionally, the U.S. Army Corps of Engineers has jurisdiction over navigable waters, tributaries, and wetland resources.

The California Coastal Act section 30240 (a) states that, ESHA shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas; (b) Development in areas adjacent to ESHA and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas and shall be compatible with the continuance of those habitat and recreation areas.

City of Goleta General Plan/Coastal Plan

The GP/CLUP Policy CE. 1 establishes policies regarding ESHA pertinent to the project site. Policy CE 1.6 only allows uses or development dependent on and compatible with maintaining such resources. GP/CLUP Policy CE 1.7 requires that 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. The ESHA areas and their buffers and setbacks established in the GP/CLUP policies are depicted in Figure LU-1 in Section K, Land Use and Planning.

Special Status Biological Resources

The biological Assessment of the proposed project included a search of the California Natural Diversity Database (CNDDDB) for special status, or rare, plant communities, and species of plants and animals. Table 1 includes the results of the search (KMA, 2017). Sensitive natural communities are those that are listed in the CDFW CNDDDB due to the rarity of the community in the state or throughout its entire range (globally) (CDFW, 2019). The biological studies found that no CNDDDB resources are expected to occur at the project site.

ii. Thresholds of Significance

A significant impact on Biological Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist or exceeds the City of Goleta's Environmental Thresholds and Guidelines Manual biological resources thresholds of significance BIO-1 and BIO-2 below.

Threshold BIO-1 *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:

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

Threshold BIO-2 *Less Than Significant Impacts*

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

1. Small acreages of non-native grassland if wildlife values are low.
2. Individuals or stands of non-native trees if not used by important animal species such as raptors or monarch butterflies.
3. Areas of historical disturbance such as intensive agriculture.
4. Small pockets of habitats already significantly fragmented or isolated, and disturbed

or degraded.

5. Areas of primarily ruderal species resulting from pre-existing man-made disturbance.

Previous Environmental Review

The Hyatt Resort Hotel (hotel) Final Environmental Impact Report (FEIR) (84-EIR-5) determined that insufficient buffering between the hotel and Tecolote Creek would damage or destroy sensitive riparian habitat along the creek. The potential reduction in stream flow due to the hotel's construction, including the existing Beach House site, would adversely affect wildlife. Additionally, increased human use of the site would damage both onsite and offsite vegetation and wildlife with the most sensitive on creek banks and at the mouth of the creeks (brackish marsh, coastal strand, and riparian habitat). The GP/CLUP FEIR analyzed the potential biological resources impacts associated with species specific and habitat related impacts from buildout of the land uses, including the existing visitor serving use of this site. The analysis in this IS/MND focuses on quantifying current habitat values on the project site and vicinity that could be affected and disclosing the potential for the project to exacerbate known impacts or create any impact not anticipated by the prior environmental analyses.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, d, BIO-1. Less than Significant with Mitigation Measure Incorporated.

The project site has been developed with the current Beach House and public recreation use since 2000. The proposed project would be limited to a reduced building footprint on the eastern side of the emergency access road, demolition of the existing Beach House, and restoration of the demolition area. According to the Assessment, demolition of the Beach House and restoration would result in removal of existing picnic areas and areas of coastal sage scrub (See Section K. Land Use and Planning Figure LU-1 below). Preparation for construction of the new restroom building would result in the removal of up to eight individual non-native Monterey cypress trees and ruderal shrubs in the existing disturbed area. No replacements for the Monterey cypress trees are proposed. Since mature Monterey cypress trees could provide roosting sites for Monarch butterflies and the trees proposed to be removed were installed as part of a previous permit violation, their removal could result in a significant impact unless suitable replacement trees are provided. Therefore, Mitigation Measure BIO-1 requires replacement planting for all Monterey cypress or a suitable native tree species at a 1:1 ratio to ensure the habitat value of any removed trees is replaced in kind and ensure impacts would remain less than significant.

The existing disturbed areas at the proposed project site are dominated by non-native species that are not considered sensitive plant communities by the CDFW and are common throughout the region. As related to checklist item a and Threshold BIO-1, the loss of existing developed or landscaped areas located in the ESHA setbacks (depicted in Figure LU-1 below) will be restored to a more natural state as shown in the *Haskell's Beach House Demolition Habitat Restoration Plan* in Attachment B-5 (Dudek, October 2019). This would be considered a less than significant impact as the demolition of the Beach House and removal of the revetment wall would not result in native habitat modifications that would affect federal, state, or locally classified species.

Based on the CNDDDB occurrence data in Assessment Appendix B-1, no special status plant communities, plants or wildlife are expected to occur within the project site. The Supplement in

Appendix B-2 includes a subsequent search of the CNDDB (CDFW 2018) and USFWS Critical Habitat and Occurrence Data (USFWS 2018). The Supplement identified 43 special-status wildlife species known to occur in the region. Of these 43 species, 28 special-status wildlife were not described in the Appendix B-1. The Assessment included an analysis of special-status wildlife species potential to occur. Based on both analyses, no special-status wildlife is anticipated to occur within the project site, with the exception of nesting birds protected under the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Game Code (DFG Code). Due to the rocky cobble and the narrow sandy beach extent adjacent to the project site, the Assessment determined no appropriate Snowy plover nesting habitat occurs onsite (KMA, 2017)

The Assessment in Attachment E-1 provides a review of the habitat requirements for the 28 special-status wildlife species and their potential to occur in the project site (KMZ, 2017). The project study area was surveyed for monarch butterfly in 2018 as part of the Supplement and it was determined that overwintering habitat is largely absent within and adjacent to the project site. The monarch butterfly survey included in the Supplement concludes that the project removal of Monterey cypress trees would have a less than significant impact to monarch roosting sites (Dudek, May 2018).

All raptors (including hawks) and their nests are specifically protected under CDFW Code, and all migratory birds and their nests are protected by the Federal Migratory Bird Treaty Act, which require the preservation of hawk nests during active nesting (Fish and Game Code, section 1 et seq.; 16 United States Code, section 703 et seq.). Based on the Addendum analysis of special-status wildlife species known to occur in the region, one species, the southern California Rufous-crowned sparrow has potential to occur in the vicinity of the project site. The construction of the project has the potential to temporarily impact nesting birds if active nests are present within 300-feet of the site during construction. (Dudek, May 2018). Based on the habitat present within the project site and past and on-going disturbance to the project site, no other special-status wildlife species are expected to occur. Potential impacts to the California Rufous-crowned sparrow and raptor species would be reduced to less than significant with the implementation of the preconstruction bird surveys in Mitigation Measure BIO-2.

Pursuant to the regulatory protections given to raptors/migratory bird species discussed in checklist items a and d and given the height of trees within 300-feet of the project site, it is possible these trees provide raptor/migratory bird nesting habitat. To avoid the potential impacts to raptors/migratory birds resulting from construction, implementation of Mitigation Measure BIO 2 was proposed by the applicant to ensure such potential impacts during nesting season will be avoided. Bird nesting survey(s) and construction protections will be verified by the City through a Mitigation Monitoring and Reporting Program (MMRP). Therefore, with the implementation of Mitigation Measure BIO 2 and the MMRP, the City has a mechanism to verify that any potentially significant impacts to migrating and nesting birds would be reduced to less than significant.

Construction onsite would be limited to the 1.4-acre area which is surrounded by abundant open space that would allow wildlife movement. Therefore, construction activities or ongoing operations on the project site would not result in significant impacts on wildlife movement or habitat connectivity.

b, e, BIO-1 and BIO-2, Less than Significant with Mitigation.

As shown in the Land Use Figure LU-1, Section K, the project areas of disturbance (restroom building site, retaining wall and v-ditch, asphalt replacement area, food truck parking and alternative snack bar building site, as well as the Beach House demolition site, and grading of the emergency access ramp to the beach) are located within the 25-foot ESHA policy setbacks for

the sensitive habitat. As detailed in Section K, GP/CLUP Policy CE 1.7 provides that uses or development dependent on and compatible with or that maintain such resources shall be allowed within ESHAs or their buffers if there is no feasible alternative that can eliminate all impacts. The Assessment, Supplement, and peer review concur the new restroom building will be located within the 25-foot coastal sage scrub ESHA buffer, which is already within disturbed, developed, landscaped, and cleared to maintain emergency access areas. The Supplement further concludes that the currently proposed location of the new restroom building, including the snack bar building site option, would not result in significant impacts to ESHA. The vegetation type in this disturbed location is California sage scrub, which according to the Supplement, would not qualify as ESHA unto itself due to its common presence along the coast and thereby not require a buffer (Dudek, 2019). The Supplement notes GP/CLUP Figure 4-1, Special Status Species and Habitats, does not include the East Terrace Hillside as ESHA.

After assessing numerous locations along the westside of the emergency road and immediately northeast of the existing Beach House, the currently proposed project location was selected as the best location to avoid City designated ESHA. As such, a buffer reduction consistent with Policy 1.7 to accommodate the replacement facilities location adjacent to the emergency access road at the base of the eastside hill was recommended in both the Addendum and Supplement. As such, pursuant to City Threshold BIO-2, the project's reduced size and location in an already disturbed area near the beach are consistent with GP/CLUP policies and the original hotel conditions of approval.

Project construction although temporary, may include increased vehicle and truck traffic, noise, vibrations, accidental oil or fuel spills, and other construction related short-term impacts to biological resources in areas immediate to the project site, and could result in direct or indirect significant impacts to sensitive biological resources or ESHA. Therefore, Mitigation Measure BIO-2 requires that construction vehicle maintenance and fueling occur offsite. Additionally, temporary protective fencing of designated ESHA areas, including the emergency ramp to the beach will be required during construction, demolition and removal of the revetment, which will ensure potential impacts to restored areas of native vegetation and ESHA will be less than significant.

Pursuant to checklist item b and City Threshold BIO-1, the existing Beach House will be removed from the setbacks of two ESHA types (beach/shoreline and coastal sage scrub). Restoration of this location, at least partially to native habitat, will improve habitat values (Dudek, 2019). Consistent with checklist item e, the new restroom building and food truck site, (inclusive of an area for the snack bar building option), and overall footprint reduction in proximity to the shoreline, were chosen in with consideration of GP/CLUP and Coastal Act policies requiring avoidance of resources. This approach is consistent with GP/CLUP policy, which require new development to be sited to avoid impacts to designated ESHA while remaining in compliance with GP/CLUP Policy LU 9.1. This project also conforms with the hotel use permit conditions requiring recreation support services be provided in this location. Therefore, due to the project's limited scale and that no special-status species are known to occur within the already disturbed area, the project will not affect the availability of food, shelter, nesting, or species movement between other habitats. Since temporary construction could impact adjacent habitat, implementation of Mitigation Measures BIO-2 and BIO 3 would ensure that construction related impacts to ESHA, and species would be less than significant.

c. Less than Significant with Mitigation. The emergency permit for the project anticipated use of heavy equipment on the beach for placement and removal of the temporary revetment and requires resource protective procedures and biological monitoring during all project phases that

would have a potential direct or indirect impact on state or federally protected waters. Mitigation Measure BIO-3 requires that construction, demolition, and use of construction equipment on the beach be monitored for removal of the temporary revetment and will be limited to periods of low tide, using well-maintained equipment, fencing of sensitive adjacent areas including areas adjacent to Tecolote Creek will be conducted in the presence of a City approved and qualified biological monitor. The project, with Mitigation Measure BIO-3 implemented would not result in a substantial adverse effect on state or federally protected wetlands along Tecolote Creek or the beach, and therefore, will have a less than significant impact through direct removal, filling, hydrological interruption, or other means on protected wetlands.

f. Less than Significant. As described above, the project would be consistent with local policies that protect biological resources. The project site in consideration of checklist item f is not within the coverage area of any approved federal, state, or local Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the project will not have a significant impact on such plans.

iv. Cumulative Impacts

Implementation of Mitigation Measures BIO-1, BIO-2, and BIO-3 requiring replacement of trees to be removed, a nesting bird survey, and fencing of sensitive ESHA prior to construction are required. Monitoring prior to construction will ensure that the project's impacts to potential raptor or migratory bird nesting sites during construction would be mitigated to less than significant levels.

All project-related alterations of existing development at the project site will be required to protect ESHAs and their associated buffer areas to the extent feasible as required by policies set forth in the Conservation Element. Because construction would pose only a short-term impact to potential raptor nesting sites during the limited 6-month construction period, the project contributions to cumulative construction-related impacts would not be significant. Implementation of Mitigation Measure BIO-3 will ensure that designated ESHA adjacent to construction and demolition areas are fenced for protection and will be monitored during these phases to ensure impacts to these areas are avoided. No project component would result in causing a significant impact to biological resources that would be cumulatively considerable during project operation as uses would be similar to those currently existing. Therefore, the project's contributions to cumulative impacts to biological resources would be less than significant.

v. Required Mitigation Measures

The following mitigation measures shall be required of the project to ensure previous condition compliance and that potential impacts are reduced to less than significant. The applicant has agreed to incorporate these mitigation measures into the project.

Mitigation Measure BIO-1: Tree Replacement. All Monterey cypress trees to be removed during implementation of the project shall be identified on the building plans and replaced in kind with minimum 10-gallon size replacement trees. The replacement planting shall be located within close proximity to the existing Monterey cypress grove and selected by a certified arborist or with a suitable native tree species selected by the City Planning and Environmental Review Department at a 1:1 ratio consistent with the City of Goleta requirements for tree replacement planting. Tree health shall be monitored, and survival shall be ensured at a rate of 100% for the life of the project.

Plan Requirements and Timing: The tree replacement planting locations and species must be depicted on final building plans and approved by the Planning and Environmental Review Director, or designee, prior to the issuance of Grading/Building permits. Funding off tree health and monitoring services and of tree health will be included in the hotel permit conditions.

Monitoring: The monitoring biologist and compliance monitor shall perform site inspections throughout the construction phases.

Mitigation Measure-BIO-2: Nesting Birds. At the permittee/applicant's expense, a City-approved biologist shall be retained to conduct a survey to determine if nesting birds exist on the project site. The survey must be conducted prior to commencement of any demolition, grading, and/or construction activities. The survey must establish the breeding and roosting status of any nesting birds found throughout the subject property and adjacent trees and designate a 300-foot buffer from any nest if found. The survey must include recommendations to minimize impacts to nesting birds during construction, including but not limited to, imposing setbacks, installing fence protection, and restricting the construction schedule. The survey must take into account expected increases and decreases in nesting birds over the construction period and must include a map showing known roosting and nesting sites. Construction within the 300-foot buffer must be avoided during the bird nesting season (e.g., February 1st through August 31st). In addition, construction must not occur until the City-approved biologist has notified the City in writing that all young birds have successfully fledged, and the nests are no longer active.

Plan Requirements and Timing: The 300-foot buffer(s) must be shown on all final grading, drainage, and construction plans where applicable. The survey must be conducted no more than 14 days prior to commencement of any demolition, grading, and/or construction activities. Survey conclusions must be reviewed and approved by the Planning and Environmental Review Director, or designee, prior to the issuance of Grading/Building permits.

Monitoring: The Planning and Environmental Review Director, or designee, will review any biological reports in consultation with any resource/trustee agency as needed, as well as conduct periodic site inspections to verify compliance with survey recommendations in the field.

Mitigation Measure BIO-3: Biological Monitoring, Equipment Maintenance, Protective Fencing and Signs. All construction fleet vehicles and equipment shall be inspected, lubricated, and fueled at designated staging areas ensuring such materials are contained and disposed at approved waste facilities. Construction staged from the beach shall not coincide with high tides. At the permittee/applicant's expense, all construction and demolition activities adjacent to or within ESHA setbacks shall only be conducted under supervision of a City approved biologist who shall survey the site and direct placement of habitat protective fencing and signs prior to commencement of each construction phase. All equipment and vehicles shall be inspected prior to accessing the beach and fencing and signs placed clearly separating construction areas from public and emergency access areas. The monitoring biologist shall have the authority to stop construction should a potential for an impact to habitat or important species be deemed imminent.

All ESHA shall be fenced with a fencing type and in locations acceptable to City planning staff and the biological monitor. Public and emergency access to the beach and temporary restrooms, if necessary, must be provided during all project phases along with directional signs to ensure that beach users do not stray into habitat or construction areas.

Plan Requirements: Prior to issuance of a Grading Permit an equipment list and maintenance plan and fencing and sign plan identifying placement and post-construction removal of all fencing and temporary construction signs must be submitted to the City Planning and Environmental Review Department for approval. All ESHA locations to be protected and placement of construction fencing, and temporary signs shall be shown on all Grading and Building plans.

Timing: All required fencing and signs shall be installed prior to any earth movement.

Monitoring: The monitoring biologist and compliance monitor shall perform site inspections funded by the Applicant/Permittee throughout the construction phase.

vi. Residual Impacts

With implementation of Mitigation Measures BIO-1, BIO-2, and BIO-3 residual project impacts on biological resources during construction would be less than significant because construction would not occur within 300-feet of nesting birds. Further, wildlife movement through the area will be accommodated by adjacent open space areas and fencing and monitoring would ensure construction would not inadvertently intrude into immediately adjacent sensitive ESHA. Once construction is complete, no significant contribution to cumulative biological resource impacts will occur with the ongoing day-to-day operations of the project site which would return to current levels.

E. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in section 15064.5?			X		
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5?		X			
c. Disturb any human remains, including those interred outside of dedicated cemeteries?		X			

This section incorporates the analysis, findings, and recommendations in the *Phase I Archaeological Report for the Bacara Beach Facilities Project* (Dudek, February 2019) and the *Final Extended Phase I Archaeological Report for the Bacara Beach Facilities Project* (Dudek, January 2020). The Archaeological Report and the Extended Phase I were peer reviewed by Applied Earthworks (August 21, 2018). Tribal Cultural Resources are further addressed in Section R below.

The cultural resources investigation included an archaeological site records and literature search, Native American Heritage Commission (NAHC) Sacred Land Files search request and an intensive surface survey of the entire project site area, pursuant to Santa Barbara County Cultural Resources Guidelines that are part of the City of Goleta Environmental Review Guidelines, Adopted by Resolution No. 08-40, August 19, 2008. Due to confidentiality requirements, all archaeological reports are maintained in confidentiality at the City Planning and Environmental Review Department and may be accessed only upon a demonstrated need.

i. Existing Setting

Prehistoric and Ethnohistoric Setting

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

As provided in the City's General Plan/Coastal Land Use Plan Final Environmental Impact Report (GP/CLUP FEIR) Section 3.5, Cultural Resources, the City is known to contain prehistoric,

ethnographic, historical and paleontological resources. GP/CLUP FEIR, Figure 3.5-1, Historic Resources, shows areas containing sensitive historic/cultural resources, identifying 46 historic resource locations. The first European contact to the Santa Barbara coastal region was by Portuguese explorers in 1542, followed by the Spanish in 1602. At the time of this first European contact in 1542, the Goleta area was occupied by a Native American group speaking a distinct dialect of the Chumash Language (GP/CLUP FEIR). This group later became known as the Barbareño Chumash. The Chumash were hunters and gatherers who lived in areas surrounding the much larger prehistoric Goleta Slough. The prevalent Chumash population at the time of Spanish contact had at least 10 Chumash villages in the Goleta Area.

Project Area Setting

Ethnohistory

Occupation of Tecolote Canyon dates to the Early to Late Holocene with the most extensive occupation occurring from 300 B.C. to European contact. The series of villages located at lower Tecolote Canyon at the mouth of Tecolote Creek were known as Hel'apunitse, Chumash for the shovelnose guitarfish. The cultural remains discovered during contemporary times include houses, cemeteries, sweat lodges, dance floors and various other community activities indicative of a significant population. The Chumash utilization of the areas appears to have been diverse, sustained and intense especially during the Late Holocene (Erlandson 2008).

Prior to development of the project parcels for the hotel, the site was used extensively for agriculture, then oil and gas development. The project site included oil infrastructure (piers, wells, storage tanks, pipelines, sumps, and related buildings) to support near and offshore oil and gas exploration and extraction remains of oil and gas infrastructure remain buried at the project site and along the shorefront as shown in Section 7. Project Description, Figure 5.

The proposed project site is the near the existing site of the Beach House, currently used as a snack bar, recreation rentals, restrooms, picnic areas, and outdoor showers. The Beach House building was proposed as part of the original hotel development and such a facility is required by a condition of Conditional Use Permit (86-DP-46), which the current Ritz Carlton, Bacara Hotel must comply with. As part of the original development, the entire project site was graded, including the current project location for the proposed restroom building.

ii. Thresholds of Significance

In order for a resource to be a significant historical resource pursuant to CEQA, it must meet one of the four significance criteria listed in CEQA Guidelines section 15064.5(a)(3)(A-D) and retain physical integrity.

The four significance criteria applied to cultural and historical resources are:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. 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
4. Has yielded, or may be likely to yield, information important in prehistory or history

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

Previous Environmental Review

The original Hyatt Resort Hotel (hotel) Final Environmental Impact Report (FEIR) (84-EIR-5) determined that the hotel project would have the potential to disturb burial sites and areas near burial sites would conflict with values the Native American Community. As part of the mitigation for Tribal concerns related to the hotel project, suggested measures were a No Project Alternative, or requirements for the presence of a Native American monitor during construction and protection of burial sites from looters. The FEIR required that the applicant meet with the representatives of the United Chumash Council in existence at that time to discuss mutually agreeable measures. The City's GP/CLUP FEIR analyzed the potential cultural resources impacts associated with buildout of the land uses in the GP/CLUP, including the current visitor serving use of the site. The analysis of the proposed project focuses on any potential for the project to create any new impact not anticipated by prior environmental analyses or exacerbate any previously identified impacts.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. Less than Significant. The existing Beach House that is proposed to be demolished was constructed in 2000 and is not listed on the California Register of Historic Resources (CRHR) Santa Barbara County Historic Resources list or within the City's GP/CLUP (Section 6, Cultural Resources, Table 6-1). As the existing building to be demolished is not designated by the State Parks or the City as a historic resource, there will be a less than significant impact.

b, c. Less than Significant with Mitigation. As discussed in Section G. Geology and Soils, the underlying geology of the project site is comprised of alluvium and colluvium consisting of poorly consolidated silt, sand, and gravel deposits of modern drainages and piedmont alluvial fans on floodplains. Exposed thickness is generally less than 10 meters (approximately 32.8 feet).

The new bathroom site is located near the transition between the alluvium (Qac) upper Pleistocene and colluvium of the Tecolote Creek watershed and the Middle Shale Unit (Tmm) (upper and middle Miocene) underlying the base of the slope and bluff face. The project has a remote potential, due to limited excavation, to encounter paleontological resources deposited during the Holocene epoch.

In November 15, 2017, a search was conducted with the California Historical Resources Information System (CHRIS) at the Central Coast Information Center (CCIC), located on the campus of University of California, Santa Barbara. The search included any previously recorded cultural resources and investigations within a 0.5- mile radius of the project area. The CHRIS search also included a review of the National Register of Historic Places (NRHP), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list (Dudek, 2018).

According to the Extended Phase 1 investigation/report, no previously recorded cultural resources were identified within the proposed project site by the CCIC records search. However, one prehistoric archaeological site is within proximity (32 feet) to the project site. Fifteen previously recorded prehistoric cultural resources were identified within a 0.5-mile-radius of the project site.

The subsurface testing plan presented to the City of Goleta was developed in a manner that would allow a comprehensive understanding of the project site by conducting subsurface testing within the site and within areas of exposed ground existent immediately adjacent to the current Beach Facilities. All excavations were conducted by Dudek Archaeologists Heather McDaniel McDevitt, M.A., RPA, and associates. All excavations were monitored by Chumash observer Chris Unzueta (Dudek, 2020).

The subsurface testing efforts conducted for this investigation revealed that CA-SBA-72 does not extend into the project site located within the western portion of the existing emergency access road. Secondary deposits of materials from CA-SBA-71, potentially caused by erosion down slope, exist within the eastern portion of the emergency access road nearest the proposed location of the new beach facilities structure and the proposed grading improvement of the beach access ramp.

The Extended Phase I concluded pursuant to checklist item b, that the proposed project site improvement area has been subjected to extensive and significant ground disturbances since at least 1929. These disturbances include road grading, construction of structures and installation of subsurface oil pipelines and utilities. The Extended Phase I also concluded the proposed project has been designed to avoid and minimize ground disturbance to the extent feasible (Dudek, 2020). These design elements include:

1. Demolition of existing beach house facility foundation and surrounding pavement to the extent that only the building and foundation will be removed;
2. No grading or scarification will occur in demolition area; and
3. Prior to habitat restoration landscaping, geotech fabric will be placed throughout the restoration area followed by 4 inches of indicator soils and 4-14 inches of fill soils. The total depth of the fill materials will extend deeper than the proposed depth of landscaping.

Implementation of Mitigation Measures CUL-1 through CUL-4 regarding monitoring during ground disturbance, installation of fencing, signs, and plants, and the treatment of human remains are proposed below. The potential impact on cultural resources would be less than significant with the incorporation of these mitigation measures, to which the applicant has agreed.

iv. Cumulative Impacts

Consistent with GP/CLUP FEIR findings, potential project related contributions to cumulative impacts to yet to be discovered cultural and historical resources impacts in the incorporated City of Goleta are reduced to less than significant by implementation of resource protective construction monitoring and treatment of remains in Mitigation Measures CUL-1 through CUL-4. Additionally, CEQA requires tribal consultation, which ensures that each project is carefully reviewed with input from tribes that may provide information on tribal resources.

v. Mitigation Measures

The following four (4) mitigation measures shall be implemented during construction throughout the entire site to address the potential for encountering archaeological, cultural, historical, and human remains during ground disturbance. The applicant has agreed to incorporate these mitigation measures into the project.

Mitigation Measure CUL-1: A City-qualified archaeologist and Chumash observer must monitor all initial (first movement of soils within each ground disturbance location at complete horizontal and vertical extents) ground disturbances throughout the proposed Project site to ensure that prehistoric materials important to the Native American community are identified and assessed consistent with City of Goleta Cultural Resources Guidelines. In the unlikely event human remains are encountered during grading, excavation must be immediately suspended, and the protocol identified in CEQA Guidelines section 15065.4(e) and the State Public Resources Code section 5097.98 shall be followed. Any diagnostic prehistoric artifacts that are identified must be recovered and either curated at the Repository for Archaeological and Ethnographic Collections located at University of California, Santa Barbara or reburied at a location determined through consultation between the City of Goleta and tribal representatives.

Timing: This requirement must be printed on all plans submitted for any land use, building, grading, or demolition permits. Before the City issues permits for any ground disturbance, the Applicant/Permittee must provide the City Planning and Environmental Review Director the contact information of the Chumash consultant and the agreed upon procedures to be followed. If 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/Permittee, 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/Reporting Party(ies): 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.

Mitigation Measure CUL-2: Within the proposed restroom/shower facility disturbance footprint, a precautionary excavation will occur as follows to determine absence/presence of cultural material from the depth of 200 cm (6.6 ft.) to 274 cm (9 ft.):

- a. All movement of soils within the proposed restroom/shower facility footprint must be observed by a City-qualified archaeologist and a Chumash observer.
- b. Once the ground disturbances have reached 200 cm (6.6 ft.), all mechanical activities must halt.
- c. A qualified archaeologist, observed by a Chumash monitor, will then excavate two shovel test pits (STPs) (25 x 50 cm) at opposite portions along the length of the facility footprint (approximately 30 ft. apart and to the proposed excavation depth of 274 cm (9 ft.) below ground surface (bgs). This will require the STPs to be excavated to a depth of 74 cm (2.4 cm). All excavated soils must be screen through 1/8-inch screen.
- d. If cultural material is discovered, further study may be required as outlined in the CMTP.
- e. Installation of protective fencing, signs, and Artemisia plants along the east hillside slope.

Timing: This requirement must be printed on all plans submitted for any land use, building, grading, or demolition permits. The Applicant/Permittee must enter into a contract with a City-approved archaeologist and Applicant/Permittee-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 Land Use Permit (LUP). 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 LUP issuance for grading.

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

Mitigation Measure CUL-3: A Construction Monitoring and Treatment Plan (CMTP) must be developed by a qualified archaeologist and authorized by the City of Goleta Environmental Director (or representative) prior to any ground disturbance. The CMTP must include the following:

- a. Methodology and Testing Plan for the additional excavations to occur within the restroom/shower facility;
- b. Treatment Plan for any cultural material encountered both as a result of the additional excavations and monitoring efforts;
- c. Qualifications of both archaeologist and Chumash observer; and
- d. Contact Protocol Requirements/instructions for preconstruction meeting.
- e. Should any tribal artifact be discovered, all tribes on the Native American Heritage Commission (NAHC) Tribal Consultation List, as well as the Barbareño Band of Chumash Indians and any tribes who have expressed interest regarding the project will be notified.

Timing: The contract for a CMTP of the entire site during construction, including identification of the City-qualified archaeologist and Chumash Native American observer, shall be submitted to the City for review and approval prior to and as a condition precedent to issuance of any Land Use Permit for the project. The CMTP shall be written in consultation with the tribal leaders/representatives and approved by the City of Goleta.

Monitoring/Reporting Party(ies): The Planning and Environmental Review Director, or designee, shall verify compliance before issuance of the Land Use Permit and shall periodically perform site inspections to verify compliance with the approved work program.

Mitigation Measure CUL-4: A brief pre-construction workshop must be conducted by a City-qualified archaeologist and a Chumash observer. Attendees must at the least include construction supervisors and equipment operators. The workshop should include the following topics:

- a. Types of archaeological artifacts that may be found during construction of the proposed project;
- b. Examples of common archaeological artifacts to examine;
- c. Prohibited activities, including unauthorized collecting of artifacts;
- d. Procedures to follow if cultural materials and human remains are encountered; and
- e. Installation of protective fencing, signs, and Artemisia plants along the eastern hillside slope.

Timing: This requirement must be printed on all plans submitted for any land use, building, grading, or demolition permits. The Applicant/Permittee must enter into a contract with a City-

approved archaeologist and Applicant/Permittee- 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 Land Use Permit (LUP). 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 LUP issuance for grading.

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

vi. Residual Impacts

With mitigation measures CUL-1 through CUL-4 implemented, the project would result in less than significant impacts to cultural resources.

F. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X	

i. Existing Setting

Energy is provided by the Southern California Gas Company and by Southern California Edison (SCE). In addition to electrical distribution lines, several SCE substations are located within the city, including the Hollister Avenue and Glen Annie substations. The only electrical generating station in the city is Reliant Energy's "peaking station" on Las Armas between Hollister Avenue and the railroad tracks, which generates electrical power only during emergencies and peak-use periods.

Regulatory Setting

The City of Goleta General Plan/Coastal Land Use Plan (GP/CLUP) Conservation Element Implementation Action 5 (CE-IA-5) and 2014 Climate Action Plan Energy Efficiency Action Plan (CAP) identifies measures to effectively meet State of California established greenhouse gas (GHG) reduction targets and energy efficiency goals, as articulated in Assembly Bill 32 (AB 32) and the California Public Utilities Commission's (CPUC) Long-Term Energy Efficiency Strategic Plan and implemented in the California Building Code Titles 20 and 24.

Baseline Project Energy Use

The project site is developed with the existing Beach House with existing snack bar. The current uses at the site were developed with approval of 86-DP-46 and 97-CDP-078 by the County prior to incorporation by the City and CDP-85-343 by the California Coastal Commission (CCC). Energy use at the site was estimated as part of the air quality modeling using CalEEMod Version 2016.3.2 utilizing California Energy Commission (CEC) California End Use Survey Results (CEC, 2016).

ii. Thresholds of Significance

Thresholds of significance for energy use have not been established in the City's Environmental Thresholds and Guidelines Manual. The project would be expected to have a significant impact on energy use if it demonstrably resulted in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation or conflict or obstruct a plan for renewable energy or energy efficiency as discussed in the CEQA Guidelines Appendix G Checklist above.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b. No Impact The energy analysis for this project is based on an analysis of energy use for all project phases and components, including transportation-related energy, during construction and operation as modelled using the CalEEMod V. 2016.3.2. The project is expected to utilize electricity, natural gas, and diesel and gasoline fuels as energy during the primary construction and demolition of the existing storm damaged 3,675 square foot (SF) Beach House building. During operation, the project site would be reduced from its baseline to use of an electric food truck that is recharged at the hotel nightly and the new 325 square foot (SF). CalEEMod V. 2016.3.2 estimates the baseline, construction, and annual operational energy use of the project's components to assess the air quality and greenhouse gas emissions of the project. The results of the modeling are provided in Attachment D.

The project will result in more efficient energy use of the existing onsite structures in two primary ways in consideration of checklist items a and b above. First, the project will result in an increase in energy efficiency with the removal of the 3,675 square foot (SF) Beach House building (snack bar, recreation rental, and restrooms) and replacement with an electric food truck and a 325 SF restrooms/showers building. The Beach House building that currently houses the existing uses were built in 2000 and prior to adoption of current energy efficient building requirements. Secondly, the new construction will be required to incorporate existing energy and water efficient fixtures and equipment required by the California Building Code. Additionally, the CalEEMod V. 2016.3.2 modeling included construction and operation of a 282 SF snack bar building as an alternative to the food truck. The alternative building is assumed to operate with electricity and natural gas as energy sources.

After elimination of the older less efficient Beach House building and the use of an electricity powered food truck or construction and use of an alternative 282 square foot snack bar building and reduced in size restrooms/showers building, the site will become operationally more energy efficient. The project would also be required to be consistent with the CPUC Long-Term Energy Efficiency Strategic Plan as implemented in the California Building Code (CBC). All project construction components must comply with the CBC prior to issuance of building permits by the City and the City reach code. Therefore, the project will result in no energy impacts.

iv. Cumulative Impacts

Eliminating the use of older less efficient building and maximizing use of the electric food truck, or new proposed buildings, the project would have a less than significant cumulative impact due to gains in energy efficiency and the reduction in energy footprint. The project would also be consistent with the CPUC Long-Term Energy Efficiency Strategic Plan as implemented in the California Building Code, resulting in a less than significant impact.

v. Required/Recommended Mitigation Measures and Residual Impacts

No energy efficiency mitigations impacts or residual impacts are identified and therefore, no mitigation is necessary.

G. GEOLOGY AND SOILS

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

This analysis incorporates the information in the *Removal of Temporary Shoreline Protection at the Bacara Beach House, Coastal Bluff Failure and Retreat Bacara Resort and Spa Goleta*, California, Campbell Geo Inc., May 18, 2016 (Attachment G-1); the *Geotechnical Engineering Report, Ritz Carlton Bacara Beach House Relocation*, 8301 Hollister Avenue, Goleta, California, Earth Systems Pacific, May 11, 2018 (Attachment G-2); *Third Party Review*; and *Response to Third Party Geotechnical Review Comments*, Earth Systems Pacific, February 20, 2019 (Attachment G-3);. These documents collectively comprise Attachment G to this Initial Study.

i. Existing Setting

The underlying geologic structure of the proposed project site at the existing Beach House is comprised of alluvium and colluvium (Qac) (Holocene and upper Pleistocene) consisting of poorly consolidated silt, sand, and gravel deposits of modern drainages and piedmont alluvial fans on floodplains. Exposed thickness is generally less than 10 meters (approximately 32.8 feet). The new bathroom site located near the transition between the alluvium and colluvium of the Tecolote Creek watershed and the Middle Shale Unit (upper and middle Miocene) (Tmm). The site is in Tecolote Canyon, an incised valley that was eroded into bedrock of the Monterey formation, and subsequently infilled with alluvium as the local base level (sea level) rose following the last glaciation. The strata beneath the site are anticipated to be undocumented fill over alluvium, with Monterey formation bedrock at an undetermined depth (Earth Systems, February 20, 2019).

The proposed new bathroom site (and alternative snack bar) is located at the western base of a steep hill that rises from an elevation of approximately 25 feet to approximately 102 feet above sea level at the crest/terrace of the hill. The alluvial soils on the project site (east of Tecolote Creek) are (GdA) Goleta loam, 0 to 2% slopes underlain by Pleistocene alluvium according to the U.S Department of Agriculture, Natural Resources Conservation Service (NRCS) soils survey (NRCS, 1981, 2009). In the area where the project is proposed, the ground generally drains downslope from the north to the adjacent Pacific Ocean. Over the entire site there is approximately elevation range of approximately 20 feet starting from the approximate location of the temporary emergency revetment on the beach to the edge of the approximate extent of grading near the northernmost project site extent near the new bathroom site (8 feet to 28 feet).

Overall, the project site is located in a seismically active region of Southern California that has experienced ground motion in response to earthquakes in the past. All of the City of Goleta is located within Seismic Zone D as designated by the California Uniform Building Code.

ii. Thresholds of Significance

A significant impact on geology/soils would occur if the proposed project resulted in any of the impacts noted in the above checklist. The City's *Environmental Thresholds and Guidelines Manual* stipulates that a proposed project would result in a potentially significant impact on geological processes if,

Threshold GEO-1. the project, and/or implementation of required mitigation measures, could result in increased erosion, landslides, soil creep, mudslides, and/or unstable slopes.

In addition, impacts related to geology have the potential to be significant if the project involves any of the following characteristics:

Threshold GEO-2. The project site or any part of the project is located on land having substantial geologic constraints, as determined by the City of Goleta. Areas constrained by geology include parcels located near active or potentially active faults and property underlain by rock types associated with compressible/collapsible soils or susceptible to landslides or severe erosion.

Threshold GEO-3. The project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1 vertical.

Threshold GEO-4. The project proposes construction of a cut slope over 15-feet in height as measured from the lowest finished grade.

Threshold GEO-5. The project is located on slopes exceeding 20% grade.

The Hyatt Resort Hotel (hotel) Supplemental Final Environmental Impact Report (FEIR) (84-EIR-4) identified geologic hazard potential at the east hill terrace from slopes exceeding 20% slope and soils with liquefaction potential along the valley/ beach terrace. The City of Goleta General Plan/Coastal Land Use Plan (GP/CLUP) FEIR analyzed the potential aesthetics impacts associated with buildout of the land uses in the GP/CLUP, including the visitor serving use of the site.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

As the low dunes and adjacent terrace has retreated, abandoned in place oil and gas pipelines have been exposed near the Beach House. These pipes are currently being removed as part of a program managed by the California State Lands Commission and the City.

a, c, GEO-1, GEO-2. Less than Significant. There are no Alquist-Priolo mapped earthquake faults or zones identified on the project site or in the immediate project area. However, pursuant to checklist items a and c, and Threshold GEO-2, the closest faults that could cause potential substantial adverse ground shaking effects onsite include several nearby faults including the Eagle/Glen Annie Fault located approximately 0.7 mile north of the site, the El Encanto Fault approximately 0.7 mile northeast of the project site, the Dos Pueblos Fault located approximately 1.2 miles north of the project site, and the Carneros Fault approximately 1.9 miles north of the project site (U.S. Geological Survey, 2009; GP/CLUP Figure 5-1, Geologic Hazards Map dated November 2009).

As strong ground shaking during seismic activity is a hazard common to the entire City and most of Southern California, there is no substantially greater risk to the subject property than groundshaking in the event of an earthquake along a nearby fault. The project will be subject to the adopted City building standards require the project grading and building plans to comply with the seismic safety standards of the California Building Code (CBC), which is incorporated into the Goleta Municipal Code. The CBC includes excavation and re-compacting measures to ensure structural stability in the event of a seismic event.

The topography of this coastal site is characterized by incised alluvial canyons with unconsolidated soils with liquefaction potential during seismic events and low to moderately steep hills with a moderate landslide potential, as cited by checklist item c and Thresholds GEO-1 and GEO-2 above (GP/CLUP Figure 5.1, Geologic Hazards Map dated Nov. 2009). A potential therefore exists for a landslide occurring due to construction activities occurring on unconsolidated soils at the toe of the East Hillside which is over 20% slopes. To address this potential, the project Applicant/Permittee's engineer has proposed that a low retaining wall and concrete drainage v-ditch to protect the project the new restroom building and drain the site. The retaining wall and ditch would be extended to encompass the additional snack bar building should it be selected as an alternative to the food truck. The potential for the project to exacerbate this existing hazardous slope, drainage, and liquefaction by constructing buildings on unconsolidated soils will be ameliorated by construction techniques. The preliminary soils report recommends excavating to

8 feet to establish the building foundation. The final foundation soils report will be refined once the details regarding the foundation are known as part of the building permit process.

As part of the City's standard conditions of approval for projects of this nature, the applicant is required to submit a soils and geotechnical report to the City that details compliance with City standards for grading and construction of the new restrooms and alternative snack bar building, if chosen for construction, and demolition of the existing Beach House. The soils and geotechnical report are required to be prepared by a licensed certified geotechnical engineer and reviewed by the City Building and Safety Department to minimize risks associated with soil stability prior to issuance of necessary permits for construction and demolition. Compliance with City standards for preparation of soils and geotechnical reports will ensure the report includes the appropriate structural-design parameters for the beach amenities including soils compaction ratios and for construction of the foundation and building structural components to address potential hazards from liquefaction and/or seismic-related settlement during implementation of the project. Therefore, implementation of City standard conditions of approval for soils and geotechnical reports will ensure proper soils and geotechnical engineering design in accordance with the current City and California Building Code and that the potential impacts associated with liquefaction, seismic activity or unstable slopes and soils would be less than significant.

b, GEO-1, GEO-3, GEO-4, GEO-5. Less than Significant. The proposed project would be located on a substrate of compacted alluvium that has been disturbed and used for landscaping materials storage and parking adjacent to an asphalt paved emergency access road concrete which has relatively flat southward sloping topography. Grading/excavation to accomplish the project would be minimal, with an estimated earthwork quantity that includes 130 Cubic Yards (CY) of cut, 475 CY of fill and 345 CY of soil proposed to be imported by the project applicant, from an unknown location. Minor landscaping areas will be included as part of the new project and an approximately 6,500 square foot habitat restoration will occur (location of the soon to be former Beach House). The proposed project would not result in substantial soil erosion, result in cut slopes exceeding 1.5 horizontal to 1 vertical, or 15 feet in height, result in slopes exceeding 20% grade or cause a loss of topsoil that would result in a potentially significant geologic impact given the size, location, and nature of the project. As such, impacts would be less than significant.

d, f Less than Significant. The underlying geologic structure of the proposed project site at the existing Beach House is comprised of alluvium and colluvium (Qac) (Holocene and upper Pleistocene) consisting of poorly consolidated silt, sand, and gravel deposits of modern drainages and piedmont alluvial fans on floodplains. Exposed thickness is generally less than 10 meters (approximately 32.8 feet) (Earth Systems, February 20, 2019). All new construction is required to adhere to local, state, and federally mandated grading and construction requirements, including but not limited to the California Building Code and City ordinances and engineering standards. Additionally, the City GP/CLUP EIR Figure 3.6-4, Topography and Landslides, identifies the project site as having a low and very low landslide potential (GP/CLUP EIR 2009). Structural engineering and foundation reports are required to be provided by a licensed certified geotechnical engineer and reviewed by the City Building and Safety Department to minimize risks associated with soil stability prior to project approval and construction. Therefore, through existing regulatory processes, standard conditions, and City policies, potential impacts related to unstable or expansive soils on the project site would be less than significant.

As discussed in Section E, Cultural Resources, the underlying geology of the project site is comprised of alluvium and colluvium consisting of poorly consolidated silt, sand, and gravel deposits of modern drainages and piedmont alluvial fans on floodplains. Exposed thickness is

generally less than 10 meters (approximately 32.8 feet). The new bathroom site is located near the transition between the alluvium (Qac) upper Pleistocene and colluvium of the Tecolote Creek watershed and the Middle Shale Unit (Tmm) (upper and middle Miocene) underlying the base of the slope and bluff face. The project has a remote potential, due to limited excavation, to encounter paleontological resources deposited during the Holocene epoch. Monitoring of ground disturbance by a qualified archaeologist as required by Mitigation Measure CUL-1 would ensure that any prehistoric paleontological resources encountered during construction be recovered. Therefore, pursuant to checklist item f, impacts to paleontological resources would be less than significant.

e. Less than Significant. The project site contains existing connections to the Goleta West Sanitary District sewer system which will continue to be used. Pursuant to above checklist item e above, septic systems and drywells are not used on the property and are not planned to be used as the existing Beach House is connected to the sanitary sewer system and the new restroom/showers will continue to be connected to the existing Goleta West Sanitary District sewer system. The new connections will be installed to California Building Code standards. Therefore, no impact associated with geologic hazards related to the use of alternative wastewater would exist.

iv. Cumulative Impacts:

Cumulative development in the City would expose new residents and property to geologic and soil-related hazards in the area. However, such impacts would be addressed on a project-by-project basis through preparation of required soils and geotechnical engineering studies and adherence to the recommendations therein, as well as adherence to existing City and state regulations including the California Building Code. Because the potential impacts associated with the proposed project would be less than significant with compliance with City standard conditions of approval for all projects that require structural engineering and foundation reports are required to be provided by a licensed certified geotechnical engineer and reviewed by the City Building and Safety Department. Additionally, the risk to people is no different than is currently occurring at the existing Beach House recreational support facilities, as the new recreation facilities would have low occupancy. Therefore, the project's contribution to cumulative impacts would be less than significant.

v. Mitigation Measures and Conditions

Implementation of Mitigation Measure CUL-1 will ensure prehistoric paleontological resources encountered during implementation of the project will be preserved. No further mitigation measures are proposed or needed. However, the following standard condition of approval shall be required for the project.

1. Condition. Geotechnical and Soils Engineering Report. The Geotechnical Study (Earth Systems, May 11, 2018 and February 20, 2019). shall be reviewed by the City Building Department for use as the as-built geotechnical soils and engineering report. The report must include the results of all density testing and expansion testing, as well as a map showing the limits of grading and locations of all density tests. The recommendation of the Geotechnical and Soils Engineering Report must be incorporated into the Project's grading and building plans. The Geotechnical and Soils Engineering Report must meet the City of Goleta standards for engineering documents and address potential for liquefaction and/or seismic-related settlement

and identify appropriate structural-design parameters and soils compaction ratios to address potential geologic hazards.

This information must be printed on the grading and building plans and the grading and building plans must be submitted for review, and must receive approval, by the Planning and Environmental Review Director before the City issues grading and building permits.

The Project soils engineer must observe all excavations before placement of compacted soil, gravel backfill, or rebar and concrete and report observations to the City. The City will conduct field inspections as needed.

vi. Residual Impacts

Based on the above analysis and implementation of standard conditions of approval would avoid all potential project-specific or residual impacts on Geology and Soils by ensuring the City's adopted engineering standards for geotechnical and soils are implemented.

H. GREENHOUSE GAS EMISSIONS

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

This section incorporates results of air quality modeling utilizing the California Emissions Estimator Model (CalEEMod). CalEEMod was developed for the California Air Pollution Officers Association (CAPCOA) in collaboration with the California Air Districts. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects.

i. Existing Setting

Climate Change Background

Parts of the Earth's atmosphere act as an insulating "blanket" for the planet. This "blanket" of various gases traps solar energy, which keeps the global average temperature in a range suitable for life. The collection of atmospheric gases that comprise this blanket are called "greenhouse gases," based on the idea that these gases trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone (O₃), and chlorofluorocarbons (CFCs), all act as effective global insulators, reflecting visible light and infrared radiation back to earth. Most scientists agree that human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of these gases in the atmosphere. As a result, the Earth's overall temperature is rising.

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

- Rising sea levels along the California coastline;
- Extreme-heat conditions, such as heat waves and very high temperatures, which could last longer and become more frequent;
- Increase in heat-related human deaths, an increase in infectious diseases, and a higher risk of respiratory problems caused by deteriorating air quality;
- Reduced snowpack and stream flow in the Sierra Nevada mountains, affecting winter recreation and water supplies;
- Potential increase in the severity of winter storms, affecting peak stream flows and flooding;

- Changes in growing season conditions that could affect California agriculture, causing variations in crop quality and yield; and
- Changes in distribution of plant and wildlife species due to changes in temperature, competition from colonizing species, changes in hydrologic cycles, changes in sea levels, and other climate-related effects.

According to the US Environmental Protection Agency (EPA), a GHG is any gas that absorbs infrared radiation in the atmosphere. This absorption traps heat within the atmosphere creating a greenhouse effect that is slowly raising global temperatures. California law defines GHG to include the following: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆) (Health and Safety Code, section 38505(g)).

The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential (GWP), and is expressed as a function of how much warming would be caused by the same mass of CO₂. Thus, GHG emissions are typically measured in terms of pounds or tons of CO₂ equivalents (CO₂e) and are often expressed in metric tons of CO₂ equivalents (MT CO₂e) or millions of metric tons of CO₂ equivalents (MMT CO₂e).

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

Federal U.S. Environmental Protection Agency
California Air Resources Board
California Executive Order S-3-05
California Executive Order S-13-08
California Global Warming Solutions Action of 2006 (AB 32)
Senate Bill (SB) 97. SB 97 enacted in 2007
State of California Climate Change Proposed Scoping Plan
Senate Bill (SB) 375. SB 375
Santa Barbara County Air Pollution Control District (APCD)
2006 City of Goleta General Plan/Coastal Land Use Plan (GP/CLUP) Conservation Element
2014 City of Goleta Climate Action Plan
City of Goleta Energy Efficiency Standards (reach code)

The City's (GP/CLUP) Conservation Element Implementation Action 5 (CE-IA-5) and 2014 Climate Action Plan Energy Efficiency Action Plan (CAP) identifies measures to effectively meet State of California established greenhouse gas (GHG) reduction targets and energy efficiency goals, as articulated in Assembly Bill 32 (AB 32) and the California Public Utilities Commission's (CPUC) Long-Term Energy Efficiency Strategic Plan and implemented in the California Building Code Titles 20 and 24.

According to the CAP, energy consumption by the City's built environment will represent 43 percent community emissions in 2020. Implementation of measures reducing electricity usage and improving energy performance, therefore, are vital to the City's CAP. The CAP identifies 13 building energy measures (eight energy efficiency measures) with the goal of reducing GHG emissions through lower electricity and natural gas use. The measures include implementing the City's adopted "reach code" (November 2010) which requires new building efficiency 15 percent to "reach" beyond Title 24 building code energy efficiency measures, financing programs for both residential and commercial energy retrofits, urban forest management, programs for residential and commercial solar, and Community Choice Aggregation (CCA) to encourage use of renewable energy use and the resultant realization of a reduction in GHG.

ii. Thresholds of Significance

Consistent with recent case law, CEQA Guidelines section 15126.2(a) amendments clarify that an EIR shall focus analysis on the significant effects of a proposed project on the environment. The CEQA Guidelines section 15064.4 requires a lead agency to make a good-faith effort based, to the extent possible on scientific and factual data to describe, calculate, or estimate the amount of GHG emissions resulting from a project. They give discretion to the lead agency to determine whether to:

1. Quantify GHG emissions resulting from a project, and/or
2. Rely on a qualitative analysis or performance-based standards.

The State Natural Resources Agency adopted amendments to the CEQA Guidelines for GHG emissions that became effective on December 28, 2019. The CEQA Guidelines amendments provide regulatory guidance on the analysis of GHG emissions in CEQA documents.

The revisions to CEQA Guidelines section 15064.4(2)(b) clarify that in determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change.

A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions. The agency's analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. In addition, section 15064.4(b) in summary, states that a lead agency should consider the following factors, among others, when determining the significance of impacts from GHG emissions on the environment:

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

In determining the significance of impacts, CEQA Guidelines section 15064.4 (the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies

address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable. A lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from a project and has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently consider emissions.

A lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently account for the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the model or methodology selected for use.

Additionally, CEQA Guidelines section 15064.7(b) calls on Lead Agencies to establish significance thresholds for their respective jurisdictions. Lead agencies may also use thresholds on a case-by-case basis as provided in Section 15064(b)(2).

Currently, neither the State of California nor the City of Goleta has established CEQA significance thresholds for GHG emissions. Indeed, many regulatory agencies are sorting through suggested thresholds and/or making project-by-project analyses. This approach is consistent with that suggested by California Air Pollution Control Officers Association (CAPCOA) in its technical advisory entitled "CEQA and Climate Change: Addressing Climate Change Through the California Environmental Quality Act Review (CAPCOA; 2008):

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

In June 2010, the Bay Area Air Quality Management District (BAAQMD) became the first regulatory agency in the nation to approve guidelines that establish thresholds of significance for GHG emissions. Since adoption, the BAAQMD GHG thresholds have withstood legal challenge³. These thresholds are summarized in Table GHG-1 below.

³ On December 17, 2015, the California Supreme Court reversed the Trial Court ruling in the case *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369, and remanded the substantive question of whether the BAAQMD's 2010 Air Quality CEQA Guidelines were valid, back to the Court of Appeals for a decision. Since then, the BAAQMD published a new version of the Guidelines dated May 2017, which includes revisions made to address the Supreme Court's opinion. The GHG thresholds remained unchanged from the previous version.

Table GHG-1 Bay Area Air Quality Management District GHG Thresholds of Significance	
GHG Emission Source Category	Operational Emissions
Land Use Development Projects ^a	1,100 Metric Ton (MT) CO ₂ e/yr. or 4.6 MT CO ₂ e/SP/yr.
Stationary Sources ^b	10,000 MT CO ₂ e /yr.
Source: Santa Barbara County Planning & Development Department, ^a Land use development projects include residential, commercial, industrial, and public land uses and facilities. ^b SP = Service Population (residents + employees). ^c Stationary Sources include land uses that would accommodate processes and equipment that emit GHG emissions and would require an Air District permit to operate	

On June 10, 2010, the Santa Barbara County Planning & Development Department produced a memorandum “*Support for Use of Bay Area Air Quality Management District Greenhouse Gas Emissions Standards*,” which states, “While Santa Barbara County land use patterns differ from those in the Bay Area as a whole, Santa Barbara County is similar to certain Bay Area counties (in particular, Sonoma, Solano, and Marin) in terms of population growth, land use patterns, General Plan/Coastal Land Use Plan policies, and average commute patterns and times. Because of these similarities, the methodology used by BAAQMD to develop its GHG emission significance thresholds, as well as the thresholds themselves, have applicability to Santa Barbara County and represent the best available interim standards for Santa Barbara County.” In accordance with CEQA Guidelines section 15064.4(b)(2), and 15064.7(c), the City has consistently relied upon Santa Barbara County’s “*Support for Use of Bay Area Air Quality Management District Greenhouse Gas Emissions Standards*,” as the expert recommended methodology for establishing a threshold for analyzing the potential greenhouse gas impacts of a project.

The City of Goleta is located in Santa Barbara County and shares meteorological attributes, as well as similar land use patterns and policies, and thresholds deemed applicable in Santa Barbara County would also reasonably apply to projects within the City Goleta. Therefore, this analysis uses the BAAQMD/Santa Barbara County Interim Thresholds of Significance to determine the significance of GHG emissions related to this project, based on the 1,100 MT CO₂e/year or 4.6 MT CO₂e per service population per year threshold for commercial and residential land uses. There is no BAAQMD threshold of significance for construction emissions.

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

- A. Generates operational emissions in an amount more than 1,100 MT CO₂e/yr., and/or results in significant construction or operational GHG emissions based on a qualitative analysis.
- B. Fails to employ reasonable and feasible means to minimize GHG emissions in a manner that is consistent with the goals and objectives of AB 32.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b. Less than Significant. As discussed in Section F. Energy above, the energy analysis for this project is based on an analysis of energy use for all project phases and components, including transportation-related energy, during construction and operation as modelled using the CalEEMod V. 2016.3.2. The project is expected to utilize electricity, natural gas, and diesel and gasoline fuels as energy during the primary construction and operational phases. CalEEMod V. 2016.3.2 estimates the baseline, construction, and annual operational energy use of the project's components to assess the air quality and greenhouse gas emissions of the project. The results of the modeling are provided in Appendix A.

Given the global nature of climate change resulting from GHG emissions, GHG emission impacts are inherently cumulative in nature. Accordingly, the determination of whether a project's GHG emissions impacts are significant depends on whether those emissions would make a cumulatively considerable contribution to a significant cumulative impact. This is assessed in the Cumulative Impacts section below.

iv. Cumulative Impacts

The project's unmitigated GHG emissions have been calculated for both existing baseline condition as well as the project and refers to emissions that would be expected to occur in the absence of GHG reduction measures. The essential uses at the site would not change, however the scale of building footprint has been comparatively reduced. Essentially, baseline pre-project use at the existing in operation Beach House, including visitors and employees will remain. project and CalEEMod V. 2016.3.2. provided vehicle associated emissions associated with the public beach use and snack bar that is already occurring at the as well as the GHG emissions from project construction. The CalEEMod v.2016.3.2 computer model was used to calculate direct and indirect project-related emissions. Table GHG-2 presents the estimated CO₂, N₂O, and CH₄ emissions of the project.

Construction. Project construction and demolition activities per the CalEEMod model would conservatively generate approximately 62.79 MT CO₂e. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions. Construction GHG emissions have been amortized, and would result in 2.09 MT CO₂e/yr.

Mobile Source. The CalEEMod model relies upon project-specific land use data to assign trips and calculate mobile source emissions. Operation of the proposed project would continue to directly result in 211.33 MT CO₂e/yr of mobile source generated GHG emissions.

Area Source: The CalEEMod model calculates project related area source emissions from the reduced onsite project footprint with the addition of a new food truck and removal of the existing Beach House. The project would continue to result in 9.0003e-005 MT CO₂e/yr of stationary-generated GHG emissions.

Energy Consumption. Energy Consumption emissions were calculated using the CalEEMod model and project-specific land use data and is a conservatively high estimate. Electricity and

natural gas would be provided to the project site via Southern California Edison. The project would indirectly result in 15.53 MT CO₂e/yr due to energy consumption.

Water Demand. The project's water supply would be groundwater and imported sources provided by the Goleta Water District. The estimated water demand for the proposed is calculated in CalEEMod default use category for the project water per year and is a conservatively high estimate. Emissions from indirect energy impacts due to water supply would result in 0.45 MT CO₂e/yr.

Solid Waste. CalEEMod estimates that solid waste generation associated with operations of the proposed project would result 3.27 MT CO₂e/yr.

Table GHG-2 Unmitigated Greenhouse Gas Emissions	
Source	Total Metric Tons of CO₂e³
Mobile Source	211.33
Energy	15.53
Stationary/Area	9.00003e-005
Water Demand	0.45
Waste	3.27
Construction (62.79 MT CO ₂ e. amortized over 30 years)	2.09
Total Project Emissions	249.67 MT CO₂e/yr
GHG Significance Threshold³	1,100.00 MT CO₂e/yr
GHG Significance Threshold Exceeded?	No
Notes: 1. Emissions calculated using CalEEMod v.2016.3.2 computer model. 2. Totals may be slightly off due to rounding. 3. If annual emissions of operational-related GHGs exceed these levels, the proposed project would result in a cumulatively considerable contribution of GHG emissions and a cumulatively significant impact to global climate change.	

Total Project-Related Sources of Greenhouse Gases. As shown in Table GHG-2, the total amount of project-related unmitigated GHG emissions from all sources combined would total 249.67 MT CO₂e/year. Therefore, the total project-related unmitigated operational GHG emissions would not exceed the 1,100 MT CO₂e/year threshold utilized by the City, resulting in a greenhouse gas emissions impact to global climate change that would be less than significant.

The project will result in more efficient energy use of the existing onsite structures in three primary ways. First, the project will result in an increase in energy efficiency with the removal of the damaged Beach House. This building was built in 2000 prior to adoption of current energy efficient building requirements. Secondly, the use of an electric powered food truck in place of a building would offset some of the regular consumption of energy associated operating a building. Third, new construction of the new restroom building (and alternative snack bar if constructed), will be required to incorporate existing energy efficient fixtures and equipment required by the California Building Code. Additionally, the City adopted building code requires new residential and commercial buildings to exceed the existing California Title 24 standards by 15 percent (CAP measure BEE-1). CAP Implementing measure BEE-1 requires continued implementation of the City reach code.

Therefore, with the elimination of the older less efficient and larger Beach House building and the new construction of restrooms and use of an electric food truck under the City's reach code consistent with CAP, the site will become more energy efficient. Additionally, the City CAP programs are available to the applicant to help reduce the cost of installing any solar and energy efficient fixtures used onsite. The project would be required to be consistent with the CPUC Long-Term Energy Efficiency Strategic Plan as implemented in the California Building Code (CBC). All project construction components must comply with the CBC prior to issuance of building permits by the City. Therefore, the project will be consistent with and result in a less than significant impact to the local CAP and the CPUC Long-Term Energy Efficiency Strategic Plan.

v. Mitigation Measures

No impacts requiring mitigation were identified, therefore mitigation is not required.

vi. Residual Impacts

Compliance with the City building code is required and ensures compliance with the City's Climate Action Plan and state building standards and GHG reduction goals. Therefore, no residual impacts will result from the project.

I. HAZARDS AND HAZARDOUS MATERIALS

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

This analysis incorporates the findings of the following documents included herein as Attachment H: *Phase I Environmental Site Assessment, Ritz-Carlton, Bacara Resort Beach House, 8301 Hollister Avenue, Goleta, California*, Stantec, April 25, 2018, (Phase I ESA) (Attachment H-1) and the *Third-Party Report Review, Beach House Relocation Project, Ritz-Carlton, Bacara Resort & Spa, 8301 Hollister Avenue, Goleta, California*. Ninyo & Moore, September 14, 2018 (Attachment H-2). *Response to Peer Review Comments, Phase I Environmental Site Assessment*

*Ritz-Carlton Bacara Resort Beach House, 8301 Hollister Avenue, Goleta, California. Stantec, January 29, 2018 (Attachment H-3). The Phase I ESA in Attachment H-1, includes a Hazardous Sites Records search of the GeoTracker online database of hazardous site records maintained by the California State Water Resources Control Board and the *Covenant to Restrict Use of the Property, Environmental Restriction* recorded on February 26, 2013 between the property owner and the County of Santa Barbara, Fire Department, Site Mitigation Unit including the *Soils Management Plan, Bacara Resort and Spa, 8301 Hollister Avenue, Santa Barbara (Goleta), California, 93117*. Geosyntec, January 2013.*

A records search through the State of California's EnviroStor online hazardous materials records search tool for a 1.0-mile radius around the site was conducted on December 5, 2019 as part of this Initial Study. The four sites identified in EnviroStor are summarized in Table HAZ-1 below.

i. Existing Setting

Regulatory Setting

The City of Goleta (City) General Plan/Coastal Land Use Plan (GP/CLUP) Safety Element policies includes Policy SE 7 Urban and Wildland Fire Hazards, Policy SE 9 Airport-Related Hazards, and Policy 10 Contaminated Sites. Policies SE 10.1 and SE 10.2 require uses that store, handle, and dispose of hazardous materials in the City comply with State, federal, and City regulations. These regulations include the Clean Air Act, Clean Water Act, Comprehensive Environmental Response, Compensation and Liability Act, and the Toxic Substances Control Act.

The City is a partner to the Santa Barbara County *2017 Multi-Jurisdictional Hazard Mitigation Plan* which was prepared to prioritize actions that address natural and man-made hazards and disasters in the region. These actions range from earthquakes and wildfires to hazardous materials releases. The *2017 Multi-Jurisdictional Hazard Mitigation Plan* was prepared and formulated with input and coordination from each incorporated city, the County of Santa Barbara, citizen participation, responsible officials, and support from the State of California Governor's Office of Emergency Services (CalOES) and the Federal Emergency Management Agency (FEMA). The Santa Barbara Air Pollution Control District (SBCAPCD) also regulates projects with possible toxic air emissions.

The federal Resource Conservation and Recovery Act (RCRA) regulates handling of hazardous waste from "cradle to grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste, including contaminated soil. The California Department of Toxic Substance Control (DTSC) implements the RCRA in California through the Unified Program Agencies. In Santa Barbara County (County) and the City, the and Public Health Department (PHD) Environmental Health Hazardous Materials Division serves as the Certified Unified Program Agency (CUPA) and successor agency to the County Fire Department (SBCFD). The CUPA is authorized to carry out several of the various hazardous materials regulatory programs administered by the State of California.

As part of the CUPA role, the PHD and the SBCFD maintain the Hazardous Materials Business Plan (HMBP) Program which requires businesses handling, using, or storing reportable amounts of hazardous materials to submit inventories, site maps, and other related documentation. The CUPA then reviews the HMBPs for completeness and accuracy. The CUPA ensures access to this information for emergency first response agencies, and to develop appropriate employee training and emergency procedures.

ii. Thresholds of Significance

A significant impact with regards to hazards and hazardous materials would be expected to occur if the project resulted in any of the impacts noted in the above checklist. In addition, the City's Thresholds Manual addresses public safety impacts resulting from the involuntary exposure to hazardous materials. These thresholds focus on the activities that include the installation or modification to facilities that handle hazardous materials, transportation of hazardous materials, or non-hazardous land uses in proximity to hazardous facilities and hazardous site conditions. Since the project is not a hazardous materials facility, the City's thresholds are not applicable. The project also does not include abatement of the oil pipe and well head infrastructure abandoned in the late 1950s. However, ground disturbance during grading and construction may disturb heretofore unknown contamination, or legal oil infrastructure. Additionally, the California State Lands Commission (SLC) and City of Goleta coordinate a program to remove the abandoned oil and gas industry infrastructure from the beach. SLC only removes infrastructure from the mean high tide line to the ocean.

Previous Environmental Review

The Supplemental Final Environmental Impact Report for the Hyatt Resort Hotel (hotel) (SFEIR) (87-EIR-11) determined that historic use of the project site for processing, storage, and disposal of crude oil and oil waste products resulted in contamination of the hotel project site. Hydrocarbons, other organic compounds and metal contaminants are known to occur onsite. There is also the potential for groundwater contamination onsite. Undetected underground storage tanks and pipelines may also be located on the property. As a result of previous site contamination, potential health risks were determined to exist to construction workers, archaeologists, hotel employees, and guests from heavy metals and hydrocarbons in the soils, resulting from dermal contact and inhalation of methane (CH₄) and hydrogen sulfide (H₂S) vapors, contaminated dust, and potential contamination of groundwater. The County required all hotel buildings be equipped with sub-slab venting and vapor barrier membranes to prevent subsurface vapor from entering structures through the foundation. A geophysical survey to identify the potential for encountering unknown oil and gas pipes and infrastructure before construction was also required. Coastal Development Permit 4-85-343 Condition of Approval #126 required that H₂S sensors be placed and maintained along the eastern project boundary and the *Hydrogen Sulfide Detection Plan* dated November 1997 be implemented. A H₂S sensor is currently located on the existing Beach House as part of the detection system.

The SFEIR determined the known and potential occurrence of hazardous materials represented a potentially significant adverse impact. Due to lack of sufficient information and disagreement among experts regarding the extent of contamination onsite at the time the EIR was prepared, the SFEIR required mitigation to conduct soils studies to determine the level of heavy metals and hydrocarbon contamination on the hotel site and the degree of risk associated with the presence of these substances. In addition, the SFEIR mitigation required that geophysical studies be conducted to determine the locations of subsurface utilities, such as tanks and pipelines prior to zoning clearance.

The GP/CLUP FEIR found that potential hazards to public safety near the project site existed due to the potential within 1-mile (including the hotel site) for a catastrophic hydrogen sulfide (H₂S) release from Ellwood Onshore Facility (EOF). Such an event was determined to potentially occur due to, 1) an upset condition; 2) fires and/or explosions resulting in different hydrocarbon streams

that could release vapor clouds; and 3) boiling liquid expanding vapor explosions. With the bankruptcy of Venoco Oil, the California State Lands Commission (CSLC) has assumed control of Platform Holly and the Ellwood Onshore Facility. SCL is in the process of plugging and abandoning the wells at Platform Holly and no new operations at the EOF have occurred or are planned. The EOF continues to provide services for Platform Holly, as required, to ensure regulatory compliance (CSLC, 2019).

Soils Remediation

As indicated above, the hotel property was formerly the site of an oil tank farm and oil processing plant. Oil and gas exploration and processing activities related to the Ellwood Oil Field were conducted onsite from the early 1930s until the 1960s. Activities and infrastructure associated with the oil processing plant included pipelines from offshore wells to onshore, above ground storage tanks, transfer of petroleum products to offshore tankers via a flexible buoy system, a gasoline absorption plant for the processing of white gas from natural gas, an electronic dehydration plant for wet oil treatment, and earthen sumps for holding oily water wastes (Remedial Action Agreement, Santa Barbara County Public Health Department (PHD), June 18, 2018)

Residual contaminants from these operations were allowed to be left in place after extensive investigations and remediation (including excavation/off-site soil disposal and on-site bioremediation). The County of Santa Barbara Public Health Department requires remediation in areas with processed or refined hydrocarbon contamination and suspected naturally occurring crude oil and some refined petroleum product, along with detectable concentrations of metals typical of natural background, to remain in Areas of Residual Impact (ARI). Seventeen ARIs have been identified on the hotel property and are subject to the restrictions of a "Covenant to Restrict Use of Property". This document was prepared by the County of Santa Barbara Fire Department (dated February 26, 2013) requires the owner or operator of the site to comply with a specified Soil Management Plan (SMP) when disturbing soils more than six inches deep in an ARI. The project site encompasses ARI location number 4 shown in Table 1 and Figure 2 of the SMP (Geosyntec Consultants, 2013).

In May 2017, the restrooms at the existing Beach House were closed due to a failure of a sewer pump mounted in a ground box located adjacent to the east equipment and storage room. The repair was made, and the sewage leakage was repaired.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. Less than Significant. The proposed project uses would not involve the routine transport, use or disposal of hazardous substances, other than amounts typically used for the regular food service and restroom uses.

The use of the food truck will require the Hotel to secure, a Mobile Food Facility (MFF) Permit from the County of Santa Barbara Public Health Department. The MFF Permit will ensure that mobile facilities preparing and selling food or prepackaged foods implement sanitary and safe food handling. Pursuant to checklist items a above, since the existing and proposed uses onsite will remain similar to or the same as existing public use beach amenities and a Health Permit will be needed, potential hazardous material use impacts would be less than significant.

b, d. Less than Significant with Mitigation Incorporated. The project will include construction of a new 325 SF restroom building with outdoor showers, drinking fountains, new underground utility connections consistent with existing City and CCC permits (City 86-DP-46; 97-CDP-078) (CCC CDP-85-343). Demolition of the existing Beach House will occur after the new building occupancy is approved by the City and include recycling and/or removal to a landfill of the demolition material. Proposed construction and demolition activities would generate waste materials, (concrete, asphalt, building materials, etc.) that would be recycled to the extent feasible or disposed at a landfill. The proposed construction and demolition activities would not generate a substantial amount of hazardous waste. Long-term operations at the project site would not require the use of substantial quantities of hazardous materials. Therefore, the project's short- and long-term potential to release hazardous substances to the environment would be less than significant.

Pursuant to checklist item d, Table HAZ-1 summarizes the hazardous waste site records search that was completed in December 2019, using EnviroStor pursuant to Government Code section 65962.5. EnviroStor is an online database of hazardous site records maintained by the DTSC in coordination with the California State Water Resources Control Board (SWRCB). There are 4 recorded hazardous site cases within a one-mile radius of the project site, including the hotel property and proposed project site. The Ritz-Carlton case (the proposed project site) shown on Table HAZ-1 has a Case Closed status with a *Voluntary Remediation Oversight Program, Remedial Action Program* (PHD, 2018) in place (Case #: T10000004585). As indicated in Table HAZ -1, two other sites (Eagle Ranch to the west, and Ellwood Onshore Facility to the east) are adjacent to the hotel property and are currently open Clean Up Program sites with oversight by the County of Santa Barbara Public Health Department, Fire Department, and the Regional Water Quality Control Board. The fourth case identified on Table HAZ-1 is a former Chevron leaking underground storage tank site (Chevron #9-4268) located at 7952 Hollister Avenue. This case is identified as being closed.

The SBCFD, and PHD, allows suspected naturally occurring crude oil and some refined petroleum product, to remain in the documented Areas of Residual Impact (ARI). The proposed location of the new restroom/shower building is site in ARI #4 (See Table 1 and Figure 1 in the letter in Attachment G to the Phase 1 ESA in Attachment H-1) (Stantec, 2018 and Geosyntec, June 7, 2017). Additionally, the documented ARI#2 and ARI#3 locations are close to the grassy picnic area located north of and adjacent to the existing Beach House and the area to be restored.

Construction of the proposed restroom building in ARI#4 could create a potentially significant health hazard impact to construction workers and monitors, hotel staff and guests, the public, and wildlife should the documented hazardous hydrocarbons, gases, or heavy metals located at ARI #4 be released during construction and demolition. In addition, removal of the restroom, sewer lines, and in-ground pump vault during demolition of the existing Beach House may result in a significant health hazard impact should these activities put construction workers or monitors in contact with sewage contaminated soil related to the documented force main pump failure and replacement.

Table HAZ-1 Hazardous Site Record Search				
Site	Description	Location	Ref. #	Status
Ritz-Carlton, Bacara Hotel (Includes Project Site)	Clean Up Program Site with Verification Monitoring and Land Use Restrictions. Former oil and gas processing, storage, and transfer use at project site with Arsenic, Chromium, Copper, Other Metal, Benzene, Crude Oil, Diesel, Gasoline, Kerosene, Methane, and Other Petroleum. Remediation of detected contaminants was conducted prior to development of the subject property via excavation and off-site disposal, and onsite bioremediation techniques. The SBCFD permitted certain residual contaminants exceeding unrestricted cleanup goals to remain in place in subsurface soils in certain areas of the subject property.	8301 Hollister Avenue, Goleta	T10000004 585	Case Closed with Voluntary Remediation Oversight Program Remedial Action Program in place. Last Monitoring Report filed Nov. 5, 2019 Movement of soils is subject to procedures specified in a Soils Management Plan (SMP) and the Responsible Party (RP) must perform an annual inspection of Areas of Residual Impact (ARI). The RP must report to the County PHD and SBCFD to ensure that the ARIs remain undisturbed or that activities that move soil comply with the SMP.
Eagle Canyon Ranch	Clean Up Program Site: 2007 Site Assessment found presence of lead and Total Petroleum Hydrocarbons (TPH) above EHS investigation levels and Residential Environmental Screening Levels (ESLs). As part of residential development (2017) proposal site investigation found Anthracene and benzene were also documented above their respective Residential ESLs.	8501 Hollister Avenue, Goleta	T10000003 751	Case Open: Last report filed February 15, 2018 Prior to development activities, prepare and submit a Soil Management Plan (SMP) to EHS that covers the proposed development envelope and areas currently under evaluation.
Ellwood Onshore Facility (Venoco Inc) (State Lands Commission) (County of Santa Barbara)	Crude oil, Other solvent or non-petroleum hydrocarbon	7979 Hollister Avenue	T10000003 759	Cleanup Status: Open – Site Assessment Local Case #: 371 Lead agency: State Lands Commission
Former Chevron #9-4268	LUFT cleanup Site (petroleum) residual soil contamination left in place at the location of the former dispenser island. For future development, there is a potential that previously unknown soil contamination may be encountered during grading activities.	7952 Hollister Avenue	T10000003 759	Case Closed October 29, 2012 EHS requests that a soils management plan be developed to address any soil contamination that may be encountered during grading activities.
EnviroStor (2019). Accessed online December 5, 2019 at https://www.envirostor.dtsc.ca.gov/public/				

As shown in the photos in Project Description, Figure 5 above, undocumented oil infrastructure has been exposed when the beachfront terrace eroded. Therefore, there is a potential for grading, construction, demolition, or restoration activity to disturb undocumented underground infrastructure/hazardous materials that exist on the project site that were abandoned in place. While the operations of the proposed beach amenities may not pose a hazard/hazardous material risk to the public, construction activities within ARI #4 (and possibly ARI #2 and #3 if mapped inaccurately) has the potential to result in significant health hazards to onsite construction workers, monitors, hotel staff and guests, the public, and wildlife given the past use of the property.

With implementation of the mitigation measures identified below, the potential health hazard impacts from possible disturbance of documented and undocumented hazardous materials will be reduced to less than significant. These requirements propose: (1) implementation of a required Soils Management Plan (SMP) to address the hazardous materials on site, removal of remnant oil infrastructure, and abatement of any contaminated soils encountered; (2) construction worker training; (3) an onsite monitor to ensure all soil disturbing activity on the project site is conducted in a safe manner and to ensure to the extent possible that no hazardous materials are released into the environment as required by DPH case June 7, 2017 closure letter June 18, 2018 and *Covenant to Restrict the Use of the Property and the Remedial Action Agreement* (County of Santa Barbara Fire Department, 2013); (4) compliance with City and SBCAPCD rules regarding hydrocarbons and asbestos; and (5) replacement of the H₂S sensor from the Beach House to the new restroom building.

Previous investigations of the hotel site identified elevated methane gas in certain areas and were attributed to naturally occurring seeps from oil deposits beneath the hotel site. In addition, previous studies noted potential hydrogen sulfide (H₂S) gas sourced from the adjacent Venoco Ellwood facility. All hotel room structures at the hotel site were provided with sub-slab vent piping and barrier membranes to prevent the intrusion of methane (CH₄) and H₂S into building structures. However, these gases may be present in undeveloped areas of the project site (Geosyntec Consultants, 2013). H₂S is a colorless, flammable gas that is heavier than air and, at low concentrations, has a characteristic odor of rotten eggs. During construction of the project, a site-specific Health and Safety Plan (HASP) that conforms to the general requirements of Occupational Safety and Health Administration (OSHA) standards will be prepared for the project site as part of the required Soil Management Plan for construction projects at the project site.

Therefore, with potential hazardous material/waste impacts would be reduced to a less than significant level through the implementation of applicable rules and regulations, requirements of other agencies such as APCD, PHD, Fire Department, and RWQCB, and mitigation measures included in this IS/MND the impacts can be reduced to less than significant.

c. Less than Significant. The nearest school from the project site is Ellwood Elementary School located at 7686 Hollister Avenue. Ellwood Elementary School is located, approximately 1.06 miles east of the project site in the City of Goleta. Pursuant to checklist item c above, with the implementation of the requirements of the hazardous materials handling and disposal requirements in the SMP, construction-related handling and transportation of hazardous materials to and from the site would not be expected to emit hazardous emissions or handle hazardous or acutely materials, substances, or waste within ¼ mile of an existing or proposed school, and therefore, will result in a less than significant impact. The proposed restroom and food service operations would not require the use of hazardous materials that would have the potential to result in long-term impacts resulting from routine transport, use, or disposal of hazardous materials near a school.

e. Less than Significant. The project site lies approximately 4 miles to the west of the Santa Barbara Municipal Airport (SBMA), outside of the Airport Influence Area (GP/CLUP Figure 5-3, November 2009). The project site is not located in the Safety Areas shown on Figure 4-2 Santa Barbara Municipal Airport Safety Compatibility Policy Map in the *Draft Santa Barbara County Airport Land Use Compatibility Plan*, (Santa Barbara County Association of Governments, 2019) Since the project site is located outside the SBMA Airport Influence area and there are no other airports or airstrips within two miles of the project site, is not located adjacent to housing. Additionally, the project is required to implement standard safety protocols during construction

and operation including Occupational Health and Safety (OHSA) and SMP requirements, and standard noise conditions of approval (See Section M. Noise). Therefore, the project would have a less than significant impact due to creating a safety hazard or excessive noise conditions for people residing or working in the project area during construction and operation.

f, g. Less than Significant. The project site receives fire protection services from the Santa Barbara County Fire Department. The project site would not substantially change or increase existing recreational uses at the project site, or substantially change existing food service operations conducted at the site. Operation of the proposed facilities would not interfere with the use of the existing emergency access road. Therefore, the project would result in a less than significant impact from exposure of people or structures by creating a significant risk of loss, injury or death from wildfires.

iv. Cumulative Impacts

The hotel is located adjacent to two DTSC cleanup program sites that were, like the project site, extensively developed with oil and gas facilities that were abandoned onsite. Implementation of the HASP as part of the required Soils Management Plan during construction and operation of the proposed project will ensure that it does not contribute cumulatively to the generation of hazardous emissions from other oil and gas sources in the area. Implementation of applicable rules and regulations, requirements of other agencies such as APCD, PHD, Fire Department, and RWQCB Mitigation Measures in this IS/MND requiring implementation of the SMP and monitoring for all project grading, construction, demolition, and restoration activities, and other project-related requirements regarding the abatement of potential impacts from disturbance of documented hazardous materials onsite including known ARI sites, undocumented hazards and the potential for asbestos hazards within the existing Beach House building, would ensure the project would not result in cumulatively considerable impacts related to hazardous materials.

v. Mitigation Measures:

The following Mitigation Measures have been identified in order to reduce impacts to less than significant. The applicant has agreed to incorporate these mitigation measures into the project.

Mitigation Measure HAZ-1. Soils Management Plan. Prior to issuance of grading or building permits, whichever occurs first for the project, the project Applicant/Permittee must obtain documentation from the Santa Barbara County Public Health Department, the Santa Barbara County Air Pollution Control District, and the County of Santa Barbara Fire Department confirming a review of the project grading and building plans for compliance with, (1) the January 2013 *Soils Management Plan, Bacara Resort and Spa, 8301 Hollister Avenue, Santa Barbara (Goleta), California, 93117*, (2) the January 2018 *Voluntary Remediation Oversight Program, Remedial Action Program*, and (3) the February 2013 *Covenant to Restrict Use of the Property, Environmental Restriction*

The Applicant/Permittee must enter an agreement and fund the services of a qualified provider of Soils Management Plan site monitoring and employee safety training encompassing the documented presence and potential for unknown hazardous materials onsite, including the potential for underground contamination and generation of airborne dust hazards. The training shall encompass the detection, handling, transport, disposal, and onsite abatement of hazardous materials, including the location of former sewage leaks at the Beach House. The onsite monitor must be approved by the City of Goleta and the Santa Barbara County Public Health Department

Environmental Health Hazardous Materials Division. Said monitor must be onsite during all construction, demolition, and restoration phases. Should hazardous materials be disturbed during any project phase, all work shall stop until the site and potentially hazardous materials are secured and abatement is completed as confirmed by the City of Goleta and the Santa Barbara County Public Health Department Environmental Health Hazardous Materials Division.

For areas with documented or suspected soil or groundwater contamination, appropriate worker and community health and safety measures (e.g., dust control and air monitoring) shall be implemented during soil disturbance activities. Should construction activities extend to depths of 10 to 15 below ground surface, the potential for encountering petroleum-contaminated groundwater shall be evaluated. Should elevated levels of methane or hydrogen sulfide be encountered near the proposed new building(s), use of a subslab venting system and vapor barrier shall be evaluated by Santa Barbara County Public Health Department Environmental Health Hazardous Materials Division and the City Building Official.

Timing: Prior the issuance of the of grading or building permits, whichever occurs first for the project, the City of Goleta Building Official or designee must receive the appropriate documentation confirming implementation of the SMP during construction activities at the project site.

Construction worker training must be completed and verified by the Santa Barbara County Public Health Department Environmental Health Hazardous Materials Division in a letter to submitted to the City Building Official or designee must receive the appropriate documentation confirming compliance with training and abatement procedures prior to project commencement and the issuance of grading and building permits. A report of the removal of soils from ARI and the project site and compliance with the SMP shall be submitted to the PHD and City Building Official.

Monitoring/Reporting Party(ies): The City of Goleta Building Official, or designee, must verify compliance before issuance of the grading permit or building permit, whichever comes first.

Mitigation Measure HAZ-2. Former Oil and Gas Pipes and Infrastructure Removal. A geophysical survey shall be conducted prior to soil disturbance to evaluate the potential for unknown pipelines. Above the mean high tideline, all former oil and gas pipes and other structural infrastructure remnants revealed by erosion, during ground disturbance activity, or occupancy of the project shall be removed by the Applicant/Owner/Permittee. Should oil and gas pipes or infrastructure be encountered during any phase of the project, work shall stop and the City of Goleta Planning and Environmental Review Department, Santa Barbara County Public Health Department Environmental Health Hazardous Materials Division (EHHMD), California Coastal Commission, and any other government entity with jurisdiction over the matter shall be contacted for consultation and assessment, including testing of the soil for detection, hazardous gas emissions, handling and abatement of potentially hazardous materials, and assistance obtaining any required permits.

Timing: Prior the issuance of the grading permit or building permit, whichever comes first. The City of Goleta Building Official or designee must receive the appropriate documentation confirming the results of the required geophysical survey.

Monitoring/Reporting Party(ies): The Planning and Environmental Review Director, or designee, must verify compliance before issuance of the Land Use Permit. The environmental monitor shall monitor for disturbance of oil pipelines, storage tanks, or soils contamination (re: seeps, stained

soils, odors, or detected CO emissions, etc.) in concert with implementation of the Soils Management Plan. Should contamination or evidence of potential soils contamination.

The grading and building plans must include verbatim all the above Hazards and Hazardous Materials Mitigation Measures under the title “Notice of the Presence of Hazardous Materials, Infrastructure, and Soils Management Plan.”

Mitigation Measure HAZ-3. Asbestos. Before the City of Goleta issues a demolition permit for the existing Beach House and associated structures, the Applicant/Permittee must notify the Santa Barbara Air Pollution Control District and test for asbestos. The results of the asbestos test must be submitted to the City of Goleta Building Official. If asbestos is found, then the Applicant/Permittee must abate and dispose of the materials in a manner consistent with the California Building Code, Santa Barbara County Air Pollution Control District requirements, and any other regulatory requirements.

Timing: Prior the issuance of the demolition permit, the City of Goleta Building Official or designee must receive the appropriate documentation confirming the asbestos survey results and required abatement actions.

Monitoring/Reporting Party(ies): The Planning and Environmental Review Director, or designee, must verify compliance before issuance of the Land Use Permit.

Mitigation Measure HAZ-4. Hydrogen Sulfide Detection. The project utility plan shall be revised to depict the existing Hydrogen Sulfide (H₂S) detection system and identify a new location for the H₂S detection system pursuant to Coastal Development Plan (CDP) Condition of Approval #126 sensors and the 1997 H₂S Detection Plan. The H₂S monitoring system ensures public and worker safety in the event of a H₂S release and must be installed and the results of the sensor testing shall be submitted to the Planning and Environmental Review Department prior to removal of the existing system or implementation of other project phases.

Timing: The revised Utility Plan shall be submitted prior the issuance of the Land Use Permit. Installation of the H₂S monitoring system and testing results must be submitted to the Goleta Building Official prior to issuance of an occupancy permit for the restroom building.

Monitoring/Reporting Party(ies): The Planning and Environmental Review Director, or designee, must verify Utility Plan Mitigation Measure compliance before issuance of the Land Use Permit. The City of Goleta Building Official or designee must receive the appropriate documentation that the H₂S system has been installed and is operational.

vi. Residual Impacts

The project, with above mitigation measures implemented, would have a less than significant residual impact related to potential hazards and hazardous materials. The mitigation measures provide the mechanism to ensure that that documented potential exposure of the public to hazardous materials during construction will be minimized consistent with all state and local rules, as is required by the City of Goleta for all grading, construction, and demolition of buildings.

J. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X		
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X		
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X		
i. result in substantial erosion or siltation on- or off-site;			X		
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X		
iii. create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or			X		
iv. impede or redirect flood flows?			X		
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X		
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X		

The hydrology, water quality, and flood control analysis in this section is informed by the technical analysis in the *Bacara Water Quality Memorandum*, Stantec, May 1, 2018 (Attachment I-1); *Revised Surface Analysis Exhibit, Proposed Beach House Relocation*, Ritz Carlton Bacara Resort & Spa, Stantec, November 11, 2019 (Attachment I-2); *Ocean Hazards Study*, Anchor QEA, 2017 (Attachment I-3); *Third Party Review of the Ocean Hazards Study*. Revell Coastal, 2018

(Attachment I-4); and *Response to Revell Coastal's review of Anchor QEA's Coastal Hazards Analysis for Bacara Resort & Spa*. Anchor QEA, January 28, 2019. These documents together comprise Attachment I to this document.

The assessment of potential sea level rise in the area is further based upon the following local studies: *The County of Santa Barbara Sea Level Rise & Coastal Hazards Vulnerability Assessment* (July 2017) *The City of Goleta Sea Coastal Hazards Vulnerability Assessment and Fiscal Impact Report* (December 2015); and the *Goleta Slough Area Sea Level Rise and Management Plan* (August 2015).

i. Existing Setting

The federal Clean Water Act and the California Water Code mandate controls on discharges from municipal separate storm sewer systems (MS4s). The California Water Boards issue National Pollutant Discharge Elimination System (NPDES) permits that require cities, towns, and counties to regulate activities which can result in pollutants entering their storm drains or waterways. Municipalities implement comprehensive stormwater pollution-prevention programs. Municipal staff uses Best Management Practices (BMPs) when maintaining their own streets, storm drains, and municipal buildings.

Most of the 1.4-acre project site is covered with a mix of concrete for the existing Beach House foundation, asphalt for the emergency access road surface, and compacted decomposed granite which is considered an impervious surface installed during development of the hotel in 1999-2000. Water runoff to and from project site enters generally from the north and east and flows in a southerly direction across the project site and ultimately discharges onto the beach and into the ocean.

Regulatory Setting

Coastal Act Section 30253 requires that new development assure stability and structural integrity and in no way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. In their Sea Level Rise Policy Guidance (Guidance), the California Coastal Commission (CCC) has interpreted these policies to evince a broad legislative intent to allow shoreline protection for development that was in existence when the Coastal Act was passed, but avoid such protective structures for new development now subject to the Act (CCC, rev. 2018). The Guidance specifically outlines that projects will need to be planned, located, designed, and engineered for the changing water levels and associated impacts that might occur over the life of the development. In addition, project planning should anticipate the migration and natural adaptation of coastal resources (beaches, access, wetlands, etc.) due to future sea level rise conditions in order to avoid future impacts to those resources from the new development.

City of Goleta General Plan/Coastal Plan (GP/CLUP)

The GP/CLUP Policy SE 2.4 requires setbacks for all structures proposed within 500 feet of the mean high tide line in areas that lack coastal bluffs, and a site-specific shoreline erosion rate and shoreline hazards study. Such study must demonstrate that the proposed structure would not be subject to shoreline erosion or other hazards for the structure's lifetime or for 50 years, whichever is greater. GP/CLUP Policy SE 2.5 prohibits installation of coastal armoring along nonbluff

segments of the coastline to protect shoreline development constructed after the effective date of Public Resources Code Section 30235. Such prohibited armoring includes but is not limited to seawalls, revetments, and riprap. Should shoreline structures constructed after adoption of these policies be threatened by coastal bluff retreat, threatened structures shall be relocated or removed.

City of Goleta Coastal Hazards Vulnerability Assessment and Fiscal Impact Report (2015)

The City of Goleta prepared a Coastal Hazards Vulnerability Assessment and Fiscal Impact Report (CHVA Report) to address the potential impacts of ocean hazards and sea level rise locally. The CHVA Report identifies the primary physical forces causing coastal hazards and the resulting hazardous areas, and analyzes the resources, infrastructure, and development in these areas, including the fiscal impacts. The CHVA Report also applies this vulnerability information to identify suitable adaptation strategies that can be feasibly implemented along with policy and regulatory recommendations consistent with the California Coastal Act.

City of Goleta Municipal Code

The City of Goleta Municipal Code (GMC) section 13.04 - Stormwater Management and Discharge Control, establishes methods for controlling pollutants in order to comply with requirements of the National Pollutant Discharge Elimination System (NPDES) NPDES permit process. GMC section 15.09 - Grading, Erosion, and Sediment Control, addresses compliance with the NPDES Phase II stormwater regulations, and sets forth local stormwater requirements for the disturbance of less than one acre. This requires avoiding pollution of watercourses with sediments or other pollutants generated on or caused by surface runoff on or across the construction site. GMC section 15.10 - Flood Plain Management, establishes flood control standards for all areas of special flood hazards within the City of Goleta.

ii. Thresholds of Significance

A significant impact on Hydrology & Water Quality would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds & Guidelines* Manual assumes that a significant impact on hydrology and water resources would occur if a project would:

Threshold HYD-1: Result in a substantial alteration of existing drainage patterns.

Threshold HYD-2: Alter the course of a stream or river.

Threshold HYD-3: Increase the rate of surface runoff to the extent that flooding, including increased erosion or sedimentation occurs.

Threshold HYD-4: Create or contribute to runoff volumes exceed existing or planned stormwater runoff facilities, or substantially degrade water quality.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b, c, e, HYD-1, HYD-2, HYD-3, HYD-4. Less than Significant.

As discussed in Section I. Hazards and Hazardous Materials, soils and potential groundwater contamination from naturally occurring and former oil and gas infrastructure onsite has resulted

in known contamination sites and potentially contaminated ground and groundwater on the project site. Pursuant to checklist items a, a Soils Management Plan (SMP) is required by the Standard Condition of Approval for all ground disturbance within the project site. The SMP will ensure that ground and groundwater contamination encountered as part of the project is safely handled, removed, and a proper disposal location secured. The SMP addresses hydrocarbons and heavy metals as well as solids/sediments, nutrients, pathogens, pesticides, toxic organic compounds and trash & debris would not enter runoff that enters the ocean or the Tecolote Creek watershed, and therefore would result in a less than significant impact to surface or groundwater from these pollutants.

The project includes proposed grading areas for 862 SF of new concrete for a restroom building pad, showers, drainage, and retaining wall, as well as 253 SF of new and 2,020 SF of replacement asphalt. A new 712 SF trail will extend from where the existing Beach House is located and will be constructed. Previously improved decomposed granite trails will remain on the project site. The project includes utility trenching and removal, and restoration of the landscaped areas. New project improvements and removal of the 2,668 SF Beach House, the 1,434 SF Emergency Revetment, and 258 SF shower structure, will result in a decrease of impervious surfaces onsite.

An existing asphalt paved area will become designated parking for an electric-powered food truck that will provide snack bar services. The existing areas of impervious surfaces on the project site will now be reconfigured as shown in Section 7. Project Description Table 1 and depicted in Figure 2 and Figure 3 and summarized in Table HYD-1 below the project will result in a net reduction of 2,534 SF.

Table HYD-1 Summary of Project Site Impervious Area		
Total Project Site: 1.4 acre, or 60,984 SF	New Impervious	1,826 SF
	Replaced Impervious	2,273FSF
	Removed Impervious	-4,360 SF
	Net Impervious Surface	-2,534 SF
Source: Stantec, 2019		

County of Santa Barbara National Pollutant Discharge Elimination System (NPDES) Map 1 was used to determine if the hotel property and the project site is located within an NPDES permit area. Projects that receive their first discretionary approval for design elements (e.g., building footprints, drainage features) after March 6, 2014, or receive their first ministerial permit after that date, are subject to the PCRs, if they create or replace 2,500 square feet or more of impervious area.

Post construction runoff from the east hillside will be directed to landscaped areas and to the proposed drainage swale as shown on the Project Plans in Attachment 2 and in Section 7, Project Description Figure 3. Runoff from the existing hillside slope adjacent to the new restroom building, and the snack bar building alternative (if constructed) to the electric food truck will be directed to the v-shaped drainage and earthen swale pervious areas between the slope and building. Runoff from existing trails would continue to flow across the site toward the beach and existing drains. Therefore, in regards to the water quality, runoff, drainage and stream alteration, and impervious surface considerations in thresholds a, c, HYD-1, HYD-2, the project will implement drainage management installation for the hillside, result in less than 2,500 square feet of net impervious

surface, which will not require the County Stormwater Technical Guide's Tier 1 standards. Significant impact to water quality standards set up through the NPDES permit will be implemented by the County and City and therefore, will have a less than significant impact to water quality, runoff, drainage and stream alteration.

Operations of the proposed project would not involve any groundwater extraction and therefore, would not impact groundwater supplies or groundwater recharge. Operations of the proposed project, pursuant to checklist items a and, b would not involve any groundwater extraction and therefore, would not impact groundwater supplies or groundwater recharge such that the project would impede sustainable groundwater management within the basin. Overall, groundwater resources would remain unchanged as a result of the proposed project. Therefore, a less than significant impact would occur to groundwater supplies or violation of groundwater quality.

d. Less than Significant. Due to changes to the existing shoreline that caused damage to the existing Beach House and in anticipation of the potential for increased flooding and erosion hazards, and in anticipation of the life of the structure (50 years) in the current location. The portion of the project site upon which the existing Beach House lies is located within the projected 50-year ocean hazards area (Anchor QEA, 2018) is based on mapping from the peer review in Attachment I-3 (Revell Coastal, 2018).

The project site is located with the Tsunami Inundation Area and 100-year flood zone as shown on the GP/CLUP Figure 5.2 – Fire, Flood, and Tsunami Hazards Map, June 2016. Pursuant to checklist item d above, the Ocean Hazards Study (Anchor QEA, 2017) to inform building placement choice consistent with the location and armoring restrictions in GP/CLUP Policies SE 2.4 and SE 2.5.

Further, based on recommendations based on more current ocean levels modeling, recommended the proposed replacement facilities be moved to its currently proposed location and at a higher elevation to avoid potential rises in future average ocean levels. This location is 30 feet north from a previously proposed project site location consistent with CCC Sea Level Rise Policy Guidance (CCC, 2018).

Therefore, risk of release of pollutants due to inundation associated with a mapped flood hazard, or because of a tsunami, would be less than significant as implementation of standard conditions below will ensure that the project complies with federal and state water quality standards, waste discharge requirements and protect surface and ground water quality. With implementation of standard conditions of approval regarding construction washing areas and storm water control plans, project impacts to surface and groundwater quality, erosion, runoff, and stormwater pollutants and the potential to impede or redirect flood control capacity described in checklist item d above would be less than significant.

e. Less than Significant. Prior to construction, the applicant will be required to secure approval of the proposed Storm Water Control Plan for the east hillside drainage improvements from the City, consistent with checklist item e, City Threshold HYD 3, and Threshold HYD-4 above. Temporary construction related water quality impacts from construction could result in pollutants surface flowing to the beach and Pacific Ocean. The project will be subject to compliance with the City Municipal Code consistent with City Threshold c, and e as well with the Central Coast Regional Water Quality Control Board NPDES requirements and result in a less than significant impact to water quality control and groundwater plans.

iv. Cumulative Impacts

As discussed above, the project is reducing the total impervious area on-site. Therefore, the peak flows for the 2-year through 10-year events will not exceed pre-project flow. Changing oceanfront water levels and the valley marine terrace erosion has changed the projected ocean hazards zone and potential for sea level rise expectations of the life of the project (50 years) as discussed above. Implementation of the standard mitigation will ensure that the project would not contribute incremental water runoff and pollutant discharge and will result in cumulative hydrology and water quality impacts to the flood control system or the Goleta Slough and its tributaries.

v. Mitigation Measures and Conditions

No mitigation measures are proposed or needed. However, the following standard conditions of approval will be imposed.

1. Condition. Storm Water Control Plan. The Applicant/Permittee must submit to, and receive approval from, the Public Works Director or Designee of a Storm Water Control Plan (SWCP) to treat and control off-site discharge of stormwater following construction of the project. The SWCP shall be prepared in compliance with the Central Coast Regional Water Board's Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region, Resolution No. R3-2013-0032, and shall use the Stormwater Technical Guide for Low Impact Development: Compliance with Stormwater Post-Construction Requirements in Santa Barbara County.

The SWCP must receive approval from the Public Works Director or Designee prior to issuance of the Land Use Permit.

The Planning and Environmental Review Director must verify compliance prior to issuance of the Land Use Permit. City Planning and Environmental Review staff will verify compliance with the provisions of the SWCP periodically and respond to instances of non-compliance with the SWCP during project operation.

2. Condition. Washing of Materials. During construction, washing/cleaning of equipment for the removal of building materials such as concrete, paint, etc. can occur only in areas where polluted beachfront, water and materials can be contained for subsequent removal from the site on a regular basis. The washing and fueling areas shall be located at least 100 feet from any storm drain, waterbody or sensitive biological resources or alternate location permitted by the Public Works Director and due to site constraints. An area designated for washing functions must be identified on all plans submitted for issuance of any grading and/or building permit(s).

Prior to the issuance of grading or building permit whichever occurs first, a designated wash off areas must be specified on the all grading and building plans. The wash-off area must be in place throughout construction.

The Public Works Director or designee and the Building Official must verify compliance before issuance of the Grading and Building Permits and site inspections must occur during construction to verify.

3. Deed Restriction Regarding Coastal Hazards. Consistent with the City of Goleta General Plan/Coastal Land Use Plan Policy SE 2.7, as a condition of approval of development on a beach or shoreline that is subject to wave action, erosion, flooding, landslides, or other hazards, the

property owner shall be required to execute and record a deed restriction that acknowledges and assumes responsibility associated with such risks. The deed restriction will waive any future claims of damage or liability against the City or other permitting agency; and agrees to indemnify and hold harmless the City Goleta against any and all liability, claims, damages, or expenses arising from any injury or damage due to such hazards.

The Deed Restriction Regarding Coastal Hazards must receive approval from the City Attorney and the Planning and Environmental Review Director, or their Designees prior to issuance of the Certificate of Occupancy.

vi. Residual Impacts

The project would not result in a residual significant hydrology or water quality impact with implementation of standard conditions of approval in accordance with the applicable stormwater requirements and Goleta Municipal Code Section 13.04 noted above.

K. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Physically divide an established community?				X	
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for purpose of avoiding or mitigating an environmental effect?			X		

i. Existing Setting

The City of Goleta 2006 General Plan/Coastal Plan (GP/CLUP) Land Use Designation for the project site is (C-V) Commercial Visitor-Serving (GP/CLUP, Figure 2-2). The C-V land use designation is intended to provide for a variety of commercial uses of low to moderate intensity often at or near scenic locations that may serve as destinations for visitors. Development in Visitor Commercial areas shall be designed in a manner that will limit encroachment into residential or resource areas. When located near the beach or other natural areas, public access to resource areas shall be required.

GP/CLUP Policy LU 9.1 designates the Ritz-Carlton Bacara Hotel (hotel) property, including the project site as, "Site #1 – Coastal Resort Parcels (Visitor Commercial)." The Land Use Plan map designates the areas that comprise the Bacara Resort as Visitor Commercial. This site is the only shoreline land in the City that is designated in this category or that is suitable for this type of use. Any expansion or alteration of existing development shall be required to maintain or expand the extent of existing coastal access facilities, including parking and vertical access to the beach. "Maintain or expand" is clarified to include flexibility, if at least one of the following is met:

1. To provide better protection of coastal resources;
2. To maximize public access; and/or
3. If natural processes impede existing access.

Any expansion or alteration of existing development shall be required to protect environmentally sensitive habitats and archaeological resources, including provision of the buffers set forth in the Conservation Element.

The California Coastal Act 30240 (a) and (b) requires that Environmentally Sensitive Habitat Areas (ESHA) shall be protected against any significant disruption of habitat values, and only uses dependent on those resources, shall be allowed within those areas. Further, that development in areas adjacent to ESHA and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas and shall be compatible with the continuance of those habitat and recreation areas.

Prior Environmental Review

The Supplemental Final Environmental Impact Report for the Hyatt Resort Hotel (hotel) (SFEIR) (84-EIR-5) identified county of Santa Barbara Comprehensive Plan policies for which the hotel project was measured for consistency. The GP/CLUP Land Use Element and FEIR identifies the project site as a Regional Open Space with pacific shoreline beach, public parking and beach access walkway (Table 3.10-2, Existing Parks and Open Space Areas). Conservation Element policies and the FEIR find that recreation support uses are consistency with public access and visitor serving commercial and hotel use of the site.

ii. Thresholds of Significance

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

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. No Impact. The proposed development would not result in the physical division of any established community or neighborhood as the current permitted uses of the site would continue at similar intensities. The proposed project does not involve a cross-town roadway, storm channel, utility transmission lines or any other improvements that have the potential to divide the project site, the hotel property, or a community. The project would not close any existing bridges or roadways and would remain connected to the existing street system. The proposal represents modernization and replacement of existing uses and an infill project within the urban area of the City and existing parcel boundaries. In addition, the project does not involve modifications to the existing circulation network within the project site or adjacent community. Because the proposed project includes site improvements with demolition the existing Beach House buildings wholly located within the existing permitted project site, the project would not divide an established community or neighborhood, therefore, there would be no impact related to dividing an established community.

b. Less Than Significant. The proposed project would involve amendments (16-002-EMP-DPAM-CDPAM) to the existing Development Plan (86-DP-46), Coastal Development Plan (97-CDP-078), and Land Use Permit (97-LUS-544-GP) for the proposed site improvements. Pursuant to GP/CLUP Land Use Element Table 2-3, Allowable Uses and Standards for Transient Lodging and Services (Land Use Table), there is no change proposed to the previously approved and existing recreation support uses. The project components as described in the project description portion of this document are accessory and customarily appurtenant to development approved under (86-DP-46 and 97-CDP-078) and would not alter the intent of the prior approvals.

Rather, the project is proposed to ensure that the existing hotel will continue to provide recreational public beach access consistent with GP/CLUP Policy LU 3.6. Visitor serving uses located near the beach or other natural areas are required to provide public access to resource areas and amenities, consistent with and GP/CLUP Policy LU 9.1. The hotel permit conditions of approval, which are enforced by the City of Goleta and the California Coastal Commission, also have requirements for the hotel to provide visitor serving uses.

The site chosen for relocation of the existing Beach House uses has a substantial reduction footprint and remains in proximity to the shoreline. The new site was chosen with consideration

of City GP/CLUP and Coastal Act policies requiring avoidance of documented sensitive biological resources, cultural resources, and avoidance of shoreline hazards, as well as the hotel permit conditions.

GP/CLUP Policy CE. 1 establishes policies regarding ESHA pertinent to the project site. Policy CE 1.6 only allows uses or development dependent on and compatible with maintaining such resources within ESHA. Policy CE 1.7 requires that the 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. The City and Coastal Commission reviewed several alternative sites for the proposed project and agreed that the chosen site meets the requirements of policies CE 1.6 and 1.7.

The *Supplemental Biological Technical Report for the Beach Facilities Project at the Ritz-Carlton Bacara* (Dudek, Addendum dated January 30, 2019) (Supplement) conducted assessments of the currently proposed restroom building and a previous project design that included what is now a food truck alternative snack bar building that was located to the south of the proposed restroom building. Pursuant to checklist item b above, the City's biological peer review affirmed the findings of the Biological Assessment and site-specific report findings regarding the selected project location as follows:

- The proposed location of the new beach facilities is situated on previously disturbed land just west of the existing emergency access road.
- The proposed location of the new beach facilities avoids impacts to existing enhanced coastal sage scrub habitat from previous project mitigation and the Monterey cypress mitigation site to the north.
- No special-status species are known to occur within the coastal sage scrub on the project site, nor is the habitat unique for the area.
- The development of the new beach facilities will not affect the availability of food, shelter, nesting, or movement between other habitats.
- The current location of the beach facilities is between two ESHA types (beach/shoreline and coastal sage scrub). If the Project is approved the existing facilities would be demolished and restored at least in part to native habitat.
- The City did not map the East Hillside Terrace as ESHA in the GP/CLUP (Merk, 2017, Dudek, 2018, and Storrer, 2018).

Figure LU-1 Biological Habitat and ESHA Setbacks



SOURCE: CIRGIS 2010; Stantec 2018

DUDEK 0 20 40 Feet

FIGURE 3
 Impact Analysis
 Supplemental Biological Technical Report for the Ritz Carlton Bacara Beach House Demolition and Replacement Project

Source: Stantec, 2020

An *Ocean Hazards Study* (Anchor QEA, 2017) and the *Review of Coastal Hazards Analysis for Bacara Resort and Spa* (Revell Coastal, 2018) were prepared to identify the best available science to inform building placement choice. This is consistent with California Coastal Commission Sea Level Rise Policy Guidance by proposing relocation of the facilities away from anticipated wave runup areas during the life of the project (CCC, 2018). The location currently proposed is located beyond the anticipated wave runup areas projected by the referenced technical studies. The location is also consistent with GP/CLUP Policy SE 2.4 and Policy SE 2.5, which requires that all structures proposed within 500 feet of the mean high tide line, would not be subject to shoreline erosion or other hazards for the structure's lifetime for at least 50 years.

Consistent with GP/CUP Policy CE 1.7, a review of the best potential location onsite for the Beach House replacement facilities has demonstrated that there is no feasible alternative project site that can eliminate all potential project-related impacts. After new biological, cultural resources and ocean hazards field studies, peer reviews, and extensive reviews of alternative sites, the current project site was selected as the least resource sensitive location. Overall, the project footprint within an ESHA setback next to the beach will be reduced by 2,343 SF from the existing Beach House (2,688 Beach House to be removed and the addition of a new 325 SF New Restroom). Should a snack bar building be selected for construction instead of a food truck to replace the Beach House snack bar, the existing ESHA setback building footprint would still be reduced by 2,061SF compared to the current situation.

The project, therefore, does not involve any GP/CLUP amendment or Specific Plan amendment, and would not conflict with any applicable requirements of an adopted land use plan. The project site is located within the local coastal zone and does not require a rezone that would conflict with the City's zoning ordinance. There will be no changes to the existing approved Development Plan (86-DP-46), which has components of existing public beach access, trail segments, snack bar, showers, restrooms, drinking fountains uses. No changes to the existing Land Use Designation or Zoning are proposed with the project. The site selected for the project does have the potential to adversely impact biological, cultural, and coastal resources, however, those impacts would be reduced to less than significant by proposed mitigation measures.

iv. Cumulative Impacts

As discussed above, the proposed project would result in a reduction in the area occupied by previously approved recreation facilities. The reduced structure area is warranted due to the proximity of the project site to sensitive resources as detailed herein. The reduced scale of the project would, however, continue to support the current recreational needs at this important public beach access location, address the current deficiency in recreation support amenities in this location caused by damage to the existing Beach House, and comply with existing permit requirements for the hotel to provide the types of visitor serving recreation facilities that have been proposed.

The use and intensity of development on the project site would not be increased as a result of this proposed project. Further, the project is consistent with the applicable use standards and policies described above. The project does not affect the GP/CLUP build-out scenario and would therefore not pose any additional cumulative land use impacts. The project would be consistent with California Coastal Act 30240 (a), which requires adjacent ESHA areas to be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed. Therefore, the project's contributions to cumulative demands on regional

beachside recreational facilities or recreational amenities would not be cumulatively considerable and consistent with requirements of the Coastal Act and the City GP/CLUP.

v. Mitigation Measures / Residual Impacts

No impacts are identified. Therefore, mitigation is not necessary and residual impacts would not occur.

L. MINERAL RESOURCES

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

i. Existing Setting

The project site has been historically used for oil and gas extraction until the 1960s then for recreational use support (public beach access and the beach house, bathrooms, showers, and picnic area) since 2001 and there is no evidence that the extraction of mineral resources ever occurred on-site. According to the City of Goleta General Plan/Coastal Land Use Plan Final Environmental Impact Report (GP/CLUP FEIR), the California Geological Survey and the USGS (2003), no major nonfuel mineral-producing areas are located in the City. In addition, the mineral land classification maps for Santa Barbara County (California Division of Mines and Geology 1989) show no known areas of significant aggregate resources in the city—most of the city is mapped as containing mineral deposits of unknown significance, and a small portion of the city is mapped as having no significant deposits.

ii. Thresholds of Significance

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

iii. Project Specific Impacts

a, b. No Impact. The proposed project would not result in the loss of availability of mineral resources that are of value to the region or the state and would not otherwise interfere with or preclude access to mineral resources as none have been mapped within the City by the State of California Department of Conservation or the GP/CLUP. Therefore, the project's removal and replacement of the existing public use beach access, trail segments, snack bar, showers, restrooms, drinking fountains, and infrastructure located at the storm damaged 2,668 square foot (SF) Beach House would result in no impacts to mineral resources.

iv. Cumulative Impacts

As there are no project specific impacts as described above, the project would also have no impacts on any cumulative loss on mineral resources or resource recovery sites.

v. Mitigation Measures / Residual Impacts

No impacts are identified. Therefore, mitigation is not necessary and residual impacts would not occur.

M. NOISE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. 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?			X		
b. Generation of excessive groundborne vibration or groundborne noise levels?			X		
c. 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 use airport, would the project expose people residing or working in the project area to excessive noise levels?			X		

Description of Noise Metrics

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. Noise is defined as unwanted sound. Sound is produced by the vibration of sound pressure waves in the air. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels. The decibel (dB) is a logarithmic unit which expresses the ratio of the sound pressure level being measured to a standard reference level. Sound is composed of various frequencies, but the human ear does not respond to all frequencies. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by differentiating among frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is perceived to be twice as loud and 20 dBA higher is perceived to be four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud).

Various methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time
- The influence of periodic individual loud events
- The community response to changes in the community noise environment

Noise is defined as unwanted or objectionable sound. The measurement of sound considers three variables: 1) magnitude, 2) frequency, and 3) duration.

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

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

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

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

Noise terms and definitions described in Table NOI-1 below.

Table NOI-1 Noise Descriptors	
Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00 AM.
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq} . The L_{dn} is calculated by averaging the L_{eq} 's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM) by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (L_n)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L_{01} , L_{10} , L_{50} , L_{90} , respectively) of the time during the measurement period.
Source: Cyril M. Harris, <i>Handbook of Noise Control</i> , 1979.	

i. Existing Setting

The Ambient Noise Environment

The project site ambient noise environment currently consists of the sounds of the Pacific Ocean, hotel guests and staff, beachgoers, hikers, and occasional maintenance and construction related equipment use and vehicles. The site is only accessible by foot traffic from the main public parking area. Surrounding noise generating land uses include open space, tennis courts, Hollister Avenue, the Union Pacific Railroad (UPRR) railway, and U.S. 101 to the north, open space and the Ellwood Onshore Facility to the east, Haskell's Beach and the Pacific Ocean to the south, and open space along the Tecolote Creek and the Ritz-Carlton, Bacara Hotel (hotel) uses to the west.

The primary sources of stationary noise in the project vicinity are a mix of rural open space, recreational, and urban-related activities (i.e., mechanical equipment and maintenance vehicles parking, and recreational use of the site). The noise associated with these sources represents single-event noise occurrence or short-term or long-term continuous noise from the ocean. However, most ambient noise generation currently occurring onsite are buffered from adjacent uses by the distance from existing sensitive uses (hotel), created by slope as the existing site is located at a lower elevation than sensitive uses, open space areas, and ambient noise generated by ocean waves and wind.

According to the City of Goleta General Plan/Coastal Land Use Plan (GP/CLUP) Noise Element, noise levels adjacent to U.S. Highway 101 (US-101) range from 75 to 90 dBA CNEL. 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 US-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. The project site is located outside the existing and future 65dBA and 70dBA noise level contours in GP/CLUP Figures 9-1, 9-2, 9-3, and 9-4.

Regulatory Setting

The GP/CLUP Noise Element sets the noise and land use standards for the maximum noise exposure to certain land uses. According to Noise Element, Table 9-2 Noise and Land Use Compatibility Criteria community noise exposure levels 50-67.5 (Ldn or CNEL, dBA) are considered normal and acceptable for office buildings, business commercial related uses. Noise exposure levels of 70-75 are conditionally acceptable and levels of 75-85+ are normally unacceptable. Commercial and residential construction projects produce readily apparent noise. The sensitivity to noise from such construction is increased when it occurs in or near residential areas or other sensitive receptors. Earth moving equipment and some power tools are capable of producing noise levels in the range of 75 to 95 dBA at 50 feet from the source.

The compatibility criteria are defined as follows:

- 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.

ii. Thresholds of Significance

A significant noise impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, based on the City of Goleta's *Environmental Thresholds and Guidelines Manual*, section 12 Noise Thresholds, the following thresholds are used to determine whether significant noise impacts would occur:

Threshold NOI-1. A development that would generate noise levels in excess of 65 dBA CNEL and could affect sensitive receptors would generally be presumed to have a significant impact.

Threshold NOI-2. Outdoor living areas of noise sensitive uses that are subject to noise levels in excess of 65 dBA CNEL would generally be presumed to be significantly impacted by ambient noise. A significant impact would also generally occur where interior noise levels cannot be reduced to 45 dBA CNEL or less.

Threshold NOI-3. A project would generally have a significant effect on the environment if it would increase substantially the ambient noise levels for noise sensitive receptors in adjoining areas. Per Threshold 1 above, this may generally be presumed to occur when ambient noise levels affecting sensitive receptors are increased to 65 dBA CNEL or more. However, a significant affect may also occur when ambient noise levels affecting sensitive receptors increase substantially but remain less than 65 dBA CNEL, as determined on a case-by-case level.

Threshold NOI-4. Noise from grading and construction activity proposed within 1,600 feet of sensitive receptors, including schools, residential development, commercial lodging facilities, hospitals or care facilities, would generally result in a potentially significant impact. According to the US EPA guidelines, the average construction noise is 95 dBA at a 50-foot distance from the source. A 6 dB drop occurs with a doubling of the distance from the source. Therefore, locations within 1,600 feet of the construction site would be affected by noise levels over 65 dBA. Construction within 1,600 feet of sensitive receptors on weekdays outside of the hours of 8:00AM to 5:00PM and on weekends would generally be presumed to have a significant effect. Noise attenuation barriers and muffling of grading equipment may also be required in this circumstance. Construction equipment generating noise levels above 95 dBA may require additional mitigation.

Typical Construction Equipment Noise Levels

The Federal Highway Administration completed an analysis of noise as measured in dBA as measured at a distance of 50 feet. Based on this analysis, Table NOI-2 shows typical equipment noise levels would be expected to be encountered with the construction equipment the applicant/developer will be employing at the project site.

Table NOI-2 Noise Source Levels for Construction Equipment			
	Approximate dBA		
	50 Feet	350 Feet	500 Feet
Compact Tracked Loader (Bobcat)	85	67	55
Excavator	81	63	51
Tractor	84	66	32
Jackhammer	85	67	55
Generator	70	52	40
Sources: Federal Highway Administration, 2017. Stantec, 2020			

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

Groundborne Vibration

Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads. Vibration energy is carried through buildings, structures, and the ground, whereas ambient noise is carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise, such as the rattling of windows from passing trucks. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

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

churches and schools). Vibration levels are assumed to attenuate by 6 VdB per doubling of distance (Federal Transit Administration, 2006).

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b, NOI, 1, NOI-2, NOI-3, NOI-4. Less than Significant.

Short Term Construction Noise and Groundbourne Vibration

Construction noise would come from the trucks entering and leaving the site and construction equipment and activity onsite. The project site is located within 1,600 feet of sensitive receptors, including the nearest adjacent residential development, which could result in potentially significant noise impacts if the noise were to travel unimpeded. The trucks and equipment that will be used onsite Construction onsite would affect sensitive receptors at the hotel whose nearest sleeping rooms are located approximately 730 feet from the edge of the project site. The nearest residential uses to the project site are located across the Hollister Road, Highway 101, and UPRR corridor to the north approximately 1,250 feet from the project site and 680 feet from the nearest construction staging area at the public parking lot next to the tennis court.

Residential uses on the north side of the U.S. Highway 101 freeway may not hear the construction activities given the ambient traffic noise and the intervening northward slope the UPRR. Additionally, the adjacent Union Pacific Railway (UPRR) is constructed below grade and is a daily source of intermittent train noise and vibration between the residential uses and the project site. As detailed in Table NOI-2, and threshold a above, short term construction noise would not exceed 65dBA at the nearest sensitive receptor (hotel and residences). As detailed in City Threshold NOI-4, the average construction noise is 95 dBA at a 50-foot distance from the source.

With respect to this project, with its limited construction and demolition scope of work, the construction equipment fleet needed will be limited to types with approximately 85dB(A) noise levels as detailed in Table NOI-2 above. Similar to other projects, a 6 dBA drop would occurs with a doubling of the distance from the source. With the below grade railway and highway intervening, temporary project construction and recreation support use of the project would not be expected to transmit appreciable vibration to the residences beyond the transportation corridor. Therefore, sensitive (residential, hotel) locations within 1,600 feet and 730 feet of the construction site and operation of the project would not be affected by noise levels over the 65 dBA and result in a less than significant noise and vibration impacts.

Long Term Noise Generation

The operations occurring on the site after construction will be similar to what is occurring presently. Most project site activity will take place outdoors except for the arrival and departure of the electric food truck and building and grounds maintenance staff coming and going on jitneys and gas-powered vehicles throughout the day during normal business hours. Hence the long-term ambient noise levels of the project are anticipated to be similar to existing ambient noise generated from the site and therefore less than significant.

c. Less than Significant. The project is located approximately 4 miles west of the Santa Barbara Municipal Airport (SBMA) and is well outside of the future 60dBA noise level contour line as depicted in Figure 9-4 Future Noise Contours Airport (2025) and Railroad (2030). Therefore, employees working onsite would continue to not be exposed to significant airport noise levels.

iv. Cumulative Impacts

The project's construction noise standard conditions of approval would ensure that construction noise would be localized and short term in nature would not contribute to cumulative noise impacts. After construction, the continued operation of the snack bar at the food truck would result in minimal contributions to cumulative noise impacts based on the lack of noise generation of an electric vehicle. Similar maintenance noise from vehicles and equipment used to regularly grade the emergency access ramp to the beach or remove existing oil and gas infrastructure would continue to occur. As a result, the cumulative noise impacts would be less than significant with standard noise conditions.

v. Required Mitigation Measures

No mitigation measures are proposed or needed.

vi. Residual Impacts

The project's construction and operational noise levels will remain below the City's thresholds and therefore residual noise will remain less than significant

N. POPULATION AND HOUSING

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

i. Existing Setting

According to the population estimates published on May 1, 2019, as of January 1, 2019, the California Department of Finance (DOF) estimates that City has a population of 32,759 people, has approximately 12,381 housing units, and has an average household size of 2.76 people per household (DOF 2019). Upon build out of the City of Goleta General Plan/Coastal Land Use Plan (GP/CLUP) (anticipated to occur by the year 2030), the City's population is expected to reach 38,100.

ii. Thresholds of Significance

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

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b. No Impacts. The purpose of this project is to relocate the existing beach amenities away from wave run up area. The project retains the snack bar, restrooms, showers, and picnic use of the site while demolishing the existing Beach House building as it has been undermined by wave action. No change to existing employment has been reported to be associated with the change in use at the site. Therefore, the project would not directly induce substantial population growth. Additionally, the project would not indirectly induce population as there will be no extension of roads or other infrastructure. As described, the project does not remove any existing housing units and therefore does not displace any people, nor does it necessitate the construction of replacement housing elsewhere. As such, the project would have no impact upon population growth and housing.

iv. Cumulative Impacts

As the proposed project would not result in any appreciable jobs, population and housing impacts, the proposed project combined with other similar projects would not result in any cumulatively considerable population and housing impacts.

v. Required/Recommended Mitigation Measures

No housing and population impacts related to the project were identified that necessitate mitigation measures.

vi. Residual Impacts

The project would not result in any population or housing impacts that would result in residual impacts.

O. PUBLIC SERVICES

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

i. Existing Setting

Fire Protection

The project site is located in a semi-rural area at the westernmost limit of the City of Goleta. Fire services is currently provided by Santa Barbara County Fire Department (SBCFD) under contract to the City. The closest fire station to the project site is Station #11 located on 6901 Frey Way, Goleta, CA 93117 (off Storke Road approximately 3.3 miles away). The National Fire Protection Association (NFPA) and SBCFD identify the following three guidelines regarding the provision of fire protection services:

1. A firefighter-to-population ratio of one firefighter on duty 24 hours a day for every 2,000 persons is the ideal goal. However, one firefighter for every 4,000 persons is the absolute maximum population that should be served.
2. A ratio of one engine company per 12,000 persons, assuming three firefighters per station (or 16,000 persons assuming four firefighters per station), represents the maximum population that should be served by a three-person crew.
3. A five-minute response time in urban areas.

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

1. The current ratio of firefighters to population at Fire Station 12 is 1: 5,541 which is above the absolute maximum population that should be served.
2. Response time from Fire Station 12 is typically within 5 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 for 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. Dynamic deployment using the County's GPS provides the County with 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. This precludes the need for an in-service engine to have extended run times when another fire engine would be closer. The Fire Department has also added a battalion chief as the fourth fire fighter on scene, in order to meet the "two-in-two-out."

The project site currently provides an emergency access road from Hollister Avenue via a lock box and a graded ramp to the sandy beach for staging and launching ocean rescues using trucks and trailer mounted water vehicles.

Police Protection

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

Schools

Public education services are provided by the Goleta Union School District (GUSD) and the Santa Barbara Unified School District (SBUSD). In general, enrollments in the area school system have been declining for the past several years and area schools serving the project vicinity are operating below capacity. These schools include Foothill Elementary School at 711 Ribera Drive, Kellogg Elementary School at 475 Cambridge Drive, Goleta Valley Junior High at 6100 Stow Canyon Road, and San Marcos High School at 4750 Hollister Avenue.

Parks

A detailed discussion of parks is provided below in Section P. Recreation. The City currently contains 19 parks (including 3 privately-owned and publicly accessible parks), 21 open spaces (also including 3 privately-owned and publicly accessible open spaces), and the Goleta Valley Community Center. City parks are considered in combination with open space to provide recreational opportunities and currently encompass approximately 554 acres for a ratio of approximately 17.8 acres per 1,000 residents (City of Goleta, 2019).

Libraries

Services at the Goleta Public Library is owned by the City and is located at 500 North Fairview Avenue. The 2-acre library site includes a 15,437 square foot (SF) building and parking areas. The facility provides services to the City and nearby unincorporated areas including Isla Vista, Hope Ranch, and the Gaviota Coast with a population of approximately 95,202. In the FY 2017/2018, the library had approximately 264,242 visitors and circulated 648,697 items, not counting the items that were downloaded electronically. Services were provided by 6 full-time and 15 part-time employees (Personal Communication from Allison Gray, Goleta Valley Library Director, July 15, 2019).

ii. Thresholds of Significance

A significant impact on public services would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's Environmental Thresholds and Guidelines Manual include thresholds of significance for potential impacts on area schools. Specifically, under these thresholds, any project that would result in enough students to generate the need for an additional classroom using current State standards would be considered to result in a significant impact on area schools. The City's adopted Environmental Thresholds and Guidelines Manual notes current State standards are: Grades K-2, 20 students per classroom; Grades 3 -8, 29 students per classroom; and Grades 9 – 12, 28 students per classroom. However, the State of California classroom size standards are as follows: average class sizes of 31 (not to exceed 33) for kindergarten, 30 (not to exceed 32) for Grades 1 – 3), and 29.9 (or the district's average number of students per teacher in 1964, whichever is greater) for Grades 4 – 8 (California Department of Education 2018).

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. Less than Significant.

i. Fire Protection

Fire protection needs for this project will be minimal given the aspects of the project such as demolition of the existing Beach House, construction of small restroom/shower building, and use of the electric powered food truck. The long-term operational demands will remain similar to today as these facilities are to support the ongoing public beach activities. The County of Santa Barbara Fire Department will review the plans for the new restroom building and the parking area for the food truck prior to issuance of any permits to ensure compliance with the California Fire Code (SBCFD Memorandum, December 13, 2018). The project will result in overall reduction in building square footage and the applicant proposes installing a new fire hydrant next to the new restroom building and food truck parking spot. If selected as an option, the new snack bar building would be smaller than have requisite fire suppression inside the building.

As currently exists, Fire protection requirements for the project would continue to include, but would not be limited to, structural fires, emergency medical services, public assistance, and other requests. Once on the scene following any emergency call, the Fire Department would need adequate onsite fire protection facilities. The Fire Department has reviewed the project and

determined that the plans prepared by the applicant are acceptable (SBCFD Email, September 25, 2019). Access for the project must be maintained with a minimum 20-foot wide all-weather travel way that is serviceable and maintained for the life of the project. The project would require compliance with Fire Department standard conditions such as fire sprinklers, proper addressing, gated access, and payment of Fire Department development impact fees. Compliance with these standards in addition to implementation of the dynamic deployment system discussed above would reduce impacts to fire protection services to less than significant.

As referenced above, a new Fire Station will be constructed in Western Goleta. On December 6, 2018, the City approved the addition of a new Fire Station #10 to serve the western portion of the City. The addition of Fire Station #10 at the Hollister Avenue and Cathedral Oaks intersection approximately 0.6 miles from the project site will improve the Citywide firefighter to population ratio to 1:3,681, bringing the service ratio into compliance with the City's minimum service standard. In addition, the with its closer proximity to the project site, Fire Station #10 will improve response times to the hotel and Haskell's Beach. The project itself will reduce building structure area due to removal and replacement of the Beach House with a much smaller 325 SF restroom building and a movable electric food truck. Therefore, the project, would not increase the intensity of use at the project location beyond the existing demand for fire services, exacerbate the existing firefighter to population ratios deficiency, or change the existing Station #11 response times. Given, the nature of the project, compliance with existing Fire Code standards, and the addition of new Fire Station, the project would have a less than significant impact to fire protection service.

ii. Police Services

As stated above, the Santa Barbara County Sheriff Department provides 24-hour police protection services to the area under contract to the City of Goleta. Demand for police services resulting from the project, would not change measurably from baseline levels in the foreseeable future. Additionally, the project includes adequate patrol car access. Therefore, project related impacts on police services in the City would be less than significant.

a. No Impact.

iii-v. Schools, Parks, Other Facilities

Given the non-residential nature of the project and the expectation that no additional staff would be added to the site, the impacts on student generation would be nominal. It is not expected that this project would result in additional enrollment of school aged children in either the Goleta Union or Santa Barbara School & High School Districts. Similarly, any potential demand generated by the project for parks and other public facilities/services would be minimal. Therefore, the project would have no impact to schools, parks, or other public facilities.

Lastly, the project would have a beneficial impact by providing new bathrooms that placed beyond the projected 50 year wave run up area, new food service venue, and reconstructed trails and beach access for use by hotel guests and beach goers in addition to removing a damaged building and revetment from the beach front. These new beach amenities would serve the public at the project site for years in a beneficial manner.

iv. Cumulative Impacts

There are less than significant project specific impacts to public services as described above, as there would be no appreciable change in intensity to existing onsite use as a result of this project. The City recently approved construction of Fire Station 10 on the west side of town that will reduce the existing deficiency in Citywide firefighter to population ratios to 1:3,681. As an ongoing support for the project would result in less than considerable incremental contribution to cumulative impacts on any Public Services. The improvement of beachfront food services, restrooms, and emergency access facility conditions with project and removal of the damaged building and revetment from the beachfront will be beneficial to the safe provision of public services to the project site.

v. Mitigation Measures and Conditions

No impacts are identified, and therefore, mitigation is not necessary and residual impacts would not occur. However, the following Condition of Approval from SBCFD applies to Fire Services and assures project compatibility with the emergency access road, turnaround, and beach ramp. (SBCFD Email, September 25, 2019).

1. Condition. Santa Barbara County Fire Department (SBCFD) Food Truck: Comply with all conditions and requirements regarding the use of a food truck as a snack bar as outlined in the September 25, 2019 email from Glenn Fidler of Santa Barbara County Fire Department and obtain a letter from SBCFD affirming review of the project grading and building plans, including the following items which shall be printed on the plans:

1. The food truck vehicle must be able to be moved immediately at the request of the Fire Department in an emergency.
2. Attendant must have the ability to immediately move the vehicle
3. Keys must be in the vehicle.
4. Vehicle cannot be stored on the access road
5. Must be removed from the emergency access road every night
6. An area on the emergency access road pavement must be designated for the vehicle
7. The vehicle can use the emergency access road from Hollister Avenue for ingress/egress to its designated location.
8. Water and power hook-ups at the edge of the road are acceptable.
9. SBCFD recommends an electric vehicle (but it is not required)

Receipt of a letter from SBCFD affirming the project plans and conditions and that the conditions have been included on grading and building plans shall be confirmed by the City of Goleta Building Official prior to issuance of the grading or building permits.

2. Condition. Santa Barbara County Fire Department (SBCFD). Maintain Beach Access Ramp. The Applicant/Permittee will be required to regularly maintain the earthen emergency vehicle access ramp to Haskell's Beach in coordination with the City of Goleta and the SBCFD.

Receipt of a letter from SBCFD affirming the project plans and conditions and that the conditions have been included on grading and building plans shall be confirmed by the City of Goleta Building Official prior to issuance of the grading or building permits.

vii. Residual Impacts

The project would result in less than significant or no significant public services impacts that would result in residual impacts. However, as discussed above by providing new bathrooms, food service, and reconstructed trails and beach access for use by hotel guests and beach goers in addition to removing a damaged building and revetment from Haskell's Beach, the project would have a beneficial impact to public facilities amenities at the project site.

P. RECREATION

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

i. Existing Setting

The City of Goleta has 19 parks and 21 open spaces (including 3 parks and 3 open spaces that are privately-owned and publicly accessible), and 1 community center (the Goleta Valley Community Center), comprising a total of approximately 554 acres. This is approximately 17.8 acres per one thousand residents. The City has adopted a goal of providing 4.7 acres of parkland (open space lands whose primary purpose is recreation) per thousand residents.

Regulatory Setting

As detailed in Section K. Land Use Planning above, the City of Goleta General Plan/Coastal Land Use Plan (GP/CLUP) Policy LU 9.1 designates the Ritz Carlton, Bacara Hotel (hotel), including the project site, "Site #1 – Coastal Resort Parcels (Visitor Commercial). The existing public access provided at the hotel provides recreational public beach access and supportive amenities including a beachside snack bar, parking, oceanfront picnic areas, restrooms, showers, and emergency access consistent with the approved hotel conditions of approval. The existing Beach House amenities are the only facilities of their type located within the incorporated City of Goleta.

As such, the site has been prioritized by the City and any expansion or alteration of existing development shall be required to maximize public access, maintain or expand the extent of existing coastal access facilities, including parking and vertical access to the beach provide better protection of coastal resources. Further, if natural processes impede existing access City policy requires accommodations must be made to ensure that current access and beach support service levels are maintained. Any expansion or alteration of existing development shall be required to protect environmentally sensitive habitats and archaeological resources, including provision of the buffers set forth in the Conservation Element.

ii. Thresholds of Significance

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

iii. Project Specific Impacts

Previous Environmental Review

The hotel Final Environmental Impact Report (FEIR) (84-EIR-5) determined that the project would provide improved, legal, public access to Haskell's Beach, public parking, shower and dining facilities, and expanded recreational use of the hotel site, resulting in beneficial impacts to recreation. The GP/CLUP FEIR analyzed the potential recreational impacts associated with buildout of the land uses in the GP/CLUP, including the visitor serving use of the site as a baseline use. This analysis focuses on any potential for the project to create any new or unanticipated non-beneficial impacts to recreation.

Environmental Checklist and Thresholds Discussion

a, Less than Significant Impact. The primary use of the project site (see Figure 1) is public beach access and the existing 2,668 square foot (SF) Beach House building at Haskell's Beach constructed as part of the original hotel. Beach House building itself houses a mix of uses snack bar, storage/recreation rental equipment, such as paddle boards and kayaks, and restrooms. A separate 258 SF outdoor structure provides two showers for use by beach goers and is located immediately adjacent to the west side of the Beach House. In consideration of checklist item a above, no new population or jobs would be created by this project, that would contribute to exceeding the use capacities of existing neighborhood or regional parks and lead or contribute to their physical deterioration, and therefore, would have a less than significant impact on community recreation facilities.

b. Less than Significant. The new 325 SF building with four (4) restrooms and two (2) showers and new food truck or the alternative 282 SF snack bar building are proposed to replace in kind uses currently found at the existing Beach House. This includes offering food service on the days and times at the same previous levels required by the existing hotel conditions of approval (COA). The COA specifically require the hotel: 1) provide public beach access support amenities inclusive of 50 public parking spaces, a beachside snack bar/restroom/shower facility; 2) provision of an oceanfront picnic area adjacent to the proposed snack bar on the beach; 3) provide a system of interpretive and location signs, which clearly mark public accessways and parking areas; 4) provide physical and biological information about the site (86-DP-046; COA #2, January 7, 1997 and CCC Permit No. 4-85-343; Special Conditions #7 and #10, December 5, 1997).

Construction of the replacement recreation support facilities is in a location adjacent to documented sensitive environmental resources that might have an adverse effect on these resources requiring protective measures during design, siting, construction, and operation. As discussed in Section K. Land Use and Planning above, the project is designed to remain consistent with GP/CLUP Policies LU 3.6, LU 9.1, CE 1.7, CE 5.3, CE 7.4 and protective mitigations and project conditions of approval have been integrated requiring the best available location on the hotel site. The selected site will place the amenities in an area with the least impacts to sensitive environmental resources, including sensitive habitat, tribal cultural resources, and the anticipated future changes to the ocean hazard area (wave and tidal runup, storm surge) that damaged the existing Beach House's recreation amenities. The project would result in construction of a building with a much reduced structural footprint as the maximum size of development would be 3,000 square feet less than the existing Beach House (Beach House is 3,675 SF; proposed restroom building is 325 SF and snack bar building is 282 SF if food truck is

not approved). In addition, the project related changes in onsite concrete and asphalt would result in a net reduction of the existing impervious area by (-1,521 SF) as detailed in Table 1 above.

This project is proposed to satisfy the hotel conditions of approval and will ensure the substantial physical deterioration of the existing Beach House facility would be ameliorated by this project's construction of replacements for the regional recreational support amenities in a more suitable physical location. The proposed location be least impactful to habitat, avoid cultural and tribal resources, and is away from potential ocean hazard areas and will thereby result in having a less than significant impact due to construction of recreational facilities which would have an adverse physical effect on the environment.

iv. Cumulative Impacts

The project would ensure that existing recreation support structures and amenities will continue to be provided in support of current levels of public beach access in this area albeit with a substantially reduced footprint to existing physical facilities. As discussed in Section 4. Land Use and Planning above reduction in physical facilities in this location are warranted due to the proximity to sensitive resources. The proposed new location and reduced scale a will avoid sensitive resources while ensuring recreation support services adjacent to the beach consistent with the City GP/CLUP policies and the hotel conditions of approval. amenities. The scale of the project would, however, continue to support the current recreational demand at this important public beach access location and address the current deficiency in recreation support amenities caused by damage to the existing Beach House. Therefore, the project would not result in any new significant project-specific contributions to cumulative demands on regional beachside recreational facilities or create any substantial new demand for such recreational amenities not previously anticipated in the original hotel conditions of approval.

The project would not result in any significant recreation impacts that would result in residual impacts. As discussed above, the project facilities would continue to provide beneficial amenities to public recreation in the region.

v. Required/Recommended Mitigation Measures

Based on the above analysis, less than significant project impacts would occur and therefore mitigation measures would not be required.

vi. Residual Impact

Residual project related impacts on recreation would be less than significant and, therefore remain beneficial.

Q. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X		
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X		
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X		
d. Result in inadequate emergency access?			X		

i. Existing Setting

The project site is located on a 1.4-acre portion on the existing Ritz-Carlton, Bacara Hotel (hotel) property along the south side of Hollister Avenue and immediately south of the U.S. Highway 101 and the Union Pacific Railroad (UPRR) corridor. As detailed in Section 7. Project Description above, the project site is located just inside the western City of Goleta (City) limits approximately 0.6 miles west of the Highway 101 and Cathedral Oaks Road overpass and ramps and the Hollister Avenue Cathedral Oaks Road intersection.

The project site is primarily accessed from the public parking lot located adjacent to the south side of Hollister Avenue and by pedestrians and hotel cart traffic using the trails running to and from Haskell's Beach as shown in the aerial in Figure 1 above. Emergency access to the project site is provided by a gated and paved emergency access road and turnaround that provides responder access from Hollister Avenue to the north via a locked gate.

Regulatory Setting

The Santa Barbara County Association of Governments (SBCAG) coordinates with regional agencies, including the City of Goleta to prepare and implement the SBCAG 2016 Congestion Management Program (CMP). The CMP coordinates regional and multi-jurisdictional issues related to congestion, land development, and air quality, and efficient use of limited transportation funds. The CMP defines the roadway facilities (intersections and road segments), appropriate roadways level of service (LOS) standards, performance measures including vehicle miles travelled (VMT), alternative transportation methods, land use impacts, and a capital improvement

program. The City of Goleta General Plan and Coastal Land Use Plan (GP/CLUP) Transportation Element establishes the Citywide LOS in coordination with SBCAG and is consistent with the CMP.

ii. Thresholds of Significance

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

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

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

Threshold TRA-2. Project access to a major road or arterial road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.

Threshold TRA-3. Project adds traffic to a roadway that has design features (e.g. narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with a substantial increase in traffic (e.g. rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that would become potential safety problems with the addition of project or cumulative traffic.

Threshold TRA-4. Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

Previous Environmental Review

The Hyatt Resort Hotel (hotel) Final Environmental Impact Report (FEIR) (84-EIR-5) determined that the project would have the potential to have significant unavoidable transportation and parking impacts. As part of the mitigation for transportation impacts The City's GP/CLUP FEIR analyzed the potential aesthetics impacts associated with buildout of the land uses in the GP/CLUP, including the visitor serving use of the site.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b, TRA-1, TRA-2, TRA-3, TRA-4. Less than Significant. This project will not have a long-term effect on the circulation system of the city or generate additional traffic to the site as this is a replacement project of existing beach amenities/facilities already studied under a previous EIR. These amenities are not trip generating uses but enhance the experience of beach goers.

During construction there will be additional short-term construction traffic generated. Construction trips as calculated by the CalEEMod version 3.2 are based on the square foot and use and are not expected to exceed 18 peak hour construction related trips to the project site during any phase. These trips would be temporary in nature, and not result in a permanent effect on road system service levels.

The project access to Hollister Avenue is from the existing public parking lot next to the hotel tennis courts and via the gated emergency access road. Pursuant to checklist item c and thresholds TRA-2 and TRA-3, the project does not add new driveways, change existing roadway configurations, or add traffic trip given the nature of the project. Further, the project does not generate the need for a new traffic signal, affect roadway width, or affect the roadway itself.

The project's continued use of the location for recreational beach access and use at similar intensities does not propose a change to the intensity of use of the existing transit, roadway, bicycle and pedestrian facilities that would result in a significant impact to a City plan, concept plan or implementing ordinance for the circulation system. Since the project would not change the existing public beach access or recreation amenities currently provided at Haskell's Beach, the project would not conflict with GP/CLUP policies or pursuant to threshold TRA-4 requiring transportation improvements to maintain circulation system LOS levels at LOS C or above and would therefore have a less than significant impact due by contributing to changes in intersections and roadways service levels.

Pursuant to checklist item b above, the project is not located near an intersection identified in the SBCAG 2016 CMP Table 4.3 *CMP Intersections Located Within Transit Priority Area* and would therefore not have an impact to these intersections. The project site is located 0.6 miles from the nearest Metropolitan Transit District (MTD) bus line stops which is located near the Cathedral Oaks Road and Hollister Avenue intersection adjacent to the Sandpiper Golf Course. These bus stops are served by the MTD Bus Route 25 which connects the neighborhoods near Winchester Canyon and Sandpiper to the Camino Real Marketplace and regional line MTD 6. The project's location does not conflict with a transit plan or transit activities. Based on the nature of the project and on the factors discussed above, the project will have a less than significant impact in this area.

c, d, TRA-3. Less than Significant. The project does not propose a change to the existing primary driveway access to the site from Hollister Avenue or change the existing roadway configurations. Further the continued use of the site is not incompatible with the beach access parking and hotel uses along Hollister Avenue in this location. This design feature would allow for vehicle queuing at the entrance in a manner that would not result in poor sight distance for vehicle or generate traffic incompatible with surrounding uses that would create a potential safety issue.

The proposed project as designed, will not inhibit emergency access and will improve access to the beach for emergency responders. As provided for in Section xx Public Services, the SBCFD will condition the project such that the electric food truck will be moved when emergency responders need to access the beach. To ensure fire safety, the proposed project would have to comply with SBCFD's requirements pertaining to building construction, site access, adequacy of flows, and the applicant would install the proposed new fire hydrant at its new location.

Additionally, pursuant to Policy PF 3.3 in the Goleta GP/CLUP and as updated with the 2019 Development Impact Fee (DIF) Nexus study, the project will be required to pay any DIF as applicable. Therefore, the project would have a less than significant impact as a result of creating an increase in hazards due to a design feature nor result in inadequate emergency access.

iv. Cumulative Impacts

The project will not increase the employment intensity or change land uses at the site that would contribute incrementally to cumulative traffic that would exceed the LOS or V/C ratio or that would result in a conflict with the GP/CLUP or SBCAG 2016 CMP that would result in a cumulative impact to the regional road system. Under CEQA Guidelines section 15064.3(b), generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact.

v. Required Mitigation Measures and Conditions

Less than significant transportation impacts are expected and therefore no mitigation is required. However, the project will be subject to a Construction Parking Plan condition of approval.

1. Condition. Construction Parking Plan. The Applicant/Permittee shall prepare a construction parking plan to be approved by the Planning and Environmental Review Department Director, or designee prior to commencement of construction. The construction parking plan shall ensure any reduction in public parking spaces below 50 will be replaced by an equal number of spaces in the main hotel parking lot and regular shuttle service provided between Haskell's Beach parking lot to those spaces. In addition, the parking plan must address the parking demand of hotel employees and construction workers which could include the use of offsite parking locations and shuttles in order to provide adequate parking. Adjustments to the Construction Parking Plan during implementation may be made as warranted by the Director.

vi. Residual Impacts

No short-term construction or long-range operational impacts that could lead to residual impacts were identified.

R. TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause a substantial adverse change in the significance of a 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:					
i. 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		X			
ii. 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 Resource 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.		X			

This section incorporates the analysis, findings, and recommendations in the *Final Extended Phase I Archaeological Report, Ritz-Carlton, Bacara Beach Facilities Relocation and Improvement Project* (Extended Phase 1, Dudek, January 2020). The document is referenced herein as Attachment F-5. A peer review of the Extended Phase 1 was prepared by Applied Earthworks and is referenced herein as Attachment F-4. These reports are also discussed in Section E, Cultural Resources above. Due to confidentiality requirements, all archaeological reports are maintained in confidentiality at the City Planning and Environmental Review Department and may be accessed only upon a demonstrated need.

i. Existing Setting

Evidence exists for the presence of humans in the Santa Barbara coastal area for thousands of years. At the time of this first European contact in 1542, the Goleta area was occupied by a Native American group speaking a distinct dialect of the Chumash Language (City of Goleta General Plan/Coastal Land Use Plan Final Environmental Impact Report (GP/CLUP FEIR)). This

group later became known as the Barbareño Chumash. The Chumash were hunters and gatherers who lived in areas surrounding the much larger prehistoric Goleta Slough. The prevalent Chumash population at the time of Spanish contact occupied at least 10 Chumash villages in the Goleta Area and immediate vicinity (GP/CLUP FEIR).

As provided in the GP/CLUP FEIR (Section 3.5, Cultural Resources, Table 3.5-1), the City is known to contain prehistoric, ethnographic, historical and paleontological resources. The GP/CLUP FEIR (Figure 3.5-1, Historic Resources), shows areas containing sensitive historic/cultural resources.

Previous Environmental Review

The Hyatt Resort Hotel (hotel) FEIR (84-EIR-5) determined that the hotel project would have the potential to disturb burial sites and areas near burial sites that would conflict with values the Native American Community. As part of the mitigation for Tribal concerns related to the hotel project, suggested measures were a No Project Alternative, or requirements for the presence of a Native American monitor during construction and protection of burial sites from looters. Representatives of the United Chumash Council would meet with the applicant to discuss mutually agreeable measures. The GP/CLUP FEIR analyzed the potential tribal cultural impacts associated with buildout of the land uses in the GP/CLUP. The analysis of the proposed project focuses on any potential for the project to create any new impact not anticipated by prior environmental analyses or exacerbate any previously identified impacts.

Since development of the hotel site, the area became a part of the City of Goleta when the City incorporated in 2002. New cultural resources policies were adopted relevant to the proposed project site with the adoption of the GP/CLUP. The GP/CLUP FEIR analyzed the potential cultural resources impacts associated with buildout of the land uses in the GP/CLUP. The GP/CLUP FEIR found that loss or destruction of significant cultural, historical, or paleontological resources within the City would constitute a long-term impact because such resources are nonrenewable and unique. Pertinent to the project site, the GP/CLUP FEIR found that it would be possible to implement mitigation measures consistent with the following policies and would serve to reduce potential cultural and historic resources impacts to less than significant levels with mitigation (Class III or IV Impact)

The following GP/CLUP policies apply to Tribal Cultural Resources.

- Policy OS 8: Protection of Native American and Paleontological Resources
- Policy VH 5: Historic Resources
- Policy VH 6: Historical and Cultural Landscapes

ii. Thresholds of Significance

The project would be considered to have a significant impact on tribal cultural resources if it were to cause a substantial adverse change in the significance of a tribal cultural resource as defined in the checklist above.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. i and ii. Less than Significant with Mitigation. The City made a request to the Native American Heritage Commission (NAHC) on April 23, 2019 for the Sacred Lands File related to the project per Public Resources Code section 5097.96 and Native American Contacts list. The City received a response from the NAHC on May 7, 2019 with a Tribal Consultation List. No information regarding the requested Sacred Lands File search was provided in the NAHC response.

AB 52 Tribal Consultation

On May 9, 2019, the City sent letters inviting consultation to the tribal representatives identified on the NAHC list as having a traditional and cultural association with the geographic area of the proposed project pursuant to Public Resources Code section 21080.3.1. The City received two requests and held consultations with Mr. Freddie Romero, representative of the Santa Ynez Band of Chumash Indians on June 7, 2019, and with Ms. Julie Tumamait-Stenslie, Chairperson of the Barbareño/Ventureño Band of Mission Indians on July 9, 2019. City representatives met at the project site with Julie Tumamait-Stenslie who was accompanied by Mr. James Yee of the Barbareño Band of Chumash Indians on July 29, 2019.

The tribal representatives reviewed and provided input on the Extended Phase 1 Archaeological Report and expressed satisfaction with its analysis and conclusions. The text of this section and Section E, Cultural Resources section analysis and mitigation measures reflect input from tribal representatives. The applicant, City, and Chumash representatives concluded consultation to the satisfaction of the parties on February 19, 2020 (Freddie Romero, Julie Tumamait-Stenslie, emails February 19, 2020).

Based on information shared by both Tribe representatives, there is the potential for Native American artifacts including human remains to be present within erosive areas along the elevated terrace above the existing Beach House and the erosive slope of the Eastern Terrace Hillside. The new bathroom building, replacement of the emergency access road, utility extension, retaining wall and drainage ditch would be constructed along the foot of the slope. The discovery of human remains is addressed by Public Resources Code section 5097.98, pursuant to checklist item c above, require special treatment, and are of particular importance to local Chumash representatives. While the potential is low, disturbance of said resources would result in a significant impact to tribal cultural resources.

Recorded Archaeological Sites

As mentioned in Section E, Cultural Resources above, archaeological site records and literature search through California Historical Resources Information System (CHRIS) and Central Coast Information Center (CCIC), University of California, Santa Barbara included any previously recorded cultural resources and investigations within a 0.5-mile radius of the project area. One prehistoric archaeological site, CA-SBA-72, is located in the vicinity of the proposed Project boundary. The Extended Phase I concluded that the proposed project site improvement area has been subjected to extensive and significant ground disturbances since at least 1929. These disturbances include road grading, construction of structures and installation of subsurface oil pipelines and utilities. A brief summary of prehistoric site CA-SBA-72 is provided below and all previously recorded prehistoric cultural resources located within a 0.5-mile radius are summarized in Appendix F-4, Table 2.

The site is not listed among the sites identified on GP/CLUP Figure 6-2 Historic Resources. Additionally, according to the peer reviewed Extended Phase 1 conclusions, the site is not identified as an officially designated or recognized as historically significant site in the CHRIS system by a local government pursuant to a local ordinance or resolution.

According to the Phase I investigation, it was determined that due to the proximity of the site to two significant archaeological resources unknown resources could possibly exist within the project site. As a result, an Extended Phase I was recommended, and site excavations were conducted and monitored by a Native American observer in accordance with the CEQA and requirements of the County of Santa Barbara Regulations Governing Archaeological and Historical Projects Undertaken in Conformance with the CEQA and Related Laws: Cultural Resource Guidelines (revised February 2018), as adopted by the City of Goleta.

Pursuant to checklist item a.i. above, the Extended Phase 1 noted that CA-SBA-72 has been disturbed as a result of previous uses conducted on the project site. However, no other known excavations or official significance evaluation has been conducted and CA-SBA-72 has not been evaluated for the California Register of Historic Resources (CRHR) or National Register of Historic Places (NRHP) eligibility status, but appears eligible (Attachment F-5, Table 2). Furthermore, the site boundary appears to have been determined by both surface survey and subsurface testing, but the evidentiary basis of the current site boundary near the proposed project site documented by CHRIS is not entirely appear certain due to the fact that no subsurface testing has been conducted in the immediate area of the proposed project site. Due to the limited extent of the proposed project, the assessment of the NRHP and CRHR eligibility status of adjacent documented sites is outside the scope of the project and is less than significant.

As discussed in Section E, Cultural Resources above, information shared by the tribal representatives indicate that there is the potential for Native American artifacts including human remains to be present within erosive areas along the elevated terrace above the existing Beach House and the erosive slope of the Eastern Terrace Hillside. Therefore, the project could have the potential to have a significant impact to tribal cultural resources as defined by Public Resources Code section 21074. Pursuant to checklist item a.ii above, Mitigation Measure CUL-1 has been identified to ensure that if sensitive tribal cultural resources or human remains are encountered during construction or demolition, provisions for resource protective construction monitoring and treatment of remains in Mitigation Measures CUL-1 through CUL-4 will ensure that potential impacts would be less than significant and mitigated.

iv. Cumulative Impacts

In general, cumulative impacts to tribal cultural resources would occur when a series of actions leads to the loss of a substantial type of 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. Consistent with the GP/CLUP potential project related contributions to cumulative impacts to yet to be discovered tribal cultural resources in the incorporated City of Goleta are reduced to less than significant by implementation of resource protective construction monitoring for potential discovery and handling of tribal cultural resources and treatment of remains in Mitigation Measures CUL-1 through CUL-4.

v. Required Mitigation Measures

Mitigation Measures CUL-1 through CUL-4 (see section E, Cultural Resources, above) will ensure that a Construction Monitoring Plan would be prepared, onsite construction activity would be monitored by a City-qualified archaeologist and local Chumash tribal observer. In the event human remains are uncovered, established procedures will be followed for the treatment of tribal cultural resources and human remains consistent with Public Resources Code section 5097.98 and the NAHC and the Most Likely Descendent notified. The applicant has agreed to incorporate these mitigation measures into the project.

vi. Residual Impacts

With Mitigation Measures CUL-1 through CUL-4 implemented, less than significant CEQA defined residual impacts to Tribal Cultural Resources would occur due to the project.

R. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X		
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X		
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X		
d. 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?			X		
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X		

i. Existing Setting

Wastewater Treatment

Wastewater in the project area is collected by the Goleta West Sanitary District (GSD) and treated at the Goleta Wastewater Treatment Plant (GWWTP). The GWWTP has a design capacity of 9.7 million gallons per day (mgd), based on an average daily flow rate. However, the discharge is restricted under the facility's National Pollution Discharge Elimination System (NPDES) permit (Permit No. CA0048160) (a Clean Water Act Requirement by the U.S. EPA), to a daily dry weather discharge of 7.64 mgd (RWQCB, 2010). GSD owns 59.22 percent of the capacity rights at the GWWTP, which gives GSD an allotment of 4.52 mgd of treatment capacity. GSD currently contributes 2.54 mgd in flow to the GWWTP, leaving GSD 1.98 mgd of remaining capacity.

At the present time the plant's treatment system consists of primary settling, biofiltration, aeration, secondary clarification, chlorine disinfection, and de-chlorination. Wastewater flows greater than

4.38 million gallons per day (MGD), receive primary treatment only and are blended with treated secondary wastewater prior to disinfection and discharge to the ocean. Treated wastewater is discharged to the Pacific Ocean through a diffuser 5,912 feet offshore at a depth of approximately 87 feet. In May 2013, the GSD treatment facilities were upgraded from the partial secondary blended process. With the plant upgrades completed, the plant is able to discharge effluent that has been treated to full secondary standards as well treat some wastewater to the tertiary standards required for recycled water use (Goleta Sanitary District 2018: 3).

*Water Sources, Supply, and Demand*⁴

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

Drainage Facilities

All stormwater runoff, as well as tailwater from landscape irrigation onsite, surface flows to the Tecolote Creek to the west and the Pacific Ocean to the south

Landfill Capacity and Solid Waste

The County of Santa Barbara owns and operates (through its Public Works Department) the Tajiguas Landfill as well as the South Coast Recycling and Transfer Station. The management of solid waste by the County's Public Works Department includes collection, recycling, disposal, and mitigation for illegal dumping. Within the City of Goleta, collection services are provided by Marborg Industries. Waste generated in the City of Goleta is handled at the South Coast Recycling and Transfer Station where recyclable and organic materials are sorted. The remaining solid waste is disposed of at the Tajiguas Landfill. The Tajiguas Landfill is the only active landfill in Santa Barbara County (County of Santa Barbara 2018a).

The landfill encompasses 497 acres, with a permitted operational area of 357 acres. Of this, the total permitted waste footprint is 118 acres for a capacity of 23.3 million cubic yards (County of Santa Barbara 2018b). The permitted waste area is comprised of both lined and unlined (pre-Subtitle D) areas. The Tajiguas landfill is permitted to accept up to 1,500 tons of municipal solid waste and yard waste per day (Santa Barbara County 2015:1-7, 1-8). Based on current waste disposal rates, the landfill will reach permitted capacity in approximately 2036, based on current projections of materials delivery to the landfill and assuming timely completion and expected

⁴ The source of the data provided in this section, except as otherwise noted, is Goleta Water District, *Water Supply Assessment City of Goleta Proposed Amended General Plan/Coastal Land Use Plan*, May 22, 2008.

performance of the Tajiguas Resource Recovery Project (TRRP) that would increase waste diversion (e.g., compost and recycling) rates. The landfill is classified as a Class III (non-hazardous solid waste) disposal facility (County of Santa Barbara 2018:20,30).

ii. Thresholds of Significance

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

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

Previous Environmental Review

The Hyatt Resort Hotel (hotel) Final Environmental Impact Report (FEIR) (84-EIR-5) determined that the project would result in potentially significant impacts to sewer, water, and solid waste

a. Less Than Significant. As described, the project will result in the net reduction of building area on the site by 4,360 SF. All utilities exist on site to serve the development and have the capacity to support the development. However, utilities will need to be routed to either side of the emergency access road as shown on the site plan in Attachment B to support the new restrooms structure, the food truck parking location, or alternatively the new snack bar building. The relocation of onsite utilities will occur within the footprint of existing onsite development would not affect demand. The environmental effects of the relocation of services and utilities are detailed in Section D. Biological Resources, Section E. Cultural Resources, Section I Hazards and Hazardous Materials, and Section R. Tribal Cultural Resources herein. The onsite stormwater drainage will be required to be designed and constructed in compliance with Regional Water Quality Control Board regulations and City of Goleta development standards prior to issuance of a building permit. Therefore, the project would result in less than significant environmental effects from relocation of onsite utilities and stormwater drainage.

b, c. Less Than Significant. Water for the project would be provided by the Goleta Water District (GWD). The installation of new restrooms, use of a food truck or as alternative a new snack bar building would be consistent with the existing Beach House water use that is part of the existing hotel. The project would require no changes to the existing water service. However, for continued recycled water service, a new Recycled Water Service Agreement would be required and is a condition of approval for this project. (Communication. Jim Heaton, email July 5, 2019). As such, the project will not change water use onsite nor exceed available water and development of the project would pose a less than significant impact on the area's water supply. The existing reclaimed waterline will remain in its current location to provide plant irrigation as part of the restoration of the existing Beach House site after demolition.

The project would not change existing uses onsite and result in an overall reduction of 3,608 SF in building area as described above in Section 7. Project Description, Table 1. The project would not result in a net increase in wastewater produced onsite. The project already has Sewer Service Connection Permit from the GSD to guarantee sewer service and would be required to obtain service extension to the New Critical Facility. Therefore, the project's contribution to wastewater discharge would be less than significant.

d, e. Less Than Significant.

Long Term Operational

The City's Thresholds Manual provides solid waste generation factors for a variety of land uses. Using the rates provided for fast food restaurants, the project would continue to generate approximately 7.03 tons per year of solid waste based on use estimates in CalEEMod version 3.2. This is an estimated decrease over the existing use at the site. The quantity of solid waste to be disposed of at landfills (non-recycled waste) is typically estimated at 50% of the total solid waste generation. The net new non-recycled waste from the project is therefore estimated at 3.52 tons per year. This amount does not exceed the City's project specific threshold of 196 tons per year. However, the project will generate solid waste and will be required to comply with standard project conditions that ensure reduction in solid waste to the landfill is achieved. Therefore, with standard solid waste conditions applied the project's operational specific impact on solid waste disposal capacity at the Tajiguas Landfill would be less than significant.

Construction/ Demolition Debris

The California Green Building Code requires demolition of any structure requiring a permit to divert 65% of the construction materials generated during construction. Therefore, the City has implemented a mandatory Construction and Demolition (C&D) Debris Recycling Program to divert at least 65% of these highly recoverable materials from the landfill in accordance with state law. In order to address the waste, diversion reporting is required after construction in accordance with the City of Goleta's Construction and Demolition Debris Recycling Program Waste Reduction and Recycling Guidance Document. The applicant must substantiate how a 65% diversion factor will be achieved. The project would have a less than significant impact to solid waste with the implementation of standard conditions of approval that ensure compliance with the City's Recycling Program that meets the City goals for waste diversion.

iv. Cumulative Impacts

Project contributions to cumulative impacts on the GWD's water supply, GSD's sewage treatment capacity, and the City storm drain system would be less than significant based on the above analysis. As the anticipated solid waste flow generated by the project's operation would not increase over the existing amount or be a project specific significant impact. Any increase in the solid waste stream in excess of 1% of that estimated in the Santa Barbara County *Source Reduction and Recycling Element* (SRRE) would be an adverse contribution to cumulative impacts on the Tajiguas Landfill due to its very limited remaining capacity. Pursuant to the City's Thresholds Manual, any project generating more than 40 tons/year after receiving a 50% credit for source reduction and recycling would pose an adverse contribution to cumulative impacts on landfill capacity and the County's ability to handle its long-term solid waste stream. However, with standard conditions of approval, the estimated project generation rate of 3.52 tons post diversion per year and is well below the City threshold of 40 tons per year and as such, project contributions to cumulative solid waste flow would be less than significant.

v. Required Mitigation Measures

No mitigation measures are proposed or needed. However, conditions of approval regarding compliance with both GWD and GWSD requirements and construction waste reduction will be required.

vi. Residual Impacts

The project would result in no residual impacts to utilities and service systems with implementation of standard conditions of approval.

T. WILDFIRE

If located in or near a state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?			X		
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?			X		
c. 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?			X		
d. 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?			X		

i. Existing Setting

The project site is not located in a very high fire hazard severity zone or in or near areas of state responsibility. The site is located in a designated Local Responsibility Area (LRA) Incorporated on the California Department of Forestry and Fire Protection Fire Hazards Severity Zone in State Responsibility Areas Map (CALFIRE, November 7, 2007). The Santa Barbara County Fire Department provides primary fire suppression and fire prevention services to the City of Goleta (City) and has established standards for building and development review to minimize fire hazards and provide for adequate fire suppression. In reviewing proposed developments, the Santa Barbara County Fire Department adheres to standards for fire hydrant spacing, fire flow, and need for sprinkler systems. Standards for peak-load water supply require that adequate water flow is available for effective fire suppression. The minimum required fire flow depends on the type of building construction, the proximity of adjacent structures, and the presence or absence of fire walls and other fire protection devices. Minimum required fire flow standards are specified in the California Uniform Fire Code, and the Fire Department reviews new developments and redevelopments to ensure compliance with these minimum requirements.

ii. Thresholds of Significance

The project would have a significant impact if it is near a state responsibility areas or lands classified as very high fire hazard severity zones, if the project were found to cause an impact defined in the above checklist.

Previous Environmental Review

The Hyatt Resort Hotel (hotel) Final Environmental Impact Report (FEIR) (84-EIR-5) determined that the project would result in an increase in population that would be served by the Santa Barbara County Fire Department and exposed to potential hazards from oil and gas facilities in the hotel vicinity. With implementation of a Fire Prevention Program and evacuation plan, potential impacts would be reduced to less than significant levels. The City's General Plan/Coastal Land Use Plan (GP/CLUP) FEIR analyzed the potential hazards associated with buildout of the land uses in the GP/CLUP, including the visitor serving use of the site. Urban fires pose a potential risk to structures in any city. In addition, certain areas within Goleta have been designated as high wildland fire hazard areas (Figure 3.7-1, Hazards and Hazardous Materials), including areas north of Cathedral Oaks Road, portions of the Winchester Commons subdivision, and the Bacara Resort property. The areas susceptible to high fire hazards generally include lands with steep slopes and ample vegetation, or fuel load.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. Less than Significant. The project site is located approximately 0.2 miles south of the nearest designated High Fire Hazard Area in a state responsibility area. The project will result in construction of a small 325 SF restroom and showers building to serve beachgoers and removal of the 3,675 SF damaged Beach House building and showers. The proposed food truck will be located in such a manner to not hinder continued use of the emergency road and maintain turning clearance for emergency vehicles with rescue vessel trailers access the beach for launches. The recreation support accessory uses being constructed (restrooms, food truck, or alternative snack bar, showers, drinking fountains) are replacing the same uses that were located in the wave damaged Beach House. The hotel is required by the GP/CLUP Policy 9.1 and the City and California Coastal Commission conditions of approval to maintain these public recreation support uses at Haskell's Beach. The construction materials, uses, and level of staffing will remain similar to the existing use and is included in the hotel's adopted fire prevention and evacuation plans, and therefore would have a less than significant impact to these plans.

b - d. Less than Significant. Santa Barbara County Fire Department (SBCFD) provides fire protection to the hotel property including approval of vegetation management and emergency response plans associated with the property. The replacement amenities will be located in close proximity to the facilities to be removed. The same uses are proposed to occur in roughly the same area with the same existing fire-prone native vegetation. While the risk exists that the new facilities will be exposed people to wildfires, the project does not exacerbate or enhance the risk that exists given the natural setting. Cooking facilities will be done in an enclosed space in a controlled manner. In addition, the project maintains the existing emergency access road that serves Haskell's Beach and provides a plan for improved beach access for emergency responders. The replacement beach amenities expose people to a less than significant wildfire risk given the service nature of their use and placement of the facilities adjacent to a public beach with access to an evacuation route.

iv. Cumulative Impacts

The project is located within in an urban area that is classified as high wildland fire hazard area in the GP/CLUP and as such, receives fire protection from the County of Santa Barbara Fire Department. It is also located approximately 0.2 miles south of the nearest designated High Fire Hazard Area in a state responsibility area. Since the project, with standard safe fire practices, would not directly or indirectly change or exacerbate the existing and cumulatively considerable impact to local and state responsibility areas that has affected the region and state, it would have a less than significant cumulative impact to these areas.

v. Required/Recommended Mitigation Measures

No mitigation is required as the project would have a less than significant impact to state responsibility areas.

vi. Residual Impacts

Since there the project would have a less than significant impact, it would not have a residual impact.

S. MANDATORY FINDINGS OF SIGNIFICANCE

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

a. The project is located within the urbanized area on a site developed with visitor serving hotel and public recreation uses. The information in the Biological Resources section of this study indicates the possible project effects on roosting and nesting birds. Refer to Biological Resources Environmental Mitigation Measures for information on mitigating this impact. The impact would be less than significant with the incorporation of the Mitigation Measures. The Cultural and Tribal Resources sections of this study indicates possible project effects on tribal cultural resources including the possibility of human remains. The Cultural Resources and Tribal Cultural Resources sections above detail mitigation for reducing impacts to these important Cultural and Tribal Cultural Resources to less than significant.

b. This project is consistent with the designated visitor serving commercial land uses in the City of Goleta General Plan and Coastal Plan. This initial study has identified potential impacts in the areas of biological resources, hazards, and cultural/tribal cultural resources that individually are limited and require mitigation to ensure that the impacts would be reduced to a less than

significant level both incrementally and cumulatively. The project approval is conditioned upon implementation of these mitigation measures that avoid incremental effects that would emerge with implementation of cumulative projects.

c. Project effects on human beings related to cultural resources, noise, hydrology, and transportation/traffic have been analyzed in this study. Impacts on human beings would be less than significant with the incorporation of Mitigation Measures, where required.

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