1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This Environmental Impact Report (EIR) has been prepared by the City of Goleta to evaluate potential environmental impacts resulting from the Westar Mixed-Use Village Project, referred to herein as “the project” or “Westar”. If approved, the project would consist of 274 multi-family residential apartment units and 88,704 square feet of commercial space (including a community shopping center and five additional residential live/work condominium units) on a 23.55-acre site.

The project site is located north of Hollister Avenue, south of US Highway 101 (US 101) and the Union Pacific Railroad (UPRR) transit corridor, and west of Glen Annie Road, east of Santa Felicia Road in the City of Goleta.

This EIR was prepared in accordance with the California Environmental Quality Act (Public Resources Code §§ 21000, et seq., CEQA), the regulations promulgated thereunder (14 California Code of Regulations §§15000, et seq., the “CEQA Guidelines”), and the City's Environmental Guidelines (“Goleta Guidelines”). CEQA, the CEQA Guidelines and the Goleta Guidelines may be collectively referred to as “CEQA.” The City of Goleta is the lead agency for this EIR as per Section 15367 of the CEQA Guidelines § 15367. The City will use this EIR in its consideration when considering the requested approvals that would allow implementation of the project.

A Notice of Preparation (NOP) was circulated for review and comment by the public, agencies, and organizations as required under CEQA. The NOP is provided in Appendix I. A public hearing to accept scoping comments was held on August 12, 2010. Comments relating to the EIR scope were taken into consideration in the preparation of this EIR.

This Executive Summary summarizes the project description and conclusions of the impact analyses provided in the EIR. Chapter 2.0 Project Description provides a detailed description of the project evaluated in the EIR. Chapter 3.0 Related Projects describes the assumptions used for the cumulative impacts analyses. Chapter 4.0, Environmental Impact Analysis, addresses each of the issues that were identified in the Initial Study as requiring further analysis in the EIR. The impact analysis for each issue area examined in this EIR is presented in six subsections as described below:

- **Existing Conditions** – This subsection provides information describing the relevant environmental setting as well as the applicable regulatory setting.
- **Thresholds of Significance** – This subsection identifies the thresholds used to assess the significance of project impacts. These are based primarily on applicable CEQA criteria and the City’s Environmental Thresholds and Guidelines Manual.
- **Project Impacts** - This subsection describes the nature and extent to which the project would change the existing environment and makes a determination of whether or not these changes would exceed the thresholds of significance.
- **Cumulative Impacts** – This subsection identifies the potential for significant effects to occur as a result of the project in combination with other development anticipated in the vicinity of the project site. Where this potential exists, a determination is made as to whether or not the project’s contribution to this impact is cumulatively considerable and therefore significant.
1.0 EXECUTIVE SUMMARY

- **Mitigation Measures** – Mitigation measures are identified for each significant impact that would occur as a result of the project. Although not required under CEQA, in some cases mitigation measures are also recommended for impacts that are considered less than significant, in order to further reduce such impacts.

- **Residual Impacts** - This subsection identifies the levels of significance for project impacts following the implementation of mitigation measures, specifically identifying significant unavoidable adverse impacts, i.e., impacts that cannot be mitigated to less than significant levels.

Chapter 5.0 describes the environmental effects that were found to be less than significant during the scoping process, and were, therefore, not included in the analysis is Chapter 4.0. Chapter 6.0 describes alternatives to the project and the extent to which each alternative would reduce or avoid the environmental impacts associated with the project. Chapter 7.0 identifies growth-inducing impacts, and Chapter 8.0 identifies significant irreversible environmental changes.

1.2 PROJECT DESCRIPTION

If approved, the Westar Mixed Use Village Project (the “project”) would develop a mix of 274 multi-family residential apartment units and 88,704 90,054 square feet of commercial space (including community shopping center and five additional residential live/work condominium units). The site is designed to promote pedestrian and vehicular connectivity between the two uses. Live/work condominiums combine the two uses and introduce an ownership component into the project mix. The residential component would occupy 13.709 acres in the northern portion of the site; while the commercial component would occupy the southern 9.849 acres. 

Dedication of After dedicating public right of ways, easements would result in a net residential area of is 13.70 acres and a net commercial area of is 9.765 acres with A total net development area of 23.465 net acres would be developed.

The project would be developed on a is proposed for 23.558-acres (gross) site located north of Hollister Avenue, south of US Highway 101 (US 101) and the Union Pacific Railroad (UPRR) transit corridor, and west of Glen Annie Road, and east of Santa Felicia Road in the City of Goleta.

1.2.1 Project Site

The project site is comprised of two parcels, legally described as Parcels A and B of Parcel Map No. 11,218 filed in the office of the County Recorder of the County of Santa Barbara County Recorder's Office in Book 7, Page 19 of Parcel Maps. The property address is 7000 Hollister Avenue; and the County Assessor's Parcel Numbers for Parcels A and B are 073-030-021 and 073-030-020, respectively. Parcel A is approximately 1.23 acres in size and is located in the southeast corner of the project site. Parcel B is 22.32 acres in size and comprises the majority of the project site. Existing parcel boundaries are depicted in Figure 2-2.

The project site is located in the Inland Area of the City of Goleta. The City’s General Plan/Coastal Land Use Plan, Land Use Map designates Parcel A as Office and Institutional (I-OI) and the parcel is zoned Industrial Research Park (M-RP) on the City’s Zoning Map. The General Plan/Coastal Land Use Plan designates Parcel B is designated as Medium-Density Residential (R-MD), which permits requires a minimum residential density of 15 dwelling units per acre and has with a target residential density of 20 dwelling units per acre. However, Parcel
B is currently zoned Mobile Home Subdivision with an Affordable Housing Overlay. This zoning allows permitting a residential density of up to 12.3 units per acre (MHS/AHO DR-12.3). A portion of the southern third of the site is covered by a Flight Approach Overlay (F(APR)), and is partially located within one mile from Runway 7-25 of the Santa Barbara Municipal Airport.

Parcel A contains two existing structures that provide a total of 9,546 square feet (sf) of floor area. One structure is an office building housing a television studio company and the other is an ATM kiosk containing two drive-through ATMs (see Figure 2-2).

Parcel B, comprising the majority of the project site, is vacant and undeveloped. It is currently vegetated with non-native grasses, and is relatively flat (slight gradient north-south, and an engineered a crescent-shaped, man-made cut below grade in the northeastern two-thirds of the parcel.

### 1.2.2 Project Objectives

The objectives of the project include:

1) Create an “in-fill” mixed-use village comprised of up to 300 residential rental units and 5 live/work for-sale units and retail uses totaling approximately 100,000 sf of commercial development, including a drive-through pharmacy, on 23.558-acres of land located within the City of Goleta.

2) Maintain density of residential units sufficient to accommodate units affordable by design and to provide the densities outline in the General Plan as anticipated by the City in its Land Use and Housing Elements so as to meet its “Regional Housing Needs Assessment” requirements for the subject property and to help address the local affordable housing deficit through provision of rental housing.

3) Development of a commercial project component that would include a mix of anchor and smaller retail spaces designed to provide a critical mass of both type and number of services needed in the area.

4) Integrate residential development with the commercial development and surrounding office and research park development to provide integrated housing, employment, and retail opportunities within walking distance of each other.

5) Provide a large common recreation center including a pool and recreation building, as well as four other convenient recreational areas within the residential area for use by the project residents.

6) Provide an additional pocket park recreational opportunity within the project site that would be available to the public.

### 1.2.3 Project Development

As noted, the project includes both multi-family residential and commercial components. The site is designed to promote pedestrian and vehicular connectivity between the two uses. Live/work condominiums combine the two uses and introduce an ownership component into the project mix. The residential component would occupy 13.709 acres in the northern portion of the site while the commercial component would occupy the southern 9.849 acres. Dedication of public right of way easements would result in a net residential area of 13.70 acres and a net commercial area of 9.765 acres, with a total net development area of 23.465 acres.
Residential Component
The residential component of the project would include development of 19 buildings containing 274 multi-family housing units with attached single-bay garages. Four building types are proposed:

- Building Type 100 is a three-story structure containing 19 units and 13 garages
  - 7 Building Type 100s are proposed.
- Building Type 200 is a three-story structure containing 14 units and 10 garages
  - 7 Building Type 200s are proposed.
- Building Type 300 is a two-story structure containing 11 units and 13 garages
  - 2 Building Type 300s are proposed.
- Building Type 400 is a two-story structure containing 7 units and 8 garages
  - 3 Building Type 400s are proposed.

In addition to the 274 rental units, the project would include 5 live/work condominiums as part of the commercial component. Based on an average household size of 2.6 persons per household and a total of 279 units, the project's estimated population would be approximately 726 persons.¹

Other important aspects of the residential component include the creation of recreation and open space amenities, and the development of a maintenance building, and car wash. The project would provide recreational amenities within a central recreation facility containing a pool and clubhouse, and open space and recreation opportunities, such as pocket parks, within select areas throughout the residential component area. A covered area providing storage for on-site maintenance equipment, such as hand tools, to be used by maintenance personnel, and a community car wash would be accessible to the project residents.

Commercial Component
The commercial component would be developed within a 9.765-acre area (net) in the southern portion of the site. It would include nine retail/commercial structures and one structure containing five live/work condominiums. The ten buildings with anticipated types of uses and respective square footages are provided in Table 2-4.

¹ Average household size of 2.6 persons per household per City of Goleta General Plan Housing Element Technical Appendix, November 2010, Page 10A-20.
### Table 2-4
**Summary Retail Structures**

<table>
<thead>
<tr>
<th>Building</th>
<th>Square feet</th>
</tr>
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<tbody>
<tr>
<td>A – Commercial</td>
<td>7,000</td>
</tr>
<tr>
<td>B – Commercial</td>
<td>31,812</td>
</tr>
<tr>
<td>C – Commercial</td>
<td>4,930</td>
</tr>
<tr>
<td>D – Commercial</td>
<td>8,825</td>
</tr>
<tr>
<td>E – Commercial</td>
<td>5,200</td>
</tr>
<tr>
<td>F – Commercial</td>
<td>4,193</td>
</tr>
<tr>
<td>G – Live/work Space(^a)</td>
<td>3,094</td>
</tr>
<tr>
<td>H – Commercial</td>
<td>10,000</td>
</tr>
<tr>
<td>I – Commercial</td>
<td>15,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>90,054</strong></td>
</tr>
</tbody>
</table>

\(^a\) Includes work space within live/work units; does not include residential space. Three of the live/work units would contain 520 sf (Plan 1) and two of the live/work units would contain 867 sf (Plan 2) of designated working space.

Other important aspects of the commercial component include the live/work condominiums and amenities. The five live/work units would provide a living area with three bedrooms and two baths, as well as a work area. The site plan for the commercial component of the project includes a variety of spaces designed for public gathering and facilitating pedestrian access.

### 1.2.4 Requested Approvals

The project requires the following discretionary approvals from the City of Goleta:

- General Plan Amendment (08-143-GPA) of General Plan/Coastal Land Use Plan (GP/CLUP) Land Use Element Figure 2-1 (Land Use Plan Map) to change the Land Use Designation for APN 073-030-020 and -021, also referenced as Parcels A and B, located at 7000 Hollister Avenue for the southern portion of the site from Medium-Density Residential (R-MD) and Office and Institutional (I-OI) to Community Commercial (C-C). An Addendum (per CEQA Guidelines Section § 15164) to the City of Goleta General Plan/Coastal Land Use Plan Final Environmental Impact Report (SCH#2005031151) is being processed concurrently with the project.

- Zone change (08-143-RZ) would affect the southern portion of the property project site by changing the Mobile Home Subdivision zone designation with an Affordable Housing Overlay with densities of up to 12.3 units per acre (MHS/AHO DR-12.3) and Industrial Research Park (M-RP) zone designation to a Shopping Center (SC) zone designation. A zone change would also affect the northern portion of the property project site by changing the MHS/AHO DR-12.3 zone designation to Design Residential 20 (DR-20) units per acre zone designation. The zone changes would be consistent with the General Plan Amendment Land Use Designation changes as requested in 08-143-GPA.


- Ordinance Amendment (08-143-OA) to amend the Goleta Municipal Code zoning regulations to add a “Live/Work” definition to IZO §35-209, to add a “Live/Work” use permitted with a Major Conditional Use Permit in Convenience and Community Shopping Centers within the Shopping Center Zone District IZO § 35-231.6, and to add a “Live/Work” use permitted with a Minor Conditional Use Permit in the Retail commercial Zone District IZO § 35-225.5. Shopping Center Uses Permitted with a Minor CUP to allow “a residential use that is secondary to the permitted commercial use.”
City’s Zoning Ordinance does not include a zoning category for live/work units. Accordingly, this Ordinance Amendment would allow for live/work units.

- Minor Major Conditional Use Permit (10-040-CUP) to permit development of the 5 live/work units, consistent with Inland Zoning Ordinance Amendment 08-143-OA.
- Major Conditional Use Permit (10-041-CUP) to permit a pharmacy drive-through facility.
- A Vesting Tentative Tract Map to merge and re-subdivide the two existing lots of record (APN 073-030-020, -021) to create 11 new parcels.
- Development Plan (08-143-DP) to provide project-specific development standards for the residential and commercial components.

1.3 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 1-1 summarizes the project’s environmental impacts and the measures identified to mitigate these impacts. The table also notes the significance of impacts before and after mitigation is implemented. Impacts are classified as follows:

- Class I – Significant impact that cannot be reduced to a less than significant level with implementation of mitigation measures.
- Class II – Significant impacts that can be reduced to a less than significant level with implementation of mitigation measures.
- Class III – Less than significant impacts. Mitigation measures are not required but may be recommended.
- Class IV – Beneficial impacts.

The project would result in impacts that are considered less than significant (Class III) or that can be reduced to less than significant with mitigation (Class II). The project would not result in significant unavoidable adverse impacts (significant impacts that cannot be reduced to a less than significant level with implementation of mitigation measures, Class I) related to any of the issues evaluated as shown in Table 1-1.

1.4 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Through the NOP public review process, the public raised a number of issues and concerns for the proposed project, including the potential for the development to impact the aesthetic quality of and views through the project site as well as biological and cultural resources (including Native American resources and the historical railroad cut); the potential exposure of the project residents to electromagnetic frequency (EMF) from electrical transmission lines; project traffic generation and related congestion impacts to area roadways and intersections; and operational associated air emissions concerns. These issues are addressed in the Draft EIR. There is a difference of professional opinion between the project archaeologist and the archaeologist that conducted a third party review as part of the EIR sub-consultant team as to the historical significance of the railroad cut on the project site. Issues to be resolved involve the selection of a preferred alternative by the City.
**Table 1-1**

**Summary of Impacts and Mitigation Measures**

<table>
<thead>
<tr>
<th>Description of Impact</th>
<th>Significance Before Mitigation</th>
<th>Mitigation Measures</th>
<th>Significance After Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Aesthetics</strong></td>
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<tr>
<td>Visual Resources</td>
<td>Potentially Significant</td>
<td>AES 1: The permittee shall receive Preliminary and Final approval from the Design Review Board. The DRB shall specifically consider compatibility with the area and surroundings, architectural treatments, placement of mechanical equipment and utility infrastructure, colors, materials, finish floor elevations, night lighting, trash enclosures, and landscape palette during review of all project plans, including the lighting, utility, landscape, and building plans.</td>
<td>Significant and Unavoidable (Class I)</td>
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</table>

Impact AES 1: The project would substantially degrade the existing visual character and quality from the public Local Scenic Corridor.

Sweeping public views of Santa Ynez Mountains from the Hollister Avenue Local Scenic Corridor would be interrupted disrupted by the development project. While the Santa Ynez Mountains can be viewed from certain vantage points, the long-range visual qualities of the Santa Ynez Mountains as a backdrop to the project site would be substantially limited, obstructed, or otherwise compromised by the configuration of the development. The dominant feature would be the commercial development features of the project, which would impede the visual character and qualities experienced from the Hollister Avenue Local Scenic Corridor.

While there are no feasible measures that would substantially reduce this impact while allowing for development of the site, the project is to be constructed. Nevertheless, the project must comply with the following two conditions mitigation measures:

AES 1-1: The permittee shall receive Preliminary and Final approval from the Design Review Board. The DRB shall specifically consider compatibility with the area and surroundings, architectural treatments, placement of mechanical equipment and utility infrastructure, colors, materials, finish floor elevations, night lighting, trash enclosures, and landscape palette during review of all project plans, including the lighting, utility, landscape, and building plans.

Plan Requirements and Timing: The DRB review shall include site plan, floor plan, elevations, grading plan, landscape plan, and lighting plan consistent with the City's DRB submittal requirements. The permittee must provide the DRB with all materials requested by the DRB to complete its review. The DRB must provide Preliminary and Final approval prior to issuance of an LUP. In particular, the DRB shall review the following items of concern affecting the project:

a. Public scenic vistas and view opportunities;
b. Size, bulk and scale/massing;
c. Architectural style and detailing;
d. Quality of building materials;
e. Appropriateness of landscaping for...
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<th>Description of Impact</th>
<th>Significance Before Mitigation</th>
<th>Mitigation Measures</th>
<th>Significance After Mitigation</th>
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<tr>
<td></td>
<td></td>
<td>screening and surroundings; and</td>
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<td></td>
<td></td>
<td>f. Lighting/glare spillover.</td>
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**Monitoring:** City staff shall verify compliance prior to issuance of an LUP with this mitigation measure before the City issues any LUP, during field inspection, and prior to final inspection.

AES 1-2:

The height of structural development shown on final plans shall not exceed the mean height and peak height shown on approved project exhibit maps. Finished grade shall be consistent with the approved final grading plan. Height—The permittee must ensure that the project complies with height limitations shown on issued City approved LUP plan sets shall be adhered to plans during project construction. -

**Plan Requirements and Timing:** During the framing stage of construction and prior to commencement of roofing, the permittee shall submit verification from a licensed surveyor demonstrating that the finished grade and mean height and peak height from finished floor of all structures conform to those shown on issued-LUP plan sets (see grading sheet for identification of finished floor elevation, elevation sheets for mean and peak height elevations in order to determine overall height above sea level).

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

**Monitoring:** The Planning and Environmental Services Director, or designee, must verify...
## Summary of Impact

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<th>Description of Impact</th>
<th>Significance Before Mitigation</th>
<th>Mitigation Measures</th>
<th>Significance After Mitigation</th>
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<tr>
<td>Visual Character</td>
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<td>compliance before the City issues a Certificate of Occupancy.</td>
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<tr>
<td>Impact AES 2: The project would introduce a new development with a visual character that may differ from the character of some surrounding development.</td>
<td>Less than Significant</td>
<td>AES 2-1 <em>(Recommended):</em> The permittee shall revise the landscaping plan to include vegetation that would shield the SCE Southern California Edison substation from easterly views from residential buildings within the project site, mainly Building 136 in the northeast corner of the site, as since this Building would sit at a higher elevation directly opposite the substation looking down into the facility. It is important that any landscaped vegetation would not extend to heights (at maturity) that would intrude into interfere with skyline views from areas off-site. The preferred method shall be to secure an easement or other legal agreement to allow for low profile screen trees to be planted and maintained along the western exterior perimeter of the SCE facility's existing perimeter chain-linked fence that contains slats and/or a concrete masonry wall (currently covered with ivy). The trees shall extend above the height of the perimeter fence.</td>
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### Plan Requirements and Timing:

The permittee must submit to Planning and Environmental Services Department, for review and approval a substation screening landscape plan, along with legal agreements to allow for installation and long-term maintenance. The landscaped architect shall which must include the tree species and maximum heights of the landscape trees at maturity as part of the DRB's review. The permittee must also submit legal agreements ensuring installation and long-term maintenance to the Planning and Environmental Services Director, or designee. The Planning and Environmental Services Director must approve such plans, and the City Attorney must approve the legal documents, before the City issues a Certificate of Occupancy.
<table>
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<tr>
<th>Description of Impact</th>
<th>Significance Before Mitigation</th>
<th>Mitigation Measures</th>
<th>Significance After Mitigation</th>
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<tr>
<td>Impact AES 3: The project could detract from the aesthetic quality of the area if unsightly elements are not properly concealed and if the property is not adequately maintained.</td>
<td>Potentially Significant</td>
<td>AES 3-1:</td>
<td>Less than Significant (Class II)</td>
</tr>
</tbody>
</table>

This impact would occur during the construction phase, and as a result of project utilities and mechanical features, as well as long-term maintenance of landscaping, buildings, stormwater conveyance features, and parking and roadway areas from general wear, trash build-up, litter, and vandalism, if the applicant fails to properly install and maintain landscaping intended to partially screen, disrupt the massing of planned development, or blend into the surrounding area. This would also potentially result in the failure to adequately screen mechanical equipment, utilities, and trash enclosures.

LUP for any residential building.

**Monitoring:** City staff shall The Planning and Environmental Services Director, or designee, must verify compliance prior to issuance of an with this mitigation measure before the City issues a LUP for any residential building, during field inspection, and through long-term field inspections, as needed.

Construction: The permittee must ensure that construction debris shall be is prevented from blowing off-site and shall be is screened from public view during the construction phase. Construction staging areas shall must be screened from public view. Project-specific BMPs required pursuant to the project’s SWPPP shall must include shaker plates or other approved devices to prevent dirt track out--of the project site. Trash receptacles shall must be emptied at least once every other day and shall cannot be permitted to overflow. Stockpiles of materials shall must be screened from public view to the extent feasible. Graffiti shall must be removed from any surface within 24 hours.

**Plan Requirements and Timing:** Covered receptacles shall must be provided on-site prior to commencement of any grading or construction activities. Waste shall must be removed not less than once every two days or more frequently as directed by City staff the Planning and Environmental Services Director, or designee. The permittee shall must designate and provide to the Planning and Environmental Services Director, or designee, City staff the name and phone number of a contact person(s) to monitor construction trash waste and organize a clean-up crew. Additional covered receptacles shall must be provided as determined necessary by City staff. This requirement shall be noted on all...
## 1.0 EXECUTIVE SUMMARY

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<td>Westar Mixed-Use Village Final EIR July 2012</td>
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#### AES 3-2:

**Monitoring:** City staff shall inspect the Planning and Environmental Services Director, or designee, must periodically inspect throughout the grading and construction phase(s) of the project to verify compliance with this mitigation measure.

The permittee shall enter into a maintenance agreement, in a form approved by the City Attorney, with the City. The maintenance agreement shall specify maintenance standards for landscaping maintenance, building maintenance (including painting and roofing, graffiti abatement), roadway and parking area maintenance, and stormwater system maintenance.

**Plan Requirements and Timing:** A draft maintenance agreement must be submitted to the City Attorney for review before the City issues a LUP for any commercial or residential building. The permittee shall sign the maintenance agreement, prior to LUP issuance, approved by the City Attorney’s Office, including...
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<th>Description of Impact</th>
<th>Significance Before Mitigation</th>
<th>Mitigation Measures</th>
<th>Significance After Mitigation</th>
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<tr>
<td>AES 3-3</td>
<td>at least a 5-year maintenance period, before the City issues a certificate of occupancy.</td>
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<td></td>
<td>Monitoring: City staff shall The Planning and Environmental Services Director, or designee, must verify compliance with this requirement.</td>
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<td></td>
<td>All new utility service connections and above-ground mounted equipment such as backflow devices, etc, shall be placed on private property, screened from public view and/or painted in a soft earth-tone color(s) (red is prohibited) so as to blend in with the project. Screening may include a combination of landscaping and/or fencing/walls. Whenever possible, utility transformers shall be placed in underground vaults, unless otherwise approved by the the Planning and Environmental Services Director, or designee, and then must be completely screened from view. All gas and electrical meters shall be concealed and/or painted to match the building. All gas, electrical, backflow prevention devices and communications equipment shall be completely concealed in an enclosed portion of the building, on top of the building, or within a screened utility area. All transformers and vaults that must be located within the right-of-way shall be installed below grade unless otherwise approved by the Community Services Director, or designee City, and then must be completely screened from view.</td>
<td></td>
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<td>Plan Requirements and Timing: The plans submitted for City staff and DRB Preliminary/Final review shall identify the type, location, size, and number of utility connections and above-ground mounted equipment as well as how such equipment would be screened from public view and the color(s) that it would be painted so as to blend in with the</td>
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Westar Mixed-Use Village  
Final EIR  
July 2012
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<th>Description of Impact</th>
<th>Significance Before Mitigation</th>
<th>Mitigation Measures</th>
<th>Significance After Mitigation</th>
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<td>project and surrounding area.</td>
<td><strong>Monitoring:</strong> Prior to final inspection, the City issues a certificate of occupancy, City staff shall the Planning and Environmental Services Director, or designee, must verify that all above-ground utility connections and equipment is installed, screened, and painted per the approved final project plans.</td>
<td>AES 3-4: All utility distribution lines within the project site shall be undergrounded.</td>
<td></td>
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<tr>
<td>Plan Requirements and Timing: The final development plan must be revised as noted and shall be reviewed and approved by City staff prior to approval. Staff must be review and approval by the Planning and Environmental Services Director, or designee. City staff before the City issues any Land Use Permit (LUP) for grading and/or clearance for map recordation, whichever occurs first.</td>
<td><strong>Monitoring:</strong> City of Goleta staff shall the Planning and Environmental Services Director, or designee, must review the final development plan and all subsequent plans submitted for approval of any Land Use Permit, building, or grading permit(s) to verify compliance. City staff shall the Planning and Environmental Services Director, or designee must verify utility installation per the approved plans prior to the City issues any certificate of occupancy clearance for the project.</td>
<td>AES 3-5: The permittee shall submit a composite utility plan for City staff and DRB Preliminary/Final review. All external/roof mounted mechanical equipment (e.g., any HVAC condensers, switch boxes, etc.) shall must be included on all building plans and shall be...</td>
<td></td>
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<tr>
<td>Description of Impact</td>
<td>Significance Before Mitigation</td>
<td>Mitigation Measures</td>
<td>Significance After Mitigation</td>
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<td>designed to be integrated into the structure and/or screened in their entirety from public view.</td>
<td><strong>Plan Requirements and Timing:</strong> Detailed plans showing all external/roof mounted mechanical equipment shall be submitted for review and approval by the Planning and Environmental Services Director, or designee, City staff, and the DRB prior to LUP issuance, before the City issues a LUP for any commercial or residential building.</td>
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<td>Monitoring: Prior to Before the City issues any certificate of occupancy clearance, City staff shall, the Planning and Environmental Services Director, or designee, must verify installation of all external/roof mounted mechanical equipment per the approved plans.</td>
<td>Trash/recycling enclosure(s) shall be provided. All trash storage areas shall be screened with covered trash enclosures that are architecturally compatible with the project design. Such enclosures shall have a solid wall of sufficient height to screen the area and support an enclosure covering and shall include a solid gate. All trash storage areas shall be maintained in good repair.</td>
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<td><strong>Plan Requirements and Timing:</strong> The enclosure shall be compatible with the architectural design of the project, shall be of adequate size for trash and recycling containers (at least 50 sf), and shall be accessible by users and for removal. The trash/recycling area shall be enclosed with a solid wall of sufficient height to screen the area, shall include a solid gate and a roof, and shall be maintained in good repair, in perpetuity. The enclosure(s) shall be shown on project plans and shall be reviewed and approved by City staff and the DRB prior to</td>
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<td>LUP issuance before the City issues a LUP for any commercial or residential building.</td>
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<td><strong>Monitoring:</strong> Prior to final inspection the City issues any certificate of occupancy, City staff shall the Planning and Environmental Services Director, or designee, must site inspect to ensure installation according to verify installation of all trash and storage enclosure/areas per the approved plans.</td>
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<td>AES 3-7:</td>
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<td>Project landscaping shall consist of approximately seventy-five percent (75%) drought-tolerant native and/or Mediterranean type plant coverage which adequately complements the project design and integrates the site with surrounding land uses. Project landscaping shall consist of plant species which are known to thrive in the site’s specific soil characteristics (e.g., highly saline), based on soil testing that evaluates soil characteristics to appropriate depths. The plant materials used in landscaping must be compatible with the Goleta climate pursuant to Sunset Western Garden Book's Zone 24 published by Sunset Books, Inc., Revised and Updated 2004 2012 edition. Landscaping shall also provide partial screening of the site parking areas and structures, complement the project design, and integrate the site with surrounding land uses. Such landscaping shall include native, drought tolerant species wherever feasible.</td>
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<td><strong>Plan Requirements and Timing:</strong> The final landscape plan shall identify the following: a) type of irrigation; b) all existing and new trees, shrubs, and groundcovers by species; c) size of all plantings;</td>
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<td>d) map showing areas of high saline constrained soils; and e) location of all plantings; f) drought-tolerant native and/or Mediterranean type plant coverage; and g) statement of compatibility with the Goleta climate.</td>
<td>The final landscape plan shall be reviewed and approved by the DRB and the City staff (and Fire Department for landscaping in or near the open space area, Fire Department approval shall also be required) prior to the City issues a LUP for any commercial or residential building issuance. The project landscaping must comply with the approved plant palette shall be adhered to throughout the life of any development.</td>
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**Monitoring:** Before final inspection, City staff shall site inspect to ensure that landscaping has been installed consistent with the final landscape plan.

**AES 3-8:** The permittee shall enter into a maintenance agreement in a form approved by the City Attorney, to install required landscaping and water-conserving irrigation systems as provided in the final landscape plan as well as to maintain required landscaping and water-conserving irrigation systems for the life of the project.

**Plan Requirements and Timing:** A draft maintenance agreement must be submitted to the City Attorney for review before the City issues a LUP for any commercial or residential...
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| building. The permittee shall signmust execute the landscape installation and maintenance agreement, including at least a 5-year maintenance period, prior to before the City issues a LUP certificate of occupancy issuance. Performance securities for installation and maintenance shall must be reviewed and approved by the Planning and Environmental Services Director, or designee, before the City staff prior to issues a certificate of occupancy LUP issuance. Monitoring: Prior to Before final inspection the City issues a certificate of occupancy, City staff site the Planning and Environmental Services Director, or designee, must inspect the site to ensure installation according to the approved plan. City staff shall The Planning and Environmental Services Director, or designee, must check maintenance as needed. Release of any performance security requires appropriate documentation and City staff signature. The Planning and Environmental Services Director, or designee, may release any performance security upon satisfaction of the terms of the agreement and with verification from a licensed landscape architect that the installed landscaping species conform to those shown on issued LUP plan sets. | AES 3-9: No signs of any type are approved within this action unless otherwise specified. All signs require a separate sign permit and Design Review Board (DRB) approval and shall must comply with the City of Goleta sign regulations set forth in the Goleta Municipal Code (Article I, Chapter 35 of the Municipal Code). Plan Requirements and Timing: Future signage shall must comply with the requirements of Goleta Municipal Code (Article I,
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<tr>
<td>Impacts on Scenic Views</td>
<td>Less than Significant</td>
<td>No mitigation required.</td>
<td>Less than Significant (Class III)</td>
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<tr>
<td>Impact AES 4: The project could impact coastal plain views from the Glen Annie/Storke Road Overpass.</td>
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**AES 3-10:**

An Overall Sign Plan (OSP) shall be required for the commercial and residential components of the project pursuant to the Goleta Municipal Code (Article I, Chapter 35 of the Municipal Code) as may be amended or any superseding sign regulations. The Overall Sign Plan (OSP) and individual tenant signs shall must be reviewed and approved by the DRB and City staff the Planning and Environmental Services Director, or designee.

**Plan Requirements and Timing:** An OSP application must be submitted before the City issues a certificate of occupancy. The OSP shall be reviewed and approved by DRB and City staff prior to issuance of any Land Use Permit for the project. Individual tenant signs shall must be reviewed and approved by the DRB and City staff prior to Planning and Environmental Services Director, or designee, before the issuance of any Sign Certificate of Conformance for the project. Individual tenant signs must be reviewed and approved by the DRB and the Planning and Environmental Services Director before the City issues a Sign Certificate of Conformance or its functional equivalent.

**Monitoring:** The Planning and Environmental Services Director, or designee, City staff shall must verify compliance with this requirement.

**AES 4:** The project could impact coastal plain views from the Glen Annie/Storke Road Overpass. Less than Significant, No mitigation required.
## Description of Impact

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<tr>
<td>The project site is visible within southwesterly views from a limited segment along the Glen Annie/Storke Road US 101 overpass, just south of the crest of this overpass. In the post-development condition, the view of the coastal plain from the overpass would be altered by the development as its structures would dominate in this view, define the skyline, and replace the existing open view. However, as these views would be disrupted only from a limited segment along the Glen Annie/Stork Road US 101 overpass, the project's impact on the southwest viewshed from the overpass is considered less than significant.</td>
<td>Potentially Significant</td>
<td>While there are no feasible measures that would substantially reduce this impact while allowing for development of the site, the project must comply with conditions AES 1-1 and AES 1-2 and the following condition:</td>
<td>Significant and Unavoidable (Class I)</td>
</tr>
<tr>
<td>Impact AES 5: The project would alter views of the Santa Ynez Mountains from Hollister Avenue. Although the project would not completely obstruct views of the Santa Ynez Mountains across throughout the project site, its impact on views of the Santa Ynez Mountains in northeasterly views from eastbound Hollister Avenue, which includes elimination of ridgeline views, are considered significant.</td>
<td></td>
<td>AES 5-1 (Recommended): The landscaping along the Hollister Avenue frontage is limited to species whose mature heights would not obstruct views of the Santa Ynez Mountains above the structures. Height limitations shown on issued-LUP plan sets must be adhered to during landscape installation. Plan Requirements and Timing: The landscaping plan must be reviewed and approved by the DRB before the City issues a LUP for any commercial buildings. Landscaping plans shall include species must indicate the mature height of plants. Landscape elevations/perspectives along the Hollister Avenue frontage shall must be prepared indentifying species' likely mature heights and unobstructed showing views of the Santa Ynez Mountains above the structures. During installation of landscaping and prior to issuance of a Certificate of Occupancy for any commercial structure, the permittee shall submit verification from a licensed landscape architect that the</td>
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### Description of Impact

| Impact AES 6:  | The project would alter northerly views of the Santa Ynez Mountains from the Marketplace Drive/Hollister Avenue Viewpoint. |
| Views from Other Public Viewpoints in Project Area | The project’s main entrance driveway would align with Marketplace Drive and its commercial component would be bifurcated along this driveway. The project’s site design provides a wide view corridor through the project site that would maintain direct northerly views of the Santa Ynez Mountains. |
| Views from Other Public Viewpoints in Project Area | The project may alter southerly views from other public view locations north of the site. Altered southerly views of and across the project site may occur in those views from passenger trains travelling along the UPRR along the north boundary, from Glen Annie Road and Cathedral Oaks Road to the North, and from other public roads north of the project site. |

### Significance Before Mitigation

- Less than Significant
- Less than Significant
- Less than Significant

### Mitigation Measures

- Installed landscaping species conform to those shown on the issued LUP plan sets.
- Monitoring: The Planning and Environmental Services Director, or designee, City staff shall verify the landscape plans reviewed and approved by the DRB and identify mature heights of plants prior to issuance of a LUP for any commercial building. The permittee must submit during field inspection, and verification from a licensed landscape architect that the installed landscaping species conform to those shown on issued LUP plan sets before the City issues a certificate of occupancy.

### Significance After Mitigation

- Less than Significant (Class III)
- Less than Significant (Class III)
- Less than Significant
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<tr>
<td>Impact AES 8: The project would alter private views from residential units east of the site. Views from the Pacific Glen residential units that front along the east side of Glen Annie Road to the east would be substantially changed as they current look across the site’s open area. Impacts on private views are generally not considered significant.</td>
<td>Significant</td>
<td>AES 9-1: Any exterior night lighting installed on the project site must be of low intensity, low glare design, and be hooded to direct light downward onto the subject parcel and prevent spill-over onto adjacent parcels. Exterior lighting fixtures shall must be kept to the minimum number and intensity needed to ensure public safety. These lights shall be dimmed after 11:00 p.m. to the maximum extent practical without compromising public safety as determined by the Police Chief, or designee. Upward directed exterior lighting is prohibited. All exterior lighting fixtures shall must be appropriate for the architectural style of the structure and surrounding area.</td>
<td>(Class III)</td>
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<td>Light and Glare Impact AES 9: The project would introduce new sources of light and glare. The project would include new point sources of light adjacent to residential structures, along internal streets and walkways, and within parking areas. Potential light spillover impacts are considered significant even though the City would require the use of dark sky compliant lighting fixtures for exterior lighting to minimize impacts from new light sources, prior to the submittal of a photometric plan and lighting cut-sheets for City approval, potential light spillover impacts may occur.</td>
<td>Potentially Significant</td>
<td></td>
<td>Less than Significant (Class II)</td>
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Plan Requirements and Timing: The locations of all exterior lighting fixtures, complete cut-cutsheets 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 the DRB, and City staff the Planning and Environmental Services Director, or designee, and Police Chief, or designee, prior to before the City issues a LUP for any commercial or residential building issuance.

Monitoring: Before final inspection the City issues a certificate of occupancy, the Planning and Environmental Services Director, or designee, City staff must inspect exterior
### Description of Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation
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**Solar Access**

Impact AES 10: The project would introduce new sources of shade and potentially limit solar access.

The project would result in new single-story, two-story, and three-story buildings and has been designed to minimize shade impacts onsite and offsite providing solar access to neighboring properties.

| Less than Significant | No mitigation required | Less than Significant (Class III) |

**Hollister Transmission Line Relocation**

Impact AES 11: The project would relocate transmission lines to less visible locations.

The project would relocate overhead transmission lines from visually prominent locations to less visible locations. Relocating the transmission lines would remove visual clutter from the Hollister Avenue corridor and would visually benefit travelers' viewing along the corridor.

| Beneficial | No mitigation required | Beneficial (Class IV) |

**Air Quality**

**Construction Period Impacts**

Impact AQ 1: Construction of the project would generate air pollutant emissions, including dust and equipment exhaust emissions.

Temporary construction activity emissions would occur during project build-out. Such emissions include onsite generation of dust and equipment exhaust from demolition, grading, and construction activities, and off-site emissions from construction employee commuting and/or trucks delivering building materials or exporting cut soils.

| Potentially Significant | AQ 1-1: Dust generated by construction and/or demolition activities shall be kept to a minimum. | Less than Significant (Class II) |

**Plan Requirements:** The following dust control measures shall to ensure that exterior lighting fixtures have been installed consistent with approved plans.

- Dust generated by construction and/or demolition activities shall be kept to a minimum.
  - During clearing, grading, earth-moving, excavation, and/or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day’s activities. Excessive fugitive dust emissions must be controlled by regular...
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<td>watering or other dust-preventive measures using the following procedures, as specified by the SBAPCD:</td>
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<td>i. During construction, water trucks or sprinkler systems shall be used to keep all areas of the vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency shall occur should be required whenever wind exceeds 15 miles per hour. Reclaimed water should be used whenever possible. If wind speeds increase to the point at which such measures cannot prevent dust from leaving the site, construction activities shall be suspended.</td>
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<td>ii. Minimize amount of disturbed area and reduce on-site vehicle speeds to 15 miles per hour or less (the site will contain posted signs with the speed limit), the total area generating dust, and on-site vehicle speeds shall be 15 miles per hour or less.</td>
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<td>iii. Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting soil material to and from the site shall be tarped from the point of origin.</td>
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<td>iv. Gravel pads must be installed at all access points to prevent the tracking of mud onto public roads</td>
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<td>V. After clearing, grading, earth moving, and/or excavation is complete, the disturbed area shall must be treated by watering, or revegetating, or by</td>
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<td>spreading soil binders until the area is paved or otherwise developed in a manner that prevents dust generation.</td>
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<td>- Gravel pads, knock-off plates, or similar BMPs, shall be installed at all access points to the project site to prevent tracking of mud onto roadways.</td>
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<td>- All gravel, dirt, and construction material shall be cleaned from the right-of-way at a minimum of once a day at the end of the work day.</td>
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The permittee **shall** **must** ensure that the contractor or builder designates a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust offsite. Their duties **shall** **must** include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons **shall** **must** be provided to City staff, the Director of Planning and Environmental Services, or designee, and the SBAPCD, and **shall** **must** be posted in three locations along the project site’s perimeter for the duration of grading and construction activities.

**Timing:** All requirements **must** be referenced in all clearance plans and reviewed and approved by the Planning and Environmental Services Director, or designee, before the City issues any LUPs, as determined necessary by City staff, including grading and construction plans, and shall be reviewed and approved by City staff prior to any LUP issuance. Requirements **must** be adhered to throughout all grading and construction periods.

**Monitoring:** The Planning and Environmental Services Director, or designee, **City staff shall**
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<td><strong>AQ 1-2:</strong> Transport of all exported cut material from the project implementation shall <strong>must</strong> be tarped from the project site to the point of storage.</td>
<td><strong>mitigation measures are printed included on plans and shall must periodically inspect the project site to ensure verify compliance. SBAPCD inspectors will respond to nuisance complaints.</strong></td>
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<td><strong>Plan Requirements and Timing:</strong> This requirement shall <strong>must</strong> be printed on all plans submitted when requesting for issuance of any LUP, building, or grading permit(s) for the project. The permittee shall <strong>must</strong> designate one or more locations as, deemed appropriate by the Planning and Environmental Services Director, or designee, for posting of a notice(s) to all drivers of vehicles transporting soils. Such signs will be maintained in their approved location(s) during project construction. The location and information provided on the sign(s) must <strong>be reviewed and approved by City staff prior to issuance of the Planning and Environmental Services Director, or designee, before the City issues any LUP for the project.</strong></td>
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<td><strong>Monitoring:</strong> The Planning and Environmental Services Director, or designee, <strong>City staff shall must ensure measures are printed on plans and shall periodically inspect the project site to ensure verify compliance. SBAPCD inspectors will respond to nuisance complaints.</strong></td>
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<td><strong>AQ 1-3:</strong> Grading and construction contracts shall <strong>must</strong> specify that contractors adhere to requirements that reduce emissions of ozone precursors and particulate emissions from diesel exhaust.</td>
<td><strong>Plan Requirements:</strong> The following shall <strong>shall</strong> apply:</td>
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<td>a. All portable diesel-powered construction equipment must be registered with the California state's portable equipment registration program OR shall obtain a SBAPCD permit.</td>
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<td>b. Fleet owners of mobile construction equipment are subject to the California Air Resources Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13, California Code of Regulations, Chapter 9, §2449).</td>
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<td>c. All commercial diesel vehicles are subject to limitations on idling time (Title 13, California Code of Regulations, Chapter 9, §2485). Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes. Electric auxiliary power units should be used whenever possible.</td>
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<td>d. Diesel construction equipment meeting the CARB Tier 2 or higher emission standards for off-road heavy-duty diesel engines shall be used. If such equipment is not commercially available, equipment meeting CARB Tier 1 or higher emission standards should be used to the maximum extent feasible.</td>
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<td>e. Where it is possible to do so, diesel-powered equipment should be replaced by electric equipment whenever feasible.</td>
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<td>f. If feasible Diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts, and diesel particulate filters as certified and/or verified by CARB or the EPA if available.</td>
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<td>g. Catalytic converters shall be installed on gasoline-powered equipment if feasible.</td>
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### Description of Impact

### Significance Before Mitigation

### Mitigation Measures

| h. | All construction equipment shall must be maintained in tune per the manufacturer’s specifications. |
| i. | The engine size of construction equipment shall must be the minimum practical size. |
| j. | The number of construction equipment operating simultaneously shall must be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. |
| k. | Construction worker trips should must be minimized by requiring promoting carpooling and by providing lunch onsite. |
| l. | Coatings (e.g. paints) must be labeled as “low-VOC” or “zero-VOC” in accordance with EPA rules for interior and exterior surfaces. |

### Significance After Mitigation

**Timing:** All requirements shall must be noted included on all grading and construction plans and be reviewed and approved by the Planning and Environmental Services Director, or designee, before the City issues any LUP City staff prior to LUP issuance. Requirements shall must be adhered to throughout all grading and construction periods.

**Monitoring:** The Planning and Environmental Services Director, or designee, City staff shall must ensure measures are printed on plans and periodically inspect the project site to verify compliance. SBAPCD inspectors will respond to nuisance complaints.

**AQ 1-4:** Diesel fuel emissions shall must be limited as follows.

**Plan Requirements:** The following limitations on diesel-fueled vehicles in excess of 10,000...
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<td>pounds <strong>must</strong> apply during all construction and subsequent operational activities:</td>
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<td>a. Diesel-fueled vehicles <strong>exceeding</strong> 10,000 pounds <strong>cannot</strong> idle in one location for more than five (5) minutes at a time.</td>
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<td>b. Diesel-fueled vehicles <strong>exceeding</strong> 10,000 pounds <strong>cannot</strong> use diesel-fueled auxiliary power units for more than five (5) minutes to power heater, air conditioner, or other ancillary equipment on any such vehicle.</td>
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<td>c. The permittee <strong>must</strong> designate one or more locations as deemed appropriate, for the permanent posting of a notice(s) to all drivers of diesel-fueled vehicles exceeding 10,000 pounds of these limitations on vehicle idling in all areas of the property that may be frequented by such vehicles. Such signs <strong>must</strong> be maintained in their approved location(s) as long as diesel-fueled vehicles exceeding 10,000 pounds are being used.</td>
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<td><strong>Timing:</strong> All requirements <strong>shall</strong> be noted included on all grading and construction plans and be reviewed and approved by the Planning and Environmental Services Director, or designee, before the City issues any LUP City staff prior to LUP issuance. The permittee must adhere to these requirements <strong>shall</strong> be throughout all grading and construction periods. The location and information provided on the sign(s) <strong>shall</strong> must be reviewed and approved by City staff the Planning and Environmental Services Director, or designee, prior to before the City issues any LUP issuance.</td>
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<td><strong>Monitoring:</strong> The Planning and Environmental Services Director, or designee City staff shall ensure measures are printed on plans and shall periodically inspect the site to verify compliance. SBAPCD inspectors will respond to</td>
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<td>AQ 1-5:</td>
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<td>nuisance complaints.</td>
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<td>Timing:</td>
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<td>All requirements shall be noted on all clearance plans and shall be reviewed and approved by City staff prior to LUP issuance. Requirements shall be adhered to throughout all grading and construction periods. The location and information provided on the sign(s) shall be reviewed and approved by City staff prior to LUP issuance.</td>
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<tr>
<td>Monitoring:</td>
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<td>City staff shall ensure measures are printed on plans and shall periodically site inspect to ensure compliance. APCD inspectors will respond to nuisance complaints.</td>
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<tr>
<td>The permittee shall submit to the SBAPCD a completed Asbestos Demolition/Renovation Notification form and comply with the National Emission Standards for Hazardous Air Pollutants—Asbestos during all demolition activities for the removal of two structures that provide a total of 9,546 square feet of floor area. One structure is an office building housing a television studio company and the other is an ATM kiosk containing two drive-through ATMs.</td>
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<tr>
<td>Plan Requirements and Timing:</td>
<td>The applicant must provide to the Planning and Environmental Services Director or designee written verification that a completed Asbestos Demolition/Renovation Notification form was submitted to the SBAPCD. In addition, all plans submitted for a demolition permit must include a note that all demolition activities must comply with the National Emission Standards for Hazardous Air Pollutants—Asbestos. These requirements must be met before the City issues a demolition permit.</td>
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<tr>
<td>Monitoring:</td>
<td>The Planning and Environmental Services Director or designee will review all plans submitted for a demolition permit to ensure compliance with the National Emission Standards for Hazardous Air Pollutants—Asbestos. APCD inspectors will respond to nuisance complaints.</td>
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</table>
1.0 EXECUTIVE SUMMARY

<table>
<thead>
<tr>
<th>Description of Impact</th>
<th>Significance Before Mitigation</th>
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</tr>
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<tbody>
<tr>
<td>Operational Impacts – Mobile and Area Source Emissions</td>
<td>Potentially Significant AQ 2:</td>
<td>The permittee must prepare an Alternative Transportation/Transportation Demand Management Program to help reduce ROC and NOx emissions associated with project generated vehicular trips.</td>
<td>Significant Unavoidable Impact (Class I)</td>
</tr>
</tbody>
</table>

Impact AQ 2: Operation of the project would generate mobile and area source air pollutant emissions.

Long-term project emissions are primarily associated with traffic generated by the project. Although the project may introduce certain stationary sources typical of retail commercial centers including dry cleaning establishments, restaurants, and gas stations, the specific uses that would occur at the project site have not been identified and therefore are not assessed herein. However, these stationary sources would typically require additional permits and review by the City before issuance of a Land Use Permit and would be subject to regulation by the APCD that would prevent significant air quality impacts.

Operational Impacts – Mobile and Area Source Emissions

Services Director, or designee, City staff shall monitor in the field for compliance.
1.0 EXECUTIVE SUMMARY

Westar Mixed-Use Village

Description of Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation
---|---|---|---
Operational Impacts – Health Risk from Exposure to Toxic Air Contaminants Generated by Mobile and Stationary Sources |
Impact AQ 3: Residents of the project in the vicinity of the US 101/UPRR transportation corridor would be exposed to diesel particulate matter emitted by trains and trucks.

Although freeway and railroad proximity may be causes for concern, the calculated risks from DPM exposure are within generally acceptable levels. As stated previously, a risk increase that is between one in a million to ten in a million is not considered significant, but warrants that all reasonably available mitigation should be implemented. However, for purposes of this analysis, prior to implementation of all reasonably available mitigation measures, this risk is conservatively identified as significant.

Potentially Significant

AQ 3-1: Ventilation systems that are rated at MERV13 or better for enhanced particulate removal efficiency shall must be provided on all residential units at the project site within 500 feet of the eastbound lanes of US 101. The residents of these units shall must also be provided information regarding filter maintenance/replacement.

Plan Requirements and Timing: The aforementioned requirement shall must be shown on applicable building plans submitted to the City to obtain for approval of any Land Use and/or building permit(s) for any residential building.

Monitoring: The Planning and Environmental Services Director, or designee, must must City of Goleta staff shall ensure that all of the aforementioned requirements are incorporated

Less than Significant (Class II)

Final EIR
July 2012
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<tbody>
<tr>
<td>on plans submitted to the City to obtain any Land Use Permit and/or building permit(s) for any residential building and verify compliance before the City issues a certificate of occupancy for each residential building shall spot check after construction is complete to verify compliance.</td>
<td>AQ 3-2 (Recommended): Ventilation systems that are rated at MERV13 or better for enhanced particulate removal efficiency shall must be provided on all residential units at the project site. The residents of these units shall must also be provided information regarding filter maintenance/replacement.</td>
<td>Plan Requirements and Timing: The aforementioned requirement must shall be shown on applicable building plans submitted to the City to obtain any for approval of any Land Use Permit and/or building permit(s) for any residential building. Monitoring: City The Planning and Environmental Services Director, or designee, must of Goleta staff shall ensure that all of the aforementioned requirements are incorporated on plans submitted for approval of to the City to obtain any Land Use Permit and/or building permit(s) for any residential building and verify compliance before the City issues a certificate of occupancy for each residential building shall spot check after construction is complete to verify compliance.</td>
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</table>

**Operational Impacts – Air Quality Issues Associated with Proximity of Commercial and Residential Uses**

Impact AQ 4: The commercial uses could generate odors that would be detectable at the residences.

Potentially Significant

**AQ 4-1:** Any odor generating uses, such as restaurants, laundries, dry cleaners, and print shops are to be operated within the project buildings, an odor abatement plan (OAP) shall must be prepared to address odor-generating uses of the commercial component that covers all of the commercial, Less than Significant (Class II)
## 1.0 EXECUTIVE SUMMARY

### Description of Impact

Mixed-use developments have the potential for nuisance conflicts created by fumes, dust, or odor because of source-receptor proximity (i.e., the proximity of residential receptors in proximity to sources associated with commercial uses). Given the proximity between residences and the closest commercial uses, and the potential types of uses that could be developed under the project, the project would result in the potential for significant odors.

### Mitigation Measures

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Mixed-use developments have the potential for nuisance conflicts created by fumes, dust, or odor because of source-receptor proximity (i.e., the proximity of residential receptors in proximity to sources associated with commercial uses). Given the proximity between residences and the closest commercial uses, and the potential types of uses that could be developed under the project, the project would result in the potential for significant odors.</td>
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</table>
### Consistency with Air Quality Planning

**Impact AQ 5:** The project's population would not exceed the growth forecast used in preparing the Clean Air Plan.

The project would be consistent with air quality planning in that it proposes a mixed-use, infill project. The mixed-use development would reduce vehicle trips providing opportunities for trips between commercial and residential uses to be accomplished by walking. The infill location of the project would provide for shorter trip lengths. It also includes construction of a Santa Barbara Metropolitan Transit District (MTD) Bus Stop west of the main driveway along Hollister Avenue, which would facilitate use of transit. These aspects would reduce air emissions associated with vehicular travel. (Trip reductions associated with the mixed-use aspect of the project are accounted for in the estimate of project-generated trips used in the above analysis.)

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<tbody>
<tr>
<td><strong>Plan Requirements and Timing:</strong> Prior to the City issuing a Land Use Permit for any commercial building, an OAP shall be prepared in consultation with County of Santa Barbara Air Pollution Control District (SBAPCD) and submitted to the Planning and Environmental Services Director, or designee, City Planning and Environmental Department for approval. The OAP requirements shall be incorporated into any property management rules and regulations. <strong>Monitoring:</strong> The OAP shall be approved in consultation with the SBAPCD and enforced as required. On-going complaint driven enforcement or site investigations shall occur throughout the life of the project.</td>
<td>Less than Significant</td>
<td>No mitigation required. However, it is noted that Mitigation Measures AQ 2-1 and AQ 2-2 would further the project's consistency with air quality impacts.</td>
<td>Less than Significant (Class III)</td>
</tr>
<tr>
<td><strong>Biological Resources</strong></td>
<td></td>
<td><strong>BIO 1-1 (Recommended):</strong> If southern tarplant is observed during</td>
<td></td>
</tr>
<tr>
<td>Sensitive Plant Species</td>
<td>Less than</td>
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</table>
Impact BIO 1: The project may result in direct removal of southern tarplant.

Two dead potential southern tarplants (Centromadia parryi ssp. australis) [CNPS List 1B.1] were observed during spring biological surveys of the site in April 2011, but the southern tarplant was not found during focused surveys in June 2011, a period when the species was known to be blooming and identifiable in the Goleta area. However, it is considered unlikely that a stable population of southern tarplant exists at the site.

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<tr>
<td>Impact BIO 1</td>
<td>Significant</td>
<td>pre-construction monitoring, the seeds shall be collected and sown into the edge of the proposed bioswale, once constructed. Seeds should be kept in secure brown paper bag under cool, dry conditions until after the bioswale is prepared for landscaping. The storage area should be rodent free.</td>
<td>(Class III)</td>
</tr>
</tbody>
</table>

**Plan Requirements and Timing:** A qualified biologist shall conduct a field survey for southern tarplant at least 14 days before the start of ground disturbance activities associated with grading or construction, or site preparation activities. The biologist shall submit a biological report regarding the southern tarplant survey results to the Planning and Environmental Services Director, or designee, for review and approval prior to authorization is granted to start ground disturbance activities associated with site preparation or grading or construction. If southern tarplant is found at the site, the area(s) containing southern tarplant shall be demarcated and avoided by grading or construction activities until the plants have produced seeds and senesced and the seeds have been collected.

**Monitoring:** The Planning and Environmental Services Department Director, or designee, will review any biological reports in consultation with resource/trustee agencies, as needed, such as the USFWS and CDFG, before the City issues a LUP for grading. If southern tarplant is found at the site, periodic monitoring shall be conducted by a qualified biologist to ensure plants are not impacted by construction activities until the plants have produced seeds and senesced and the seeds have been collected.
**1.0 EXECUTIVE SUMMARY**

### Description of Impact

<table>
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<tr>
<th>Environmentally Sensitive Habitat Areas (ESHA)</th>
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Impact BIO 2: The project would result in direct removal of 0.052 acres of wetlands.

Wetland ESHAs at the project site include Wetland 1 - Rye-grass Wetland (0.016 acres), Wetland 2 - Emergent Wetland (0.023 acres), and Isolated Depressions 1 and 2 (0.013 total acres). These areas meet the City of Goleta wetland definition outlined in CE 3.1 of the General Plan/Coastal Land Use Plan, but they are not ACOE or CDFG jurisdictional or vernal pools.

The four wetland ESHAs at the site are small, isolated, and are not part of a larger hydrologic system. They also generally lack significant productive or functional value. However, all four wetland ESHAs at the site meet the City criteria for a City wetland, and would be impacted (filled) by the proposed project.

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**BIO 2-1:** The removal and filling of 0.052 acres of City of Goleta wetlands **shall**—requires creation of an onsite “natural” bioswale vegetated with appropriate native plants at a 3:1 ratio (approx. 6,795 square feet). This **shall**—must **be** accomplished within an onsite open space area. The bioswale **shall**—must **be** designed to satisfy Regional Water Quality Control Board, Central Coast Region (RWQCB) permit requirements for non-point source pollution. If southern tarplant is found onsite, seeds from southern tarplant collected onsite **shall**—must **be** sown into the bioswale.

**Plan Requirements and Timing:** The permittee **must** develop a mitigation plan **using** shall **be** developed by a qualified biologist, restoration ecologist, or resource specialist and **be** approved by the Planning and Environmental Services Department Director, or designee, and relevant Regulatory Agencies before the City issues prior to issuance of a Land Use Permit for grading permit for the project. The Mitigation Plan must shall be reviewed by the County Fire Department for potential fuel modification requirements of the Department (MM PS 1-2). The plan **must** shall **at** a minimally **include:**

- **I.** Description of the bioswale location
- **II.** Specific objectives
- **III.** Plant palette
- **IV.** Implementation plan
- **V.** Success criteria
- **VI.** Required maintenance activities
- **VII.** Monitoring plan
- **VIII.** Contingency measures

Pale spike rush (Eleocharis macrostachya) and California meadow barley (Hordeum branchyantherum ssp. californicum) **shall**—must **be** among those species planted in the bioswale.
**Description of Impact** | **Significance Before Mitigation** | **Mitigation Measures** | **Significance After Mitigation**
--- | --- | --- | ---
Impact BIO 3: The project would result in potential indirect effects on water quality within downstream ESHAs. | Potentially Significant | Construction of the bioswale including initial planting of vegetation shall—must be completed before the City issues a certificate of occupancy prior to issuance of an occupancy permit for the project. | Less than Significant (Class II)
Impact BIO 4: Introduction of invasive exotic species in the project’s landscaping could be dispersed into ESHAs. | Potentially Significant | **BIO 4-1:** Only non-invasive ornamental plant species or appropriate native plant species can—shall be used for landscaping in future development of the project site. Excluded species shall—include, but are not—limited to, those listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, or which are listed as ‘noxious weeds’ by the State of California or the US Federal Government. The permittee must—shall submit a Revised Landscaping Plan, which will—shall be reviewed by a City of Goleta approved—qualified biologist or restoration ecologist approved—by the Planning and Environmental Services Director, or designee, to exclude all potentially invasive ornamental species. Pride of Madeira (Echium candicans), and purple fountain grass (Pennisetum setaceum) shall—be—are among those species excluded from use in | Less than Significant (Class II)
<table>
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<tr>
<td>landscp. Sedges (Carex spp.) used for bio-swales, and other wetland species shall must be selected among those native to the Goleta area.</td>
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<tr>
<td>Plan Requirements and Timing: The Landscape Plan shall must include a plant pallet that complies with the species approved by a qualified City approved biologist approved by the Planning and Environmental Services Director, or designee. The Landscape Plan shall must be approved before the City issues any prior to Land Use Permit trading Permit. The project must comply with the approved plant palette shall be adhered to throughout the life of any the development.</td>
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<tr>
<td>Monitoring: The Planning and Environmental Services Director, or designee, in consultation with a City-approved biologist, shall conduct site inspections to ensure verify the appropriate plant materials have been planted and are maintained through the life of the project.</td>
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<td></td>
<td>Proteced Native Trees</td>
<td></td>
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<tr>
<td>Impact BIO 5: The project would remove a protected oak tree.</td>
<td>Potentially Significant</td>
<td>BIO 5-1: The permittee shall must offset the impacts to protected native trees pursuant to the City of Goleta General Plan/Coastal Land Use Plan Conservation Element policy CE 9.5. CE 9.5 requires that mitigation for impacts to protected native trees include, at a minimum, the planting of replacement trees on-site, if suitable area exists on the subject site, or off-site if suitable on-site area is unavailable. Impacts to the protected native trees shall must be offset at a 10:1 ratio with 1-gallon oaks or at a 3:1 ration with 24-inch box oaks.</td>
<td>Less than Significant (Class II)</td>
</tr>
</tbody>
</table>
### Description of Impact

**Sensitive Wildlife Species and Habitat**  
**Impact BIO 6:** The project would involve construction and removal of habitat at a site that may be used for foraging by sensitive species of raptors.

The project would result in the permanent loss of approximately 21.9 acres of suitable foraging habitat for raptors; however, the project site is an infill site surrounded by urban development and suitable foraging habitat exists elsewhere in the Goleta area, the project's incremental loss of foraging habitat is not of sufficient size to serve as an important raptor foraging habitat in the Goleta area.

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<tbody>
<tr>
<td><strong>BIO 6:</strong> The project would involve construction and removal of habitat at a site that may be used for foraging by sensitive species of raptors.</td>
<td>Less Than Significant</td>
<td>Environmental Services Director, or designee, City, must post a performance security mechanism in an amount acceptable to the City Planning and Environmental Services Director, or designee, to ensure compliance with the Oak Tree Replacement Plan. Monitoring: A certified arborist approved by the Planning and Environmental Services Director, or designee, must conduct site inspections during construction and tree replacement to ensure compliance with the Oak Tree Replacement Plan. Monitoring of replacement tree success, and maintenance of the performance security, must continue until the success criteria as defined in the Oak Tree Replacement Plan are achieved.</td>
<td>Less than Significant (Class III)</td>
</tr>
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</table>

**Nesting Birds**  
**Impact BIO 7:** The project would involve vegetation removal and construction activities that may affect nesting birds.

Vegetation removal and grading would have the potential to result in the loss of trees or shrubs that could contain active bird nests, which would be in

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<tbody>
<tr>
<td><strong>BIO 7:</strong> The project would involve vegetation removal and construction activities that may affect nesting birds.</td>
<td>Potentially Significant</td>
<td>To avoid impacts to native nesting birds, the permittee and/or its contractors must retain a qualified biologist approved by the Planning and Environmental Services Director, or designee, to conduct nest surveys in potential nesting habitat within the project site before construction or site preparation activities. Specifically, 30 days before the start of ground disturbance activities</td>
<td>Less than Significant (Class II)</td>
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<tr>
<td>violation of one or more of California Fish and Game Code sections. In addition, removal or destruction of one or more active nests of any other birds listed by the federal Migratory Bird Treaty Act of 1918 (MBTA), whether nest damage was due to vegetation removal or to other construction activities, would be considered a violation of the MBTA and California Fish and Game Code.</td>
<td>associated with grading or construction, No earlier than one month prior to construction and on a weekly basis until the start of construction or site preparation activities that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically February 1 through August 31), the qualified biologist must conduct weekly a City-approved biologist shall perform bird field surveys to determine if active nests of any bird species protected by the state or federal Endangered Species Acts, Migratory Bird Treaty Act (MBTA), and/or the California Fish and Game Code Sections 3503, 3503.5, or 3511 are present in the construction zone or within 3500 feet (500 feet for raptors) of the construction zone. Surveys for special-status bird species can be conducted concurrently with general nesting bird surveys. Because many birds known to use the project area (including Cooper's hawk and loggerhead shrike) nest during the late winter, breeding bird surveys must be carried out both during the typical nesting/breeding season (mid-March through September) and in January and February. The surveys must continue on a weekly basis, with the last survey being conducted no more than 3 days before initiation of clearance or construction work. If ground disturbance activities are delayed, then additional pre-construction surveys will be conducted such that no more than three days will have elapsed between the last survey and the commencement of ground disturbance activities. Surveys must include examination of trees, shrubs, and the ground within grassland for nesting birds, as several bird species known to occur in the area and the project site are shrub or ground nesters, including burrowing owl, California horned lark, and mourning dove. In the event that an active nest(s) is (are) found within the survey area, construction activities within the</td>
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<tr>
<td>Description of Impact</td>
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<tr>
<td>5300-foot (500-foot for raptors) radius shall must stop until consultation with the City, CDFG, and USFWS (when applicable, i.e. if the nesting birds are listed under the federal Endangered Species Act), is conducted and an appropriate setback can be established. A fence barrier shall must be erected around the buffer and clearing and construction within the fenced area shall must be postponed or halted, at the discretion of a biological monitor, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting.</td>
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**Plan Requirement:** Grading Plans shall must include the notes specifying the requirement for a biological field survey for nesting birds. All plans shall must be revised, as necessary, to reflect setbacks and barrier fence details used to establish sensitive biological areas.

**Timing:** A qualified biologist, approved by the Planning and Environmental Services Director, or designee, must shall conduct a field survey no earlier than one month 30 days before the start of ground disturbance activities associated with grading or construction prior to construction and on a weekly basis until the start of construction or site preparation activities and during construction in the event that an active nest(s) is (are) found within the survey area. The biologist report shall be submitted to the Planning and Environmental Services Director, or designee, Department Development for review prior to the issuance of any LUP for site preparation or grading.

**Monitoring:** The Planning and Environmental Services Department—Director, or designee, will shall review any biological reports in consultation with resource/trustee agencies, as
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<tr>
<td><strong>Cumulative Effects on ESHAs</strong></td>
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<tr>
<td>Impact BIO 8: The project would contribute to potential cumulative impacts to wetland resources in the Goleta area.</td>
<td>Potentially Significant</td>
<td>Impact BIO 8 would be mitigated with implementation of Mitigation Measure BIO 2-1, above.</td>
<td>Less than Significant (Class II)</td>
</tr>
<tr>
<td>The project and related projects in the Goleta area, as identified in Section 3.0, may potentially result in significant cumulative impacts from the removal and fill of wetland ESHAs.</td>
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<tr>
<td>Impact BIO 9: The project would contribute to potential cumulative effects on water quality within downstream ESHAs.</td>
<td>Potentially Significant</td>
<td>Impact BIO 9 would be mitigated by water quality mitigation measures included in Section 4.8 Hydrology and Water Quality.</td>
<td>Less than Significant (Class II)</td>
</tr>
<tr>
<td>The project and related projects in the Goleta area, as identified in Section 3.0, would potentially result in significant cumulative impacts to ESHA due to degraded stormwater runoff. Stormwater runoff from the completed project ultimately would discharge into Devereux Slough, considered to be an ESHA, through an underground drainage system.</td>
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<tr>
<td>Impact BIO 10: The project would contribute to potential cumulative effects associated with the introduction of invasive exotic species.</td>
<td>Potentially Significant</td>
<td>Impact BIO 10 would be mitigated with implementation of Mitigation Measure BIO 4-1, above.</td>
<td>Less than Significant (Class II)</td>
</tr>
<tr>
<td>The project and related projects in the Goleta area, as identified in Section 3.0, would potentially result in significant cumulative impacts to ESHAs due to the spread of invasive species. Prior to mitigation that would reduce project level impacts of invasive species to downstream ESHAs to less than significant levels, the project’s contribution would be cumulatively</td>
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<tr>
<td>Considerable.</td>
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<tr>
<td>Cumulative Loss of Raptor Foraging Habitat</td>
<td>Less Than Significant</td>
<td>No mitigation is required.</td>
<td>Less than Significant (Class III)</td>
</tr>
<tr>
<td>Impact BIO 11: The project would contribute to potential cumulative impacts on raptor foraging habitat.</td>
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<tr>
<td>The project and several related projects in the Goleta area would result in the loss of non-native grassland, open scrubland, and disturbed/ruderal fields. The projects would not result in a cumulatively considerable impact to raptor foraging areas or access to food resources, as the foraging habitat at the project site is of lesser importance to raptors at a regional scale due to its small size, fragmented condition, and proximity to existing development; the foraging habitat at the site is not essential to successful nesting of raptors in the Goleta area; suitable foraging habitat exists at several other locations in the area, such as Ellwood Mesa, Bishop Ranch, Los Carneros Lake, Santa Barbara Municipal Airport and Goleta Slough, and UCSB areas, as well as additional undeveloped private lands.</td>
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### Cultural Resources

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<tr>
<th>Historical Resources</th>
<th>Potentially Significant</th>
<th>An alternative to the project that would avoid the project’s impact on the railroad cut is examined in Section 6.0 Alternatives. The following mitigation measures would be implemented if avoidance is not feasible.</th>
<th>Significant and Unavoidable (Class I) Less Than Significant (Class II)</th>
</tr>
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<tbody>
<tr>
<td>Impact CR 1: The project would result in the removal of an 1887 railroad cut, a locally significant, and CRHR and NRHP eligible, historical resource. However, this impact would be reduced to less than significant with the incorporation of mitigation measures.</td>
<td></td>
<td>CR 1-1: The permittee shall must ensure the historical railroad cut is adequately recorded by a qualified historian acceptable to the City of Goleta before any alteration or removal. A Historic American Engineering Record (HAER) shall must be prepared. HAER documentation was initiated in 1969 by the National Park Service, in association with the American Society of Civil Engineers and the Library of Congress, to document historic sites and structures related to engineering and</td>
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## Description of Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation
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Industry. The format and data requirements for HAER documentation are presented in the Secretary of the Interior’s Standards and Guidelines for Architectural and Engineering Documentation. They require that the documentation “… captures the significance of the site or structural is accurate and verifiable; has archival stability; and is clear and concise.”2

**Plan Requirements and Timing:** Prior to approval Before the City issues any Land Use Permit for any grading and/or excavation, a qualified historian the permittee must prepare and record the appropriate state Department of Parks and Recreation 523 forms, acquire a state-issued trinomial, and complete a HAER.

**Monitoring:** The permittee must submit City staff shall be provided copies of recording documents and HAER to the Planning and Environmental Services Director, or designee.

**CR 1-2:** The permittee shall ensure recognition of the alignment by placing surveyed markers along the perimeter of the alignment and filling the alignment with contrasting materials (e.g. colored or enhanced paving materials in areas that would contain drive aisles and shrubs or low stone walls in landscaped areas) that visually demonstrate where the 1887 SPRR alignment was located. The permittee must also install a plaque and/or information board explaining the history of the 1887 SPRR railroad cut to commemorate the significance of the alignment.

**Plan Requirements and Timing:** Before the City issues Prior to approval of any Land Use Permit for any grading and/or excavation, the permittee shall prepare a surveyed map

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<th>Significance After Mitigation</th>
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<td>delineating the precise location of the 1887 SPRR railroad cut. Before the City issues a certificate of occupancy for any residential building, the applicant-permittee must install markers, materials, and a plaque and/or information board shall be installed to the satisfaction of the Planning and Environmental Services Director, or designee. Before the City issues a certificate of occupancy for any residential buildings, the applicant-permittee, and the permittee shall must submit documentation from a licensed surveyor that the markers were installed in the correct location.</td>
<td>CR 1-3: The permittee must submit a street naming application and propose historically appropriate street names in the residential component of the project site. Road names may consist of persons associated with the railroad, such as Huntington, Hopkins, Stanford, Crocker, and Harriman, and, in the residential component of the project site—William B. Story, the Southern Pacific Engineer responsible for the railroad construction in Santa Barbara in 1887 and the 1901 realignment. Additionally, road names may incorporate other historically appropriate railroad related terms and/or equipment.</td>
<td>Monitoring: The Planning and Environmental Services Director, or designee, must verify installation of the plaque and/or information board. Plan Requirements and Timing: Before recordation of the final map, the permittee shall submit a street naming application. Monitoring: The Planning and Environmental Services Director, or designee, must City staff shall process the street naming application and verify installation of the street signs with the</td>
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</table>
Archaeological Resources

Impact CR 2: The project would result in the potential to degrade archaeological resources.

The project site is considered sensitive for archaeological resources. The grading and subsurface construction activity associated with the project could result in the destruction or degradation of archaeological resources, if present.

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<th>Description of Impact</th>
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<tr>
<td>Archaeological Resources</td>
<td>Potentially Significant CR 2-1:</td>
<td>A City-approved archaeologist and local Native American observer must monitor project implementation during the initial grading and excavation activities until such time as sufficient subsurface soil has been uncovered/excavated to ascertain that no prehistoric archaeological/cultural resources are located on the project site. In accordance with local guidelines, the monitor(s) shall have the following authorities:</td>
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<td>a. The archaeological monitor(s) and Native American monitor(s) must be on-site on a full-time basis during any earthmoving activities, including preparation of the area for capping; grading; trenching, vegetation removal, or other excavation activities. The monitors will remain on-site until it is determined through consultation with the permittee, the Planning and Environmental Services Director, archaeological consultant, and Native American representative that monitoring is no longer warranted;</td>
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<td>b. The monitor(s) have the authority to halt any activities impacting previously unidentified cultural resources and to conduct an initial assessment of the resource(s);</td>
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<td>c. If an artifact is identified as an isolated find, the monitor(s) must recover the artifact(s) with the appropriate locational data and include the item in the overall inventory for the site;</td>
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Less than Significant (Class II)

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<th>Significance After Mitigation</th>
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| d. If a feature or concentration of artifacts is identified, halt activities in the vicinity of the find, notify the permittee and City, and prepare a proposal for the assessment and treatment of the find(s). This treatment may range from additional study to avoidance, depending on the natural of the find(s);  
| e. Prepare a comprehensive archaeological technical report documenting the results of the monitoring program and include an inventory of recovered artifacts, features, etc.;  
| f. Prepare the artifact assemblage for curation with an appropriate curation facility (e.g. the University of California Santa Barbara (UCSB) or local Native American facility). Include an inventory with the transfer of the collection; and  
| g. File an updated archaeological site survey record with the UCSB Central Coastal Information Center.  

**Plan Requirements and Timing:** This requirement must be printed on all plans submitted for any LUP, building, grading, or demolition permits. The permittee **shall** enter into a contract with a City approved archaeologist and Native American representative and **shall** fund the provision of onsite archaeological/cultural resource monitoring during initial grading, excavation, and/or demolition activities **prior to** before the City issues any LUP issuance. 

Before the City issues Prior to approval of any Land Use Permit for any—grading and/or excavation, the permittee **shall** must prepare a Construction Monitoring Plan. Plan specifications
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<th>Description of Impact</th>
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<td>for the monitoring shall must be printed on all plans submitted for grading, and building permits. Before the City issues any Land Use Permit for grading, the permittee shall must enter into a contract with a City approved archaeologist and Native American representative and shall must fund the provision of on-site archaeological/cultural resource monitoring during initial grading, and excavation activities prior to before the City issues a LUP issuance. Monitoring: The Planning and Environmental Services Director, or designee, City staff shall must conduct periodic field inspections to verify compliance during ground disturbing activities.</td>
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<td>CR 2-2:</td>
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<td>The permittee shall must retain a City-approved archaeologist to specifically monitor grading activities in the area of the railroad cut to ensure adequate identification and recordation of buried components, if present. If subsurface evidence of historical resources are found, grading shall be halted, recovery shall occur, and documentation shall be provided to supplement the documentation provided as per Mitigation Measure CR 1-1. Construction must be halted until proper documentation is complete and monitoring resumes.</td>
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<tr>
<td>Plan Requirements and Timing: This requirement shall must be printed on all plans submitted for any LUP, building, grading, or demolition permits. The permittee shall must enter into a contract with a City approved archaeologist and fund the provision of onsite archaeological resource monitoring during initial grading, excavation, and/or demolition activities prior to before the City issues a LUP for grading issuance.</td>
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<td>Description of Impact</td>
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<td>The historic archaeological consultant <strong>shall must</strong> be involved in a pre-construction meeting and present a brief summary of the tasks and procedures to be implemented during the monitoring program. The extent and duration of the monitoring in the vicinity of the railroad cut depends upon the nature and extent of the site preparation and grading. In consultation with the City and permittee, the details of the monitoring program may <strong>can</strong> be defined by the permittee and Planning and Environmental Services Director, or designee. Requirements for the monitoring procedures must be included on all grading plans. Grading Plans <strong>shall must</strong> be approved by the Planning and Environmental Services Director, or designee, prior to the City issuing grading permits. **</td>
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<td><strong>Monitoring:</strong> The Planning and Environmental Services Director, or designee, must City staff conduct periodic field inspections to verify compliance during ground disturbing activities. The permittee <strong>shall must</strong> provide the Planning and Environmental Services Director, or designee, City staff, results of all monitoring including findings and documentation.</td>
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<td>CR 2-3:</td>
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<td>Before <strong>Prior to</strong> initiating any staging areas, vegetation clearing, or grading activity, the permittee and construction crew must meet on-site with the archaeological consultant and local Native American representative(s) and present the procedures to be followed in the unlikely event human remains are uncovered. If human remains are encountered during earth removal or disturbance activities, all grading activity must cease immediately. The Santa Barbara County Coroner must be contacted, pursuant to Public Resources Code §§ 5097.98 and 5097.99 relative to Native American remains. Should the...</td>
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<td>Description of Impact</td>
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<td>Coroner determine the human remains are not recent or are of Native American origin, the coroner must notify the Native American Heritage Commission pursuant to Public Resources Code § 5097.98.</td>
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<td>These procedures shall include those identified by California Public Resources Code 5097.98 and the City’s Archaeological Guidelines, and the County coroner shall be contacted. In addition as satisfactory disposition of the remains shall be agreed upon by the stakeholders so as to limit future disturbance.</td>
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<td><strong>Plan Requirements and Timing:</strong> Before Prior to vegetation clearing or grading and/or excavation, the permittee shall must provide the City with the contact information of the Native American representative and the agreed upon procedures to be followed. If the remains are found to be of Native American origin, the Coroner will notify the Native American Heritage Commission and the Commission will name the Most Likely Descendant (MLD). The MLD, consulting archaeologist, proponent, and City will consult as to the disposition of the remains. If the remains are identified as non-Native American, the coroner will take possession of the remains and comply with all state and local requirements in the treatment of the remains.</td>
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<td><strong>Monitoring:</strong> The archaeological monitor(s) shall must maintain daily field notes and prepare weekly summaries. Upon completion of the program, a technical report will be prepared. The Planning and Environmental Services Director, or designee, must City staff shall conduct periodic field inspections to verify compliance during ground disturbing activities.</td>
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<td><strong>CR 2-4:</strong> If archaeological resources are encountered</td>
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<td>during grading, work must be immediately stopped or redirected until the City-approved archaeologist and local Native American observer can evaluate the significance of the find pursuant to Phase 2 investigation standards set forth in the City Archaeological Guidelines.</td>
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<td><strong>Plan Requirements:</strong> This requirement shall be printed on all plans submitted for any LUP, building, grading, or demolition permits.</td>
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<td>This requirement is designed to assess archaeological resources consistent with the City’s Archaeological Guidelines and includes, but not be limited to, the following:</td>
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<td>a. controlled hand excavation and surface collection of a representative sample of the site deposit;</td>
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<td>b. a detailed analysis of the material recovered;</td>
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<td>c. an assessment of cultural resources integrity; and</td>
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<td>d. the preparation of a final report with recommendations for impact mitigation if necessary.</td>
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<td>Should the Phase 2 determine that the archaeological resources are significant, a Phase 3 mitigation program in the form of Data Recovery Excavation may be required consistent with the City’s Archaeological Guidelines.</td>
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<td><strong>Timing:</strong> The Phase 2 report shall must be prepared by a City-approved archaeologist, be funded by the permittee, and be submitted to the Planning and Environmental Services Director, or designee, before the City issues a LUP prior to LUP issuance.</td>
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<td><strong>Monitoring:</strong> The Planning and Environmental</td>
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<td>CR 2-5:</td>
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<td>Services Director, or designee, must City staff site inspect to ensure that recommendations are carried out in the field and/or that the Phase 3 mitigation program is prepared.</td>
<td>If a Phase 2 investigation is required and significant resources occur on-site, a Phase 3 Data Recovery Excavation Program must be conducted.</td>
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</table>

The permittee shall must develop a Phase 3 Data Recovery Excavation Program to document resources at the project site in a comprehensive manner. The Phase 3 Data Recovery Excavation Program must be prepared by a qualified archaeologist. In preparing the Phase 3 Data Recovery Program, the archaeological consultant will prepare a research design that includes a preliminary assessment of available artifacts recovered from the project site and nearby archaeological sites, and any corresponding field notes, graphics, lab analysis and results. It is anticipated that the artifacts would be curated at UCSB, the Natural History Museum, or other location in consultation with the local Native American or representative(s) of the Chumash Nation. A Phase 3 Data Recovery Excavation Program involving additional soil surveys (excavations) must be completed in accordance with the following:

a. It is recommended that a “to be” determined number of controlled excavation units be excavated to obtain supplemental data. The placement of these units should be determined to avoid previously disturbed areas. The units should be placed in areas being, or to be, directly impacted by the current development area and where...
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<td>the most information may be obtained.</td>
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<td>b. All excavations must be conducted under the supervision of a qualified archaeological consultant with a trained archaeological field crew. All field work should be undertaken in the presence of a local Native American representative of the Coastal Band of the Chumash Nation.</td>
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<td>If it is necessary to complete a Phase 3 investigation, impacts to archaeological resources could occur as a result of greater soil disturbances. While it is preferred that these additional potential impacts be avoided, with monitoring and limiting the number of test pits, and given the fact that the Phase 3 analysis would retrieve archaeological information before future access to the resources is prevented as a result of the project, potential impacts associated with conducting the Phase 3 excavations would be considered less than significant.</td>
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<td>Plan Requirements and Timing: Prior to continuing any grading and/or excavation after resource discovery, the Phase 3 Data Recovery Excavation Program must submitted to the Planning and Environmental Services Director, or designee, City staff for review and approval.</td>
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<td>Monitoring: The permittee shall obtain the Planning and Environmental Services Director’s City staff approval of any Phase 2 or Phase 3 archaeological reports.</td>
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<td>CR 2-6: If, following the Phase 3 data recovery effort, significant archaeological resources cannot be avoided, impacts must be addressed by filling on top of the sites rather than cutting into the</td>
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### Description of Impact

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<th>Significance Before Mitigation</th>
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<tr>
<td>cultural deposits. The permittee must revise the project grading plan to include a capping in place method of resource preservation. Placement of fill soils within the project site must include the following surface preparation and fill placement measures:</td>
<td>a. Remove all organic material from the archaeological site surface by hand (including brushing, raking, or use of power blower). Use of motorized vehicles for vegetation removal is prohibited. All vegetation shall be removed at ground surface such that no soil disturbance results.</td>
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<td>b. Remaining root balls and masses in the ground after hand removal of vegetation stems/trunks shall be sprayed with topical pesticide per manufacturers specifications to ensure no further growth. The resulting dead vegetation masses shall be left in place. Complete surface vegetation removal and die-off of root massing must be achieved prior to geotextile placement.</td>
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<td>c. No remedial grading, sub-grade preparation or scarification can occur prior to placement of the geotextile fabric.</td>
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<td>d. A bioaxialgeogrid (Tensar BX1200 or equivalent) must be laid over the ground surface throughout cultural deposit site boundaries and a 50 foot buffer area.</td>
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<td>e. Placement of fill soils on top of the geotextile fabric must be done in no greater than 8-inch lifts with rubber-tired equipment.</td>
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<td>f. The first six inches of fill shall be yellow sand that signals to any future sub-surface activity (e.g. landscaping activity) that excavation cannot extend deeper.</td>
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<td>g. Geotextile fabric must be capable of preventing compaction and load impacts on</td>
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<td>Description of Impact</td>
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<td>underlying archaeological resources.</td>
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<td>h. Fill soils must have a pH ranging from 5.5 to 7.5 only.</td>
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<td>h. Fill soils must have a pH ranging from 5.5 to 7.5 only.</td>
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<td>i. Fill soils must be free of archaeological resources.</td>
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<td>i. Fill soils must be free of archaeological resources.</td>
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<td>j. Fill soils must be spread from the outside with rubber track heavy equipment so that the equipment is only working on top of the fill soils. The fill soils must be placed ahead of the loading equipment so that the machine does not have contact with the archaeological site surface.</td>
<td></td>
<td>j. Fill soils must be spread from the outside with rubber track heavy equipment so that the equipment is only working on top of the fill soils. The fill soils must be placed ahead of the loading equipment so that the machine does not have contact with the archaeological site surface.</td>
</tr>
<tr>
<td>k. The fill soils must be sufficiently moist so that they are cohesive under the weight of the heavy equipment as the material is spread out over the archaeological site and buffer area.</td>
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<td>k. The fill soils must be sufficiently moist so that they are cohesive under the weight of the heavy equipment as the material is spread out over the archaeological site and buffer area.</td>
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</table>

**Plan Requirements:** The permittee must provide the Planning and Environmental Services Director, or designee, City staff a revised grading plan for review and approval. A fill program must be designed so that intrusions or recompaction made into these deposits is limited to previously disturbed topsoil. Site deposits on which fill would be placed would no longer be accessible to research and a data collection program would be required. The program must include, but not be limited to, the following:

- a. mapping the location of surface artifacts within the proposed areas of fill;
- b. surface collection of artifacts;
- c. the excavation of a small sample of deposit to characterize the nature of the buried portions of the site;
- d. all material used as fill shall be culturally...
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<tr>
<td>Paleontological Resources</td>
<td>Less Than Significant</td>
<td>sterilie and chemically neutral; and e. curation of the excavated sample must occur as specified by the City-approved archaeologist.</td>
<td>Less Than Significant (Class III)</td>
</tr>
<tr>
<td>Impact CR 3: The project grading could uncover paleontological resources.</td>
<td></td>
<td><strong>Timing:</strong> The program <strong>shall</strong> must be prepared and conducted by a City-approved archaeologist and be funded by the permittee. The fill/data collection program report must be reviewed and approved by the Planning and Environmental Services Director, or designee, before the City issues a LUP City prior to LUP issuance.</td>
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<tr>
<td>Impact CR 4: The project would result in removal of an 1887 railroad cut, a locally significant, and CRHR and NRHP eligible, historical resource.</td>
<td>Potentially Significant</td>
<td><strong>Monitoring:</strong> The revised grading plan <strong>shall</strong> must be approved before continuing grading activities. The Planning and Environmental Services Director, or designee must inspect the project site to ensure compliance with these requirements that recommendations are carried out in the field.</td>
<td>Less Than Significant (Class II)</td>
</tr>
<tr>
<td>Removal of this section of the 1887 SPRR railroad cut would result in only one small segment of the original alignment remaining in the region. The project’s contribution to the loss of historical resources is considered cumulatively considerable.</td>
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<td><strong>Mitigation Measures CR 1-1, 1-2, and 1-3 would also reduce the project’s contribution to this cumulative impact.</strong></td>
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<tr>
<td>Impact CR 5: The project would result in the potential to degrade archaeological resources.</td>
<td>Potentially Significant</td>
<td>Mitigation Measures CR 2-1 through 2-6 would also reduce the project’s contribution to this cumulative impact.</td>
<td>Less Than Significant (Class II)</td>
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<tr>
<td>Previous development within Santa Barbara County has resulted in the loss of much of the evidence of the</td>
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<td><strong>Monitoring:</strong> The revised grading plan <strong>shall</strong> must be approved before continuing grading activities. The Planning and Environmental Services Director, or designee must inspect the project site to ensure compliance with these requirements that recommendations are carried out in the field.</td>
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### Geologic Resources

**Geologic Characteristic/Geotechnical Issues**

**Impact Geo 1:** Geologic and geotechnical characteristics associated with surficial geologic units present at the project site may affect the development.

There may be expansive, corrosive and consolidation-prone materials in the building areas. The required geotechnical/foundation reports would provide lot-specific data on consolidation potential for the site soil materials. The foundation designs would be reviewed and approved by the Building & Safety Division of the City’s Planning & Environmental Services Department.

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<tr>
<td>prehistoric occupation and use of the area. The project in combination with other currently planned projects would result in the potential for a significant cumulative impact. The project’s contribution to this impact is considered cumulatively considerable.</td>
<td>Less than Significant</td>
<td>GEO 1-1—(Recommended): All grading and earthwork recommendations from the project geotechnical and soils reports, including any updates, shall must be incorporated into the final project design, including the Final Grading, Drainage and Erosion Control Plans, or other plans deemed necessary by the Planning and Environmental Services Director, or designee, and must ensure they meet the City’s building code requirements set forth in—the Goleta Municipal Code. All grading activities shall must be supervised by a Registered Civil Engineer or Certified Engineering Geologist.</td>
<td>Less than Significant (Class III)</td>
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**Faulting**

**Impact Geo 2:** The project would be developed in the vicinity of potentially active folds and may be located above or in the vicinity of the potentially active El Encanto fault.

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<td></td>
<td>Less than Significant</td>
<td>No mitigation required.</td>
<td>Less than Significant (Class III)</td>
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<td>Description of Impact</td>
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<td>Mitigation Measures</td>
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<tr>
<td><strong>Seismic Ground Shaking</strong></td>
<td>Less than Significant</td>
<td>No mitigation required.</td>
<td>Less than Significant (Class III)</td>
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<tr>
<td>Impact Geo 3: Development at the project site would be subject to seismic ground shaking. The nearest significant known active fault capable of a moderate to large earthquake that could generate strong groundshaking at the site is the More Ranch Fault. All project construction would be subject to compliance with the seismic safety standards of the 2008 California Building Code, which the City adopted.</td>
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<tr>
<td><strong>Soils and Slope Stability</strong></td>
<td>Less than Significant</td>
<td>No mitigation required.</td>
<td>Less than Significant (Class III)</td>
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<tr>
<td>Impact Geo 4: Development within the project site may be subject to soil stability, erosion, and/or slope stability issues. The south sloping topography of the project site is generally subdued and the underlying geologic formations are not layered in a manner prone to static (non-seismic) landslide activity. The low cut slope to the north of the site along the railroad tracks would be stabilized using a berm. All retaining walls and structural foundation designs would be reviewed and approved by the Building &amp; Safety Division of the City’s Planning &amp; Environmental Services Department for compliance with the California Building Code for structural stability and safety specifications, which would account for the soil characteristics of the site.</td>
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<tr>
<td><strong>Groundwater</strong></td>
<td>Less than Significant</td>
<td>No mitigation required.</td>
<td>Less than Significant (Class III)</td>
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<td>Impact Geo 5: Development within the project site may be affected by shallow and/or perched groundwater. Except for some utilities, it is unlikely that excavations would reach groundwater depths.</td>
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<td><strong>Subsidence</strong></td>
<td>Less than Significant</td>
<td>No mitigation required.</td>
<td>Less than Significant (Class III)</td>
</tr>
<tr>
<td>Impact Geo 6: Development within the project site may be affected by subsidence.</td>
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</tbody>
</table>
### Description of Impact

<table>
<thead>
<tr>
<th>Description of Impact</th>
<th>Significance Before Mitigation</th>
<th>Mitigation Measures</th>
<th>Significance After Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flooding and Inundation</td>
<td>Less than Significant</td>
<td>No mitigation required.</td>
<td>Less than Significant (Class III)</td>
</tr>
<tr>
<td>Greenhouse Gas Emissions</td>
<td>Potentially Significant</td>
<td>Mitigation Measure AQ 2-1 (see Section 4.2 Air Quality) requires the implementation of an Alternative Transportation/Transportation Demand Management Program, which would also reduce the project's transportation related GHG emissions.</td>
<td>Significant and Unavoidable (Class I)</td>
</tr>
</tbody>
</table>

#### Flooding and Inundation

Impact Geo 7: Development within portions of the Project Area may be subject to flooding, tsunami affects, and/or dam inundation.

The project site is not located within a 100-year flood zone. Tsunami impacts result from both the forces of wave run-up and wave retreat, as well as rising water (flooding) without significant wave action. Finished site elevations at the project site are planned to be approximately 43 to 70-feet in elevation, above any potentially significant flood and inundation impacts.

#### Greenhouse Gas Emissions

**Operational Emissions**

Impact GHG 1: The project would generate greenhouse gas emissions.

Implementation of the project would contribute to short-term and long-term increases in GHGs as a result of traffic increases (mobile sources) and minor secondary fuel combustion emissions from space heating, etc. Development occurring as a result of the project would also result in secondary operational increases in GHG emissions as a result of electricity generation to meet project-related increases in energy demand.

<table>
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<tbody>
<tr>
<td>Plan Requirements: The following additional energy conservation measures <strong>shall</strong> <strong>must</strong> be included in the plans unless the permittee demonstrates their financial infeasibility to the satisfaction of the Planning and Environmental Services Director, or designee City staff:</td>
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<tr>
<td>a) use of photovoltaic systems;</td>
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<td>b) passive cooling strategies such as passive or fan aided cooling plan designed into the structure and/or a roof opening for hot air venting or installation of underground cooling tubes;</td>
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<tr>
<td>c) high efficiency outdoor lighting and/or solar powered lighting;</td>
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<tr>
<td>d) installation of Energy Star roofs, furnaces, and appliances;</td>
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<tr>
<td>e) <strong>use of water-based paint on exterior surfaces</strong></td>
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<tr>
<td>f) <strong>use of solar-assisted water heating for swimming pools and tankless hot water on demand systems if their energy efficiency is demonstrated to exceed that of a central storage tank water heating system;</strong></td>
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<tr>
<td>g) <strong>use of passive solar cooling/heating</strong>;</td>
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<tr>
<td>h) use of natural lighting in lieu of artificial lighting;</td>
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<tr>
<td>i) installation of energy efficient lighting;</td>
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<tr>
<td>j) <strong>use of water-efficient landscapes; water-efficient irrigation systems and devices; and use of reclaimed water (if available)</strong>;</td>
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<tr>
<td>k) installation of cool pavements</td>
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<tr>
<td>l) provision of segregated waste bins for recyclable materials;</td>
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<tr>
<td>m) <strong>zero waste/high recycling standards.</strong></td>
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<tr>
<td><strong>Timing:</strong> These requirements <strong>shall</strong> <strong>must</strong> be shown</td>
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</tbody>
</table>
### 1.0 EXECUTIVE SUMMARY

**Westar Mixed-Use Village**

**Final EIR**

July 2012

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<tbody>
<tr>
<td><strong>Hazards and Hazardous Materials</strong></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Exposure to Hazardous Materials During Construction</td>
<td>Potentially Significant</td>
<td><strong>HAZ 1-1:</strong> Asbestos surveys shall-must be conducted on all structures prior to demolition. In cases where the presence of asbestos-containing materials is likely or confirmed, it shall-must be removed according to applicable State and Federal standards. All asbestos removal shall-must be performed by an experienced, state-licensed, Cal/OSHA- and SBAPCD-registered asbestos contractor. All work shall-must take place under the guidance of an independent, California Certified Asbestos Consultant. The Consultant shall be responsible for reviewing the project drawings, designing engineering controls used to control airborne asbestos contamination, visual inspections of engineering controls, and ambient air monitoring to determine airborne fiber levels.</td>
<td>Less than Significant (Class II)</td>
</tr>
</tbody>
</table>

**Plan Requirements and Timing:** Before the City issues the demolition permit, asbestos survey and remediation report(s) shall-must be conducted on all structures, and all asbestos removal shall-must be performed by an experienced, state-licensed, Cal/OSHA- and SBAPCD-registered asbestos contractor.

**Monitoring:** The Planning and Environmental Services Director, or designee, must verify compliance with this mitigation measure by upon reviewing the permittee's

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**Monitoring:** The Staff Planning and Environmental Services Director, or designee, must verify compliance with this mitigation measure before the City issues a certificate of occupancy inspection.
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<tr>
<td>demolition permit application and through verify compliance via site inspections.</td>
<td>HAZ 1-2: Lead paint surveys shall must be conducted on all structures prior to renovation or demolition. In cases where lead-containing paints are likely or confirmed, it shall must be removed according to State and Federal standards. Testing shall must include a profile of waste characteristics for disposal in accordance with all local regulations. Lead surveys and remediation shall must be conducted in accordance with all Federal and State OSHA regulations with remediation plans that outline specific work practices for handling lead.</td>
<td>Plan Requirements and Timing: Before the City issues a demolition permit, the lead survey and remediation plan shall must be approved and completed. Monitoring: The Planning and Environmental Services Director, or designee, must staff shall verify compliance with this requirement before the City issues a demolition permit and confirm compliance via shall be verified upon site investigations.</td>
<td></td>
</tr>
<tr>
<td>Pole-mounted transformers, light ballasts or other equipment suspected to contain PCBs shall must be inspected for the presence of PCBs prior to any disturbance or removal. All equipment found to contain PCBs shall must be removed and disposed in accordance with all applicable local, State and Federal regulations including, but not limited to 22 California Code of Regulations Title 22 and 40 CFR Part 261 CCR Title 22 and EPA 40 CFR.</td>
<td>HAZ 1-3:</td>
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Westar Mixed-Use Village

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<tr>
<td><strong>HAZ 1-4:</strong></td>
<td></td>
<td><strong>Plan Requirements and Timing:</strong> Utility Plans that <strong>must</strong> include notes requiring inspection and plan for removal and disposal.</td>
<td></td>
</tr>
<tr>
<td><strong>Monitoring:</strong> The Planning and Environmental Services Director, or designee, must City staff shall—verify compliance with this requirement before issuing a prior-to-grading permit.</td>
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<tr>
<td>In the unlikely event that hazardous materials are encountered during grading and/or excavation activities anywhere on the project site, earthwork <strong>shall—must</strong> be temporarily suspended in order to coordinate investigation/remediation efforts with the oversight of the Santa Barbara County Fire Department Site Mitigation Unit (SMU). An environmental professional (e.g., a Professional Geologist) is recommended to provide oversight and project monitoring to ensure the health and safety of all workers. A remedial plan <strong>shall—must</strong> be developed by a Professional Geologist approved by the City and submitted to the Planning and Environmental Services Director, or designee, local agency for approval as required before prior-to-continued work in the area.</td>
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<tr>
<td><strong>Plan Requirements and Timing:</strong> Before the Planning and Environmental Services Director, or designee, approves Prior to approval of the grading plan, the remediation plan <strong>must—shall</strong> be reviewed and approved by County Fire PSD Santa Barbara County Fire Department SBCF before prior-to-continuing excavation. The permittee <strong>must—shall</strong> obtain a compliance letter from Santa Barbara County Fire Department County Fire PSD prior to before continuing grading in the affected area. Approval and implementation of all required specifications <strong>shall—must</strong> be completed before prior-to-grading in the</td>
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**Westar Mixed-Use Village**

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</thead>
<tbody>
<tr>
<td>Exposure to Hazardous Materials Generated in the Project Vicinity</td>
<td>Less than Significant</td>
<td><strong>HAZ 2-1</strong> <em>(Recommended):</em> The permittee shall—must provide notices ensure that to all owners and tenants of both the residential and commercial structures along the west boundary, and those along the east boundary across from the Storke/Hollister Research Center, regarding are provided disclosure notice of the industrial nature of the land uses and allowed uses under the Goleta Municipal Code zoning code for adjacent properties in the Santa Felicia Drive office/industrial area. The notification disclosure shall—must include information related to the types of hazardous materials and quantities that may be used within the facilities. The notification disclosure shall—must also include contact information for the regulatory agency responsible for managing the Business Plans and Emergency Response Plans for that area (e.g. County Santa Barbara Fire Department Hazardous Materials Unit (HMU)). <strong>Plan Requirements and Timing:</strong> Before the City issues a Prior to Land Use Permit issuance, the permittee shall—must provide the City Planning and Environmental Services Director, or designee, with the notification disclosure document detailing the existing hazardous materials information in effect at the time, as well as a plan for keeping the notification documents updated and distributed by facility property management to tenants upon signing of lease.</td>
<td>Less than Significant <em>(Class III)</em></td>
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</table>

 affected area.

**Monitoring:** SBCF must County Fire PSD shall inspect remediation activities and verify that they conform to the approved as-to-plan in the field.
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<tbody>
<tr>
<td>New Uses Involving the Use, Storage, or Disposal of Hazardous Materials</td>
<td>Potentially Significant</td>
<td>agreements and to future owners upon sale of the units.</td>
<td>Less than Significant (Class II)</td>
</tr>
<tr>
<td></td>
<td>HAZ 3-1:</td>
<td>Monitoring: The Planning and Environmental Services Director, or designee, must City staff shall verify compliance with this requirement before the City issues a certificate of occupancy and any storage or usage of regulated hazardous materials on-site (including pool maintenance chemicals, fertilizers, herbicides, pesticides, insecticides, lubricants, etc.), the permittee shall obtain approval from the Santa Barbara County Fire Department for a Hazardous Materials Business Plan (HMBP) covering the use and storage of all regulated hazardous chemicals and materials to be used and/or stored onsite. Qualified environmental personnel or safety engineers shall develop and implement a business plan and a health and safety plan in order to ensure that compliance issues regarding the proper containment, usage, disposal and transportation practices are used, if required. Plan Requirements and Timing: The SB Santa Barbara County Fire Department approved HMBP shall be submitted to the Planning and Environmental Services Director, or designee, or approval before the City prior to issues a Land Use Permit LUP issuance. Monitoring: The Planning and Environmental Services Director, or designee, must City staff shall verify compliance with this requirement before the City issues a certificate of occupancy. The HMBP shall be updated and enforced through the life of the project.</td>
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</table>
### Description of Impact

<table>
<thead>
<tr>
<th>Exposure to Electromagnetic Fields</th>
<th>Significance Before Mitigation</th>
<th>Mitigation Measures</th>
<th>Significance After Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impact HAZ 4: Implementation of the proposed project could place people within the electromagnetic field of existing and/or relocated overhead electrical transmission and distribution lines.</td>
<td>Potentially Less Than Significant</td>
<td>(Recommended): The permittee shall provide an EMF Disclosure Statement and an EMF Information Package containing a balanced range of EMF educational and information materials to potential buyers and tenants occupants of Building G along the eastern property boundary.</td>
<td>Significant and Unavoidable (Class I). Less Than Significant (Class III)</td>
</tr>
<tr>
<td>Although there is no significant scientifically verifiable relationship between EMF exposure and negative health consequences, there would be possible exposure to 2 mG of EMF (the criteria modeled) within several one of the project habitable structures (Building G). The level of EMF is far below any recognized threshold and this impact and is therefore a less than significant impact.</td>
<td></td>
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</table>

**Plan Requirements and Timing:** The permittee shall provide this disclosure and Information Package as part of the project CCRs to the City Attorney and Planning & Environmental Services Director, or designee, to verify the disclosure and Information Package is fair and adequate. This disclosure shall be accompanied by a plan for keeping the notification documents updated and distributed by facility property management to tenants upon signing of lease agreements and to future owners upon sale of the units. The disclosure shall be reviewed and approved prior to recordation of the Final Map.

**Monitoring:** The Planning and Environmental Services Director, or designee, must verify that the disclosure and Information Package has been incorporated into the CCRs before prior to sale of residential units of Building G the live work unit(s) and that an adequate EMF Information Package has been assembled by the permittee and has been made easily available for review by prospective occupants-buyers. The Planning and Environmental Services Department—Director, or designee, must shall review and approve the contents of the Package for objectivity, balance, and completeness.

**HAZ 4-2:** (Recommended): The permittee shall request that the California Department of Real Estate insert the following into the final...
<table>
<thead>
<tr>
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</thead>
</table>
| Development of New Uses in Proximity to a High Pressured Natural Gas Pipeline  
Impact HAZ-5: Implementation of the proposed project would develop commercial and residential uses in close proximity to an existing high-pressure natural gas pipeline.  
It is likely that the pipeline and vault along the southern boundary were installed many years ago when the area was relatively undeveloped. and therefore, There was, therefore, small threat to public health and safety little consequence in the event of rupture or leak.  
Overtime, urban development and densities have increased in the area; thus, consequences from are | Potentially Significant | Subdivision Public Report: “the subject property is located near power lines and a power substation. Purchasers should be aware that there is ongoing research on adverse health effects associated with long-term exposure to low-level magnetic fields. Although no causal link is established, there is sufficient evidence to require reasonable safety precautions. The buyer may wish to become informed on the issue before making a decision on a home purchase in this location.” | Less than Significant (Class II) |
| | HAZ 5-1: | The permittee shall—must ensure—provide evidence from that the Southern California Gas Company that the integrity of the natural gas pipeline segment—and vault along the southern boundary are installed and maintained in accordance with the specifications of the CFR Code of Federal Regulations, for operating pressure, vault accessibility and design requirements, and integrity management of pipeline in accordance with the American Standards for Mechanical Engineering and CGC and for the type of use requested and the appropriate Class rating. An integrity assessment shall must be conducted consisting of, but not | |
### 1.0 EXECUTIVE SUMMARY

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<td>rupture or leak may be more considerable.</td>
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<td>- Instrument surveys to providing a detailed assessment of the pipe and pipeline coating.</td>
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<td>- Assessments performed at 10-foot intervals to ascertain if any protection deficiencies exist on the pipe.</td>
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<td>- Consideration for environmental factors such as proximity to an earthquake fault, landslide areas, or major waterways.</td>
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<td>- Detailed pipeline characteristics, including materials, age, diameter, operating pressure, and wall thickness.</td>
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<td>- Identification of any integrity issues that required immediate repair.</td>
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<td>- Recommendations for replacement or retrofit of manually operated valves with remotely controlled or automatic shut-off valves on the gas transmission system.</td>
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<td></td>
<td>- Recommendations for Automated Remotely Controlled Valves (RCVs) to allow a mainline valve to be opened and closed by a remote operator located at a gas control center.</td>
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<td>- Recommendations for Automatic Line Rupture Shut-off Valves (ASVs) that automatically close when they detect a line rupture (e.g. falling pressure, increasing flow rate) or any other condition that they are programmed to detect.</td>
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<td></td>
<td>- Provisions for long-term inspections and maintenance. These provisions shall include submittal of inspection and maintenance records to the City Planning and Environmental Planning Department.</td>
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<tr>
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<td>Mitigation Measures</td>
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<td>Services Director, or designee.</td>
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<td><strong>Plan Requirements and Timing:</strong> Prior to the City issues any grading permit approval, the permittee shall provide the gas pipeline integrity assessment to the City Planning and Environmental Services Director, or designee, for approval. The Assessment and review. Construction plans shall consider the integrity assessment and incorporate design requirements to the project as deemed appropriate be reviewed and approved by the Planning and Environmental Services Director, or designee, and the Community Services Department Director, or designee, before the City issues Land Use Permit for any commercial building a Certificate of Occupancy. <strong>prior to grading permit approval.</strong> All upgrades, repairs, or replacements of the pipelines for the segment applicable to the project shall be in place prior to issuance of. The permittee must maintain improvements for the life of the project.</td>
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<td></td>
<td><strong>Monitoring:</strong> The gas pipeline integrity assessment shall be reviewed and approved by the Planning and Environmental Services Director, or designee, and the City Community Services Department Director, or designee, The Planning and Environmental Services Director, or designee, and the Community Services Director, or designee, must conduct field inspections during grading and construction to verify compliance. shall ongoing maintenance and assessments be provided to the City Planning and Environmental Services Director, or designee, and the Community Services Director, or designee, for the life of the project. The permittee shall demonstrate compliance with the 25-foot setback from the</td>
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**HAZ 5-2:**
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</thead>
<tbody>
<tr>
<td>Risk of Upset Associated with the Site’s Proximity to the Union Pacific Railroad: Impact HAZ-6: Implementation of the proposed project would place residential structures and persons in proximity to the existing UPRR railroad tracks,</td>
<td>Less than Significant</td>
<td>Centerline of the high-pressured natural gas pipeline along the southern boundary. <strong>Plan Requirements and Timing:</strong> Prior to the City issues a grading permit, the permittee must file documentation that it may install pipelines within obtain approval of the gas line easement holder. Construction plans for these improvements shall be reviewed and approved by the Planning and Environmental Services Director, or designee, and the Community Services Director, or designee, Department before the City issues prior to a grading permit approval. Before Prior to construction the start of site preparation and grading activities the gas line locations shall be clearly staked or otherwise marked, and mechanical equipment shall be prohibited from operating within the appropriate distance as specified by Southern California Gas standards. Appropriate avoidance measures, including a prohibition of mechanical equipment from operating within the appropriate distance as specified by Southern California Gas standards, shall be included on all grading and utility construction plans. <strong>Monitoring:</strong> Evidence of Southern California Gas Company review and approval of the grading and utility plans shall be provided to City—Planning and Environmental Services Director, or designee, and the Community Services Director, or designee. Field inspection during grading and construction shall verify compliance.</td>
<td>Less than Significant (Class III)</td>
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<td>Creating a potential risk of upset associated with derailment, chemical leaks, and fire. The probability of adverse impacts from a possible train derailment is similar to the fatality risk associated with natural phenomena such as lighting strikes meteor impacts.</td>
<td></td>
<td>Plan Requirements and Timing: The permittee shall—must provide the Planning and Environmental Services Director, or designee, and the City Attorney City of Goleta with a copy of the notification and CC&amp;Rs for review and approval. Evidence of recordation shall be provided prior. The notification must be included in the project CC&amp;Rs, which must be reviewed and approved by the City Attorney before recordation of the tract final map. Monitoring: The Planning and Environmental Services Director must City staff verify compliance with this requirement prior to before final map recordation.</td>
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**HAZ 6-2:**

Exposure to Naturally Emitted Radon Gas

Impact HAZ 7: Implementation of the proposed project may expose residents to low to moderate concentrations of naturally occurring radon gas. Santa Barbara County in general has a low to moderate potential for exposure to Radon gas.

<table>
<thead>
<tr>
<th>Potentially Significant</th>
<th>HAZ 7-1:</th>
<th>Less than Significant (Class II)</th>
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<tbody>
<tr>
<td>Prior to approval of Before the City issues any Land Use Permits for construction of any habitable structures, radon testing shall be conducted. If radon gas is present above the recommended EPA exposure level (4.0 pCi/L), habitable structures shall—must be designed to provide venting and/or any other EPA approved</td>
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*Final EIR*

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<td>potential health risks posed by possible exposure of residential units to radon levels above 4.0pci/L are considered significant.</td>
<td>mitigation measures identified to reduce such exposure.</td>
<td>Plan Requirements &amp; Timing: A radon report including recommendations for appropriate EPA approved mitigation measures shall must be submitted to the Planning and Environmental Services Director, or designee, Building and Safety, the Santa Barbara County Fire Department Hazardous Materials Unit, and the Santa Barbara County Environmental Health Services Office for review and approval prior to before the City issues approval of any Land Use Permit(s) for construction of any habitable structures.</td>
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</tr>
<tr>
<td>Monitoring: The Planning and Environmental Services Director, or designee, must City staff shall ensure verify compliance with this requirement before the City issues prior to approval of any Land Use Permit(s) for construction of any habitable structures. The City Building Inspector shall must verify compliance in the field prior to before the City issues a certificate of occupancy for each building clearance.</td>
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<tr>
<td>HAZ 7-2:</td>
<td></td>
<td>Before Prior to any storage of usage of regulated hazardous materials on-site (including pool maintenance chemicals, fertilizers, herbicides, pesticides, etc.) the Santa Barbara County Fire Department should be contacted regarding requirements for a hazardous materials business plan for the site.</td>
<td></td>
</tr>
<tr>
<td>Plan Requirements &amp; Timing: Qualified environmental personnel or safety engineers must shall develop and implement a business plan and a health and safety plan in order to ensure that compliance issues regarding the proper containment, usage, disposal and</td>
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<tbody>
<tr>
<td>Hydrology and Water Quality</td>
<td></td>
<td>Transportation practices are used, if required.</td>
</tr>
<tr>
<td>Hydrology and Drainage</td>
<td></td>
<td>Monitoring: City staff shall ensure the Planning and Environmental Services Director or designee must verify compliance with this requirement before the City issues prior to issuance of a certificate of occupancy for any commercial or residential use that will use, store, or handle hazardous materials.</td>
</tr>
<tr>
<td>Surface Water and Groundwater Quality</td>
<td></td>
<td><strong>WQ 1-1:</strong> The permitee shall must prepare a Storm Water Pollution Prevention Plan (SWPPP) covering all phases of grading operations.</td>
</tr>
<tr>
<td>Construction</td>
<td>Potentially Significant</td>
<td>Plan Requirements: The SWPPP shall must be prepared by a licensed civil engineer and incorporate all appropriate Best Management Practices (BMPs) necessary to mitigate short-term construction impacts. The plan shall must include the following BMPs:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>a. Temporary berms and sedimentation traps (such as silt fencing, straw bales, and sand bags); the BMPs shall must be placed at the base of all cut/fill slopes and soil stockpile areas where potential erosion may occur and shall must be maintained to ensure effectiveness; the sedimentation basins and traps shall must be cleaned periodically and the silt shall must be removed and disposed of in a location approved by</td>
</tr>
</tbody>
</table>

### Significance After Mitigation

<table>
<thead>
<tr>
<th>Significance After Mitigation</th>
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<tbody>
<tr>
<td>Less than Significant</td>
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<tr>
<td>Less than Significant (Class III)</td>
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<tr>
<td>Less than Significant (Class II)</td>
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<tr>
<td>Description of Impact</td>
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<td>b.</td>
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<tr>
<td>Description of Impact</td>
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<tr>
<td>within four (4) weeks of grading completion, with the exception of surfaces graded for the placement of structures; these surfaces shall must be reseeded if construction of structures does not commence within four (4) weeks of grading completion.</td>
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<tr>
<td>Site grading shall must be completed to ensure such that permanent drainage flows away from foundations and slabs is provided and so that water shall does not pond near structures or pavements.</td>
</tr>
<tr>
<td>Timing: The final SWPPP shall must be submitted to Community and Services Director, or designee, City Building Department for review and approval before the City issues by Building and Community Services Department staff prior to any LUP issuance Land Use Permit for grading. BMPs shall must be installed prior to before initiation of grading as appropriate and throughout the construction period.</td>
</tr>
<tr>
<td>Monitoring: The Community Services Director, or designee, must City staff shall must verify that the SWPPP has been was implemented in accordance with per the approved final plan and before commencement of grading. BMPs shall must be monitored throughout the construction period in consultation with the Community Services Director, or designee, and Building Inspector Department.</td>
</tr>
<tr>
<td>Surface and Stormwater Quality Operations</td>
</tr>
<tr>
<td>Description of Impact</td>
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<tr>
<td>Surface water quality impacts could occur as a result of project implementation under both dry weather and wet weather conditions as a result of contaminated runoff from chemical use at the site and reduced filtration from an increase in impermeable surfaces.</td>
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<td><strong>WQ 2-2:</strong></td>
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<tr>
<td>Description of Impact</td>
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<tr>
<td>capturing sediment, trash, debris, and petroleum products from low flow (first flush) stormwater runoff <strong>shall</strong> must be installed in any inlet/catch basins associated with the carwash and each stormwater inlet/catch basin to be connected to the storm drain system serving the project site. Catch basin filter inserts <strong>shall</strong> must be specified for installation in all project stormwater inlets/catch basins shown on the final grading/drainage plan.</td>
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<td>Description of Impact</td>
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<tr>
<td><strong>Timing:</strong> The final SWPPP shall must be submitted to the Community Services Department Director, or designee, before the City issues a Land Use Permit for any commercial or residential building. City Building Department staff for review and approval by Building and Community Services Department staff before any LUP issuance. All BMPs shall must be installed as identified on the final drainage/stormwater quality protection plan and grading and drainage plans before the City issues a certificate of occupancy clearance.</td>
</tr>
<tr>
<td><strong>Monitoring:</strong> The Community Services Director, or designee, City staff shall must verify that drainage/stormwater quality protection plan has been constructed/installed per the approved final SWPPP before the City issues a certificate of occupancy clearance.</td>
</tr>
<tr>
<td>Description of Impact</td>
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</tbody>
</table>
| April 15\(^{th}\) and/or per manufacturer specifications. Any necessary minor repairs shall must be completed before the next rainy season. Before September 30\(^{th}\) of each year for a period of five (5) years after issuance of the final certificate of occupancy for the project, the permittee shall must submit to the City for its review and approval a report summarizing all inspections, repairs, and maintenance work done during the prior year. Subsequent to this five year reporting period, the applicant shall must maintain records of all yearly maintenance measures for review by City staff on demand for the life of the project. Timing: The permittee shall must submit the required maintenance agreement to City staff for review, approval, and execution before any LUP issuance. Monitoring: The Community Services Director, or designee, City staff shall must periodically verify compliance with the provision of the agreement and respond to instances of non-compliance with the agreement Plan. To prevent illegal discharges to the storm drains, all on-site storm drain inlets, whether new or existing, shall must be labeled to advise the public that the storm drain discharges to the ocean (or other waterbody, as appropriate) and that dumping waste is prohibited (e.g., “Don’t Dump – Drains to Ocean”). The information shall must be provided in English and Spanish. Plan Requirements and Timing: The location of all storm drain inlets shall must be shown on site, building and grading plans before approval of any grading and/or land use permits. Labels shall must be installed before the first occupancy clearance for the project. Standard labels, as

### WQ 2-4:

To prevent illegal discharges to the storm drains, all on-site storm drain inlets, whether new or existing, shall must be labeled to advise the public that the storm drain discharges to the ocean (or other waterbody, as appropriate) and that dumping waste is prohibited (e.g., “Don’t Dump – Drains to Ocean”). The information shall must be provided in English and Spanish.
### Executive Summary

#### Description of Impact

<table>
<thead>
<tr>
<th>Impact</th>
<th>Significance Before Mitigation</th>
<th>Mitigation Measures</th>
<th>Significance After Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Available from the Santa Barbara County Public Works, or Project Clean Water shall be shown on the plans and submitted to the Community Services Director or designee. City prior to before the City issues approval of any grading and/or land use permits.</td>
<td><strong>Monitoring</strong>: The Community Services Director, or designee, must inspect the City shall site before the issues a certificate of the first occupancy clearance for the project to verify installation of all storm drain labels.</td>
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</tbody>
</table>

#### Land Use and Planning

**Short-Term Land Use Compatibility**

Impact LU 1: Temporary, short-term demolition and construction activities associated with development of the proposed project would potentially generate short-term compatibility/quality of life effects on occupants of existing surrounding uses.

<table>
<thead>
<tr>
<th>Significance Before Mitigation</th>
<th>Mitigation Measures</th>
<th>Significance After Mitigation</th>
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</thead>
<tbody>
<tr>
<td>Potentially Significant</td>
<td>See Section 4.5 Geologic and Soils (MM GEO 1-1 and MM GEO 4-1) and Hydrology and Water Quality (MMWQ 1-1), Section 4.7 Hazards and Hazardous Materials (MM HAZ 1-1, MM HAZ 1-2, MM HAZ 1-3 and MM HAZ 1-4, Section 4.10 Noise (MM N 1-1, MM N 1-2 and MM N 1-3) and Section 4.9 Land Use and Planning (MM LU 6-2)</td>
<td>Less than Significant (Class II)</td>
</tr>
</tbody>
</table>

**Operational Land Use Compatibility**

Impact LU 2: The project could create a compatibility conflict with surrounding land uses.

<table>
<thead>
<tr>
<th>Significance Before Mitigation</th>
<th>Mitigation Measures</th>
<th>Significance After Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potentially Significant</td>
<td>See Section 4.1 Aesthetics (MM AES 1-1), Section 4.10 Noise (MM N 3-1 and N 4-1) and Section 4.13 Transportation and Traffic (MM TR 2-1, MM TR 3-1, MM TR 6-2 and MM TR 7-2)</td>
<td>Less than Significant (Class II)</td>
</tr>
</tbody>
</table>

**Consistency with Zoning Ordinance**

Impact LU 3: The project would be consistent with the Zoning Ordinance with approval of requested permits and associated modifications.

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<thead>
<tr>
<th>Significance Before Mitigation</th>
<th>Mitigation Measures</th>
<th>Significance After Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Impact</td>
<td>No mitigation required</td>
<td>No Impact</td>
</tr>
<tr>
<td>Description of Impact</td>
<td>Significance Before Mitigation</td>
<td>Mitigation Measures</td>
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<tr>
<td>While the related physical development and operational component of the project would result in environmental effects as described in Section 4.1-4.14, none of the requested permit types and associated modifications would conflict with any applicable section of the IZO for the purpose of avoiding or mitigating an environmental effect.</td>
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<tr>
<td>Adequacy of Parking Supply</td>
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<tr>
<td>Impact LU 4: The project would generate demand for parking that would be met by the on-site parking supply. The number of parking spaces exceeds the anticipated demand. Therefore, the project would result in no impact related to parking supply.</td>
<td>Less than Significant</td>
<td>No mitigation required</td>
</tr>
<tr>
<td>Adequacy of Parking Supply</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Impact LU 5: The project would create additional off-site public parking supply on Glen Annie Road. While it is not the responsibility of this project to offset a parking deficit for an adjacent development, there is nonetheless a real demand to use off-site parking to satisfy the Pacific Glen residential development’s parking deficit. This project would meet the required parking and is not anticipated to create demand on off-site parking. While the additional on-street parking spaces could be used by any member of the public, the additional 15 spaces would ease the overburdened parking demand and create better land use compatibility. This is seen as a Beneficial impact.</td>
<td>Beneficial</td>
<td>No mitigation required</td>
</tr>
<tr>
<td>Consistency with Santa Barbara Municipal Airport Land Use Plan</td>
<td>Potentially Significant</td>
<td>The project shall be referred by the ALUC for consistency with the ALUP during the Draft EIR public review period. At this point, the project may be inconsistent with the ALUP depending on the outcome of the ALUC’s review. However, mitigation measures cannot be identified until this determination is made.</td>
</tr>
<tr>
<td>Description of Impact</td>
<td>Significance Before Mitigation</td>
<td>Mitigation Measures</td>
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<tr>
<td>The project required would be referred to the review by the Airport Land Use Commission for a determination of the project's consistency with the ALUP and allow the ALUC to make any additional recommendations regarding the appropriateness of the uses as they related to airport operations and safety. During the Draft EIR public review period, the ALUC reviewed the project for consistency with the ALUP, including a review of the commercial uses within the Runway 7/25 Approach Zone. Acting as the ALUC for the County of Santa Barbara, the SBCAG determined that the project is consistent with the ALUP.</td>
<td></td>
<td>the ALUC in the event that approval is not granted by the ALUC, the project shall be returned to the City Council for further discretionary review pursuant to Public Utility Code Sections 21670-21678. Plan Requirement &amp; Timing: The applicant shall provide documentation of the ALUC meeting and final determination prior to approval of the Land Use Permit for physical development. Monitoring: City staff shall verify ALUC review and approval.</td>
</tr>
<tr>
<td>LU 6-21:</td>
<td></td>
<td>The permittee shall complete and file Form 7460-1 (Notice of Proposed Construction or Alteration) with the FAA and shall demonstrate to the Planning and Environmental Services Director, or designee, that the project is either exempt from applicable construction regulations or complies with those regulations that govern the project. Plan Requirements and Timing: Form 7460-1, with evidence of FAA action, shall be filed with the Planning and Environmental Services Director, or designee, before the City prior to issuance of issues a Land Use Permit for any commercial building. Monitoring: City staff shall verify compliance with this requirement before the City issues a Land Use permit for any commercial building prior to LUP issuance and with any applicable FAA regulations during grading and construction.</td>
</tr>
<tr>
<td>LU 6-32:</td>
<td></td>
<td>The permittee shall execute and record a deed restriction, in a form approved by the City Attorney, that acknowledges and assumes</td>
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<td>Description of Impact</td>
<td>Significance Before Mitigation</td>
<td>Mitigation Measures</td>
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<td>responsibility for airport safety risks; waives any future claims of damage or liability against the City; and agrees to indemnify and hold harmless the City against any and all liability, claims, damages, and/or expenses arising from any injury to any person or damage to property due to such hazards. In addition, the applicant must record a Real Estate Disclosure notice informing potential owners, lessees, or renters that the subject property is within the Santa Barbara Municipal Airport's Airport Influence Area and is subject to potential hazards from low-altitude aircraft overflights.</td>
<td></td>
<td>responsibility for airport safety risks; waives any future claims of damage or liability against the City; and agrees to indemnify and hold harmless the City against any and all liability, claims, damages, and/or expenses arising from any injury to any person or damage to property due to such hazards. In addition, the applicant must record a Real Estate Disclosure notice informing potential owners, lessees, or renters that the subject property is within the Santa Barbara Municipal Airport's Airport Influence Area and is subject to potential hazards from low-altitude aircraft overflights.</td>
</tr>
<tr>
<td><strong>Plan Requirements and Timing:</strong> The applicant must submit a copy of the recorded deed restriction and Real Estate Disclosure written to the satisfaction of the Planning and Environmental Services Director, or designee, and the City Attorney before City staff prior to map recordation.</td>
<td></td>
<td><strong>Plan Requirements and Timing:</strong> The applicant must submit a copy of the recorded deed restriction and Real Estate Disclosure written to the satisfaction of the Planning and Environmental Services Director, or designee, and the City Attorney before City staff prior to map recordation.</td>
</tr>
<tr>
<td><strong>Monitoring:</strong> The Planning and Environmental Services Director, or designee, must verify compliance with this requirement before prior to map recordation and issuance of Land Use Permit.</td>
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<td><strong>Monitoring:</strong> The Planning and Environmental Services Director, or designee, must verify compliance with this requirement before prior to map recordation and issuance of Land Use Permit.</td>
</tr>
<tr>
<td>The permittee must record an avigation easement, in a form approved by the City Attorney and the Santa Barbara City Attorney, for areas within the Airport Approach Zones between the applicant and the City of Santa Barbara.</td>
<td></td>
<td>The permittee must record an avigation easement, in a form approved by the City Attorney and the Santa Barbara City Attorney, for areas within the Airport Approach Zones between the applicant and the City of Santa Barbara.</td>
</tr>
<tr>
<td><strong>Plan Requirements and Timing:</strong> The applicant must submit a copy of the recorded avigation easement, with written confirmation from the City of Santa Barbara that the avigation easement is acceptable to the City of Santa Barbara before the</td>
<td></td>
<td><strong>Plan Requirements and Timing:</strong> The applicant must submit a copy of the recorded avigation easement, with written confirmation from the City of Santa Barbara that the avigation easement is acceptable to the City of Santa Barbara before the</td>
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<td>Description of Impact</td>
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<td>Mitigation Measures</td>
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</tr>
<tr>
<td><strong>Consistency with General Plan/Coastal Land Use Plan Policies</strong></td>
<td>Potentially Significant</td>
<td>Monitoring: The Planning and Environmental Services Director, or designee, must verify compliance with this requirement before final map recordation prior to issuance of Land Use Permit.</td>
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<tr>
<td>Impact LU 7: The project could result in consistency with General Plan/Coastal Land Use Plan policies</td>
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<tr>
<td>The project is not expected to result in additional significant environmental impacts as a result of inconsistency with these policies beyond those identified in other sections of this EIR.</td>
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**LU 7-1:** The permittee must submit payment of an inclusionary housing in-lieu payment in an amount approved by the Planning and Environmental Services Director, or designee.

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*Westar Mixed-Use Village*

*Final EIR*

*July 2012*
### Description of Impact

<table>
<thead>
<tr>
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<th>Significance Before Mitigation</th>
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<tbody>
<tr>
<td>Noise</td>
<td>Potentially Significant N 1-1:</td>
<td>All noise-generating project construction activities are limited to Monday thru Friday, 8:00 a.m. to 5:00 p.m. Construction shall generally be prohibited on weekends, and state holidays and federal holidays. Exceptions to these restrictions may be made for good cause in extenuating circumstances (in the event of an emergency, for example) on a case by case basis at the sole discretion of the Director of Planning and Environmental Services Director or designee. The permittee shall post the allowed hours of operation near the entrance to the site, so that workers on site are aware of this limitation.</td>
<td>Less than Significant (Class II)</td>
</tr>
<tr>
<td>Construction Noise</td>
<td></td>
<td>Plan Requirements and Timing: The permittee must submit payment of an inclusionary housing in-lieu payment in an amount approved by the Planning and Environmental Services Director or designee before the City issues a certificate of occupancy for any live/work residential building. Monitoring: The Planning and Environmental Services Director, or designee, must verify compliance with this requirement before the City issues a certificate of occupancy for any live/work residential building.</td>
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### Noise

Impact N-1: Construction of the project would generate noise in the adjacent community.

According to the City’s Noise thresholds, noise from grading and construction activity within 1,600 feet of sensitive receptors would generally result in a potentially significant impact. This is based on the assumptions that the average noise levels from construction equipment range from 80-90 dB at 50 feet and that a distance of 1,600 feet is necessary to reduce these levels to 65 dB. The closest sensitive noise receptors to the project site are residents of the existing, 60-unit Pacific Glen residential development located across Glen Annie Road to the east of the project site, the Jubilee Christian Church on Hollister Avenue 700 feet west of the project site, Girsh Park located approximately 1,300 feet south of the Camino Real Marketplace, and Dos Pueblos High School located approximately 1,600 feet northwest of the project site.

Point sources of noise emissions are atmospherically attenuated by a factor of 6 dB per doubling of distance. The closest existing residences are approximately 100 feet to the east, across Glen Annie Road and may therefore experience construction noise levels above
### 1.0 EXECUTIVE SUMMARY

<table>
<thead>
<tr>
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<th>Significance After Mitigation</th>
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</table>
| 65 dB at times since they would be within the 1,600-foot impact radius. Construction noise impacts at the closest residences are therefore considered significant. | | Monitoring: City—The Planning and Environmental Services Director or designee, staff shall monitor compliance with restrictions on construction hours and shall investigate and respond to all complaints. The following measures shall be incorporated into grading and building plan specifications to reduce the impact of construction noise:  
   a. All construction equipment, fixed or mobile, must be equipped with properly operating and maintained sound control devices, and no equipment shall have unmufflers. Noise attenuation barriers and mufflers of grading equipment must be required for construction equipment generating noise levels above 95 dB at 50 feet from the source exhaust system;  
   b. Construction noise reduction methods such as but not limited to Contractors shall implement appropriate additional noise mitigation measures including but not limited to changing the location of stationary construction equipment, shutting off idling equipment, and installing acoustic barriers around significant sources of stationary construction noise sources, maximizing the distance between equipment and staging areas occupied residential areas, and use of electric air compressors and similar power tools (rather than diesel equipment) must be used when feasible;  
   c. During construction, stationary construction equipment must be placed such that emitted noise is directed away from sensitive noise receivers;  
   c. Noise attenuation barriers and mufflers of |
### 1.0 EXECUTIVE SUMMARY

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<th>Significance After Mitigation</th>
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<tr>
<td>Grading equipment shall be required for construction equipment generating noise levels above 95 dB at 50 feet from the source.</td>
<td>d. Stationary equipment that generates noticeable noise, such as large air compressors or generators, shall be located as far away from adjacent residences as practical. Temporary barriers or shelters may also be used. The combination of location and/or temporary barriers shall reduce noise levels from such equipment to no more than 70 dBA (one-hour Leq, similar to the performance standard in the adjacent M-1 zone) at the property lines nearest to the adjacent existing residences.</td>
<td>d. <strong>During construction,</strong> construction access, stockpiling and vehicle staging activities areas must be located as far as practicable from noise sensitive receptors/dwellings.</td>
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<tr>
<td>Earthmoving equipment operating on the construction site, must be as far away from vibration-sensitive sites as possible; and</td>
<td>e. Earthmoving equipment operating on the construction site, must be as far away from vibration-sensitive sites as possible; and</td>
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<tr>
<td>Construction hours, allowable workdays, and the telephone number of the job superintendent and the telephone number of City staff contact(s) must be clearly posted at all construction entrances to enable surrounding owners and residents to contact the job superintendent directly. If the job superintendent receives a complaint, the superintendent must notify the Planning and Environmental Services Director, or designee, and investigate, take appropriate corrective action, and report the action taken to the reporting party and the Planning and Environmental Services Director, or designee.</td>
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<tr>
<td>Description of Impact</td>
<td>Significance Before Mitigation</td>
<td>Mitigation Measures</td>
<td>Significance After Mitigation</td>
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<tr>
<td>Plan Requirements and Timing:</td>
<td>The location of the three signs stating these restrictions must be identified on a site plan. Two of the three signs stating these restrictions shall be provided by the permittee and posted on site at each entrance to the project. All signs must be in place before the start of site preparation and grading activities and maintained through to occupancy clearance. In addition, the signs shall provide City of Goleta contact information. Requirements a-f shall must be incorporated as text into all plan sets and requirement e shall must be incorporated graphically into all plan sets submitted for approval of any Land Use, building, or grading permits before permit approval.</td>
<td>Monitoring: The Planning and Environmental Services Director, or designee, must City staff shall verify compliance before permit approval. The Planning and Environmental Services Director, or designee, must City staff shall periodically inspect the site to verify compliance with all noise attenuation requirements.</td>
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<tr>
<td>N 1-3:</td>
<td>Stationary construction equipment that generates noise which exceeds 65 dBA at the project boundaries shall be shielded to the Planning and Environmental Services Director, or designee, City of Goleta’s satisfaction and/or shall be located a minimum of 1,600 feet from sensitive receptors.</td>
<td>Plan Requirements and Timing: The permittee shall submit a list of all stationary equipment to be used in project construction which includes manufacturer’s specifications on equipment noise levels as well as recommendations from the project acoustical</td>
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</table>
### Operational Noise – Project Traffic Noise Generation

**Impact N-2:** The project would generate traffic, which would increase noise levels along local roads.

The project would increase noise levels on Hollister Avenue by up to +0.7 dB. The existing elevated baseline noise serves to mask the small incremental contribution of project-generated traffic on Hollister Avenue. The project’s traffic noise increase would be less than +3.0 dB and therefore would result in a less than significant impact.

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<tr>
<th>Description of Impact</th>
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<tbody>
<tr>
<td>Operational Noise – Project Traffic Noise Generation</td>
<td>Less than Significant</td>
<td>Engineer to shielding such stationary equipment so that it complies with this requirement for review and approval by the Planning and Environmental Services Director City staff. The equipment area with appropriate acoustic shielding shall must be designated on building and grading plans. Equipment and shielding shall must remain in the designated location throughout construction activities. This information shall must be reviewed and approved by the Planning and Environmental Services Director, or designee, before City staff prior to LUP issuance of any Land Use Permit. All City approved noise attenuation measures for stationary equipment used in any construction and/or demolition activities shall must be implemented and maintained for the duration of the period when such equipment is on-site. Monitoring: The City of Goleta compliance staff shall Planning and Environmental Services Director, or designee, must perform site inspections to ensure verify compliance.</td>
<td>Less than Significant (Class III)</td>
</tr>
</tbody>
</table>
### Description of Impact

**Commercial Operations Noise**

Impact N-3: The proposed commercial uses would generate noise that may result in on-site noise nuisance impacts.

A project would generally have a significant effect on the environment if it would substantially increase the ambient noise levels for noise sensitive receptors in adjoining areas. This would occur when ambient noise levels affecting sensitive receptors are increased to 65 dBA CNEL or more or when noise levels are increased by 3 dBA. Noise generated by the commercial uses would not result in a significant noise impact upon on-site or adjacent off-site residences based on these criteria. However, various activities associated with the commercial uses would result in the potential for noise nuisance impacts. Such impacts would be significant if they interfered with the comfort and repose of residential use. Activities such as trucking along east-west driveway and turnaround and noise from commercial equipment (HVAC, etc.) may result potentially significant noise impacts.

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<tr>
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<th>Mitigation Measures</th>
<th>Significance After Mitigation</th>
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</thead>
<tbody>
<tr>
<td>Commercial Operations Noise</td>
<td>Potentially Significant</td>
<td>N 3-1: A noise mitigation plan must be prepared for the commercial component of the project to avoid potential noise nuisance. While the specific design of a noise mitigation plan will depend on the types of commercial uses that are ultimately in operation, a prototype plan that assumes noise-generating uses such as high volume retail or late evening entertainment, would include the following:</td>
<td>Less than Significant (Class II)</td>
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<td>• Rear-of-store activities including deliveries and trash collection shall be restricted to daytime hours (7:00AM to 7:00PM).</td>
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<td>• Retail deliveries shall be prohibited between the hours of 7:00PM to 7:00AM.</td>
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<td>• Idling of delivery trucks or of refrigeration units at the loading dock shall be prohibited at all times.</td>
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<td>• Acoustical shielding shall be provided for roof-top mechanical equipment visible to any resident within 200 feet. This shielding shall achieve a 10 dB noise reduction. Shielding shall also result in a noise reduction at the ground level to below ambient levels.</td>
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<td>• A Land Use Permit and, as appropriate, a Live Entertainment or Outdoor Festival license permit in accordance with Goleta Municipal Code Chapters 9.07 (Live Entertainment) or 9.08 (Outdoor Festival) must be obtained from the City of Goleta for any outdoor assembly involving the use of amplified voice or music shall be required.</td>
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</table>

**Plan Requirements and Timing:** A draft copy of the noise mitigation plan must be reviewed and approved by the Planning and Environmental Services Director or designee, before the issuance of any certificate of occupancy for the commercial buildings.
<table>
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<tr>
<th>Description of Impact</th>
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</table>
| Residential Units Indoor Noise Exposure | Potentially Significant | **N 4-1:** Pursuant to State requirements under Title 24 the California Building Code, as adopted by the Goleta Municipal Code, an acoustical study performed by an acoustical engineer shall be required for all residential buildings located within the residential component of the project to determine what construction techniques and design recommendations should be incorporated into the project design to reduce interior noise to achieve the 45 dB CNEL building code standard required by Chapter 2-35 of the California State Building Code Title 24, Section 3501, et seq. (Title 24) with standard upgraded construction practice and the ability to close windows, and candidate structural mitigation. Examples of building materials and construction specifications that may be used to meet the interior noise standard include the following:  
   a. Air conditioning or a mechanical ventilation system should be installed so that windows and doors may remain closed;  
   b. Windows and sliding glass doors must be double-paned, mounted in frames with low rates of air filtration (0.5 cubic foot per minute or less, per American National Standard Institute specifications) and a sound transmission coefficient rating of 30 or greater;  
   c. Solid-core exterior doors must be constructed with perimeter weather stripping. | Less than Significant (Class II) |
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<td>and threshold seals; and</td>
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<td>d. Roof or attic vents must be baffled.</td>
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<tr>
<td><strong>b. Exterior Walls:</strong> Exterior walls shall have a laboratory sound transmission class rating of at least STC=44. Masonry walls having a surface weight of at least 25 pounds per square foot does not require a furred stud interior wall. Frame walls must have at least a 4-inch nominal depth and shall be finished on the exterior with siding on sheathing, stucco, brick or brick veneer. The interior surface of exterior stud walls shall be of gypsum board or plaster at least ½-inch thick, installed on studs. Continuous composition board, plywood or gypsum board sheathing at least ½-inch thick shall cover the exterior side of the wall studs behind the wood, aluminum, vinyl or other siding. Sheathing panels shall be butted tightly and covered on the exterior with overlapping building paper. The top and bottom edges of the sheathing shall be sealed airtight. Insulation material at least 2-inch thick shall be installed continuously throughout the cavity space behind the exterior sheathing and between wall studs. Insulation shall be glass fiber or mineral wool.</td>
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<td>c. Roof / Ceiling Assemblies: Combined roof and ceiling construction shall have a minimum laboratory STC rating of at least 39. The attic or rafter space shall consist of closely butted ½-inch composition board, plywood or gypsum board sheathing topped by roofing as required. If the underside of the roof is exposed over a habitable room (as with a cathedral ceiling) or if the attic or...</td>
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<td>Description of Impact</td>
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<tr>
<td>rafter spacing is at less than 6 inches, the roof construction shall have surface weight of at least 40 lbs per square feet. Rafters, joints, or other framing may not be included in the surface weight calculation.</td>
<td></td>
<td>rafter spacing is at less than 6 inches, the roof construction shall have surface weight of at least 40 lbs per square feet. Rafters, joints, or other framing may not be included in the surface weight calculation.</td>
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<tr>
<td>d. Glazed Windows and Sliding Doors: Stationary Windows: 1/8-3/4-inch airspace- 1/8-inch insulating glass (or similar) within assemblies carrying laboratory sound transmission class (STC) ratings of at least 30.-</td>
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<td>e. Kitchen and Bathroom Ventilation: Kitchen and bathroom ventilation ducts should include at least two elbows.</td>
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<td>f. Chimney/Fireplace Closures: Flue dampers and glass fireplace screens are recommended.</td>
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**Plan Requirements and Timing:** An acoustical analysis, prepared by a licensed engineer with expertise in environmental noise assessment and architectural acoustics, shall must be submitted to the Planning and Environmental Services Director, or designee, City for and approval as part of the of the project’s construction drawings at the time of submission of plans for plan check. Design measures recommended by the analysis shall must be incorporated into the architectural and structural design in order to meet the 45dBA CNEL interior standard in perimeter residences.

**Monitoring:** Prior to Before the City issues a certificate of occupancy for each residential buildingfinal inspection, the Planning and Environmental Services Director, or designee, City staff shall must be provided with a written certification by the project acoustical engineer that the project has been constructed per the approved report’s recommendations and that a
### Table 1.0 Description of Impact and Mitigation Measures

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<tbody>
<tr>
<td>Residential Units Outdoor Noise Exposure</td>
<td>Potentially Significant N 5-1: Residential outdoor living space within residential units (e.g., patios, balconies, etc.) associated with residential units located within the 65 dBA CNEL and with a line of sight to the US 101/UPRR, shall be protected from sound intrusion so that they meet the City's standard of 60 dBA CNEL for outdoor living spaces. This may require protective measures may consist of, but are not limited to, a 6-foot high glass, Plexiglas, wood, or metal sound attenuation barrier along the residential unit's outdoor living space perimeter. Shields shall may enclose almost the entire balcony. The acoustical study identified in Mitigation Measure N 4-1, above, shall determine specific requirements.</td>
<td>N 5-1:</td>
<td>Less than Significant (Class II)</td>
</tr>
</tbody>
</table>

**Plan Requirements and Timing:** These requirements shall must be incorporated into all construction documents submitted for approval before the issuance of a Land Use Permit for the residential units located within the 65 dBA CNEL and with a line of sight to the US 101/UPRR prior to permit approval.

**Monitoring:** City staff shall The Planning and Environmental Services Director, or designee, must verify compliance prior to the issuance of a Land Use Permit for the residential units located within the 65 dBA CNEL and with a line of sight to the US 101/UPRR. The permittee must provide a rail line real estate disclosure to potential buyers and occupants is required for anyone buying or leasing a Westar property within the project site.
### 1.0 EXECUTIVE SUMMARY

**Westar Mixed-Use Village**

**Final EIR**

*July 2012*

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<thead>
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<tbody>
<tr>
<td>Informing of the site’s proximity to the Union Pacific Railroad a rail line in the vicinity and that associated noise and vibration may be perceptible.</td>
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<tr>
<td><strong>Plan Requirements and Timing:</strong> The permittee must provide a draft copy of the real-estate disclosure notice including this information of the rail line and associated noise and vibration to the Planning and Environmental Services Director, or designee, and the City Attorney for review and approval, shall be reviewed and approved by City of Goleta prior to issuance of certificate of occupancy. This disclosure must be accompanied by a plan for keeping the notification documents updated and distributed by facility property management to tenants upon signing of lease agreements and to future owners upon sale of the units. The disclosure must be included in the project CC&amp;Rs, which must be reviewed and approved by the City Attorney before recordation of the final map.</td>
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<tr>
<td><strong>Monitoring:</strong> The Planning and Environmental Services Director must verify compliance with this requirement before final map recordation. City staff shall verify compliance prior to permit approval. City building inspectors shall spot check to ensure compliance in the field.</td>
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**Non-Commercial Common Area Outdoor Noise Exposure**

Impact N 6: Outdoor recreational space would be exposed to noise from existing sources.

The project includes areas designated for recreational and open space uses within the 70 dBA CNEL contours. Predicted peak noise levels at the northernmost outdoor uses (the walking path along the site’s northern boundary) are 72 dB CNEL (based on General Plan Noise Element contours). With regard to indoor

Less than Significant | No mitigation required | Less than Significant (Class III)
1.0 EXECUTIVE SUMMARY

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<tr>
<td>residential noise, noise generated along the US 101/UPRR would be shielded by grade elevation differences, the noise wall, and interior buildings. The combination of these features would reduce noise levels by 5-10 dB. Shielded noise levels would be less than 70 dB CNEL at all planned outdoor recreational space. Therefore, noise exposure impacts at outdoor recreational space would be less than significant.</td>
<td>Less than Significant</td>
<td>No mitigation required</td>
<td>Less than Significant (Class III)</td>
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<tr>
<td>Commercial Area Noise Exposure</td>
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<tr>
<td>Impact N-7: Commercial uses would be exposed to noise from existing noise sources.</td>
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<tr>
<td>Commercial uses are generally not considered noise sensitive uses. Noise levels up to 67.5 dBA are considered normally acceptable for office buildings, business commercial, or professional uses. Portions of buildings J and H along Hollister Avenue would be located within the 67.5 dBA CNEL contour. However, the potential uses for these buildings would be shopping center uses, likely restaurants. They would not provide office buildings or other noise sensitive use. Therefore, noise exposure impacts at these commercial uses would be less than significant.</td>
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<tr>
<td>Vibration</td>
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<tr>
<td>Impact V-1: The project could expose residential units to vibration generated along the UPPR.</td>
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<tr>
<td>DOT guidelines estimate the maximum freight train vibration levels of 77 VdB at 100 feet from the track centerline for a locomotive-powered freight train and 67 VdB per train event for passenger trains. These are vibration levels at ground floor elevation. Upper level floors will experience less vibration due to dispersion and attenuation of the vibration energy as it propagates through a building. Vibration levels would be well below the damage threshold of 100 VdB. This level is also below the threshold of annoyance due to infrequent events of 80 VdB and therefore, potential vibration impacts would be less than significant.</td>
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Westar Mixed-Use Village

Final EIR

July 2012
### 1.0 EXECUTIVE SUMMARY

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<tbody>
<tr>
<td><strong>Public Services</strong></td>
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<tr>
<td><strong>Fire Protection Service Population Ratio</strong></td>
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<tr>
<td>Impact FP 1: The project would impact the acceptable fire service to population ratio for Fire Station 11. The project site is less than one mile from Fire Station 11 and is within the 5-minute response zone. With a battalion chief as the fourth fire fighter on scene (in addition to three fire fighters on an engine company) in order to meet the “two-in-two-out rule,” the project population would be adequately served by the County Fire Department.</td>
<td>Less than Significant</td>
<td>No mitigation required</td>
<td>Less than Significant (Class III)</td>
</tr>
<tr>
<td><strong>Onsite Fire Protection design features</strong></td>
<td>Potentially Significant</td>
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<tr>
<td>Impact EPS 12: The project could result in impacts to fire protection services should the design result in fire hazards or inadequate protection features. Adequate fire protection for the project would require the provision of adequate onsite fire protection design features, such as serviceable access, adequate fire hydrants, adequate road naming and building addressing, looped water main system, adequate interior fire sprinkler system, approved locking systems for any gated access ways, and other Fire Department plan check review requirements. In addition, landscaping could be susceptible to fire if landscape palette selection is not properly conducted in consultation with the Fire Department.</td>
<td>PS 1-1: Compliance with the Santa Barbara County Fire Department Memorandum of 5/26/10 2/28/2011 is required, including, but not limited to: serviceable access, adequate fire hydrants, adequate road naming and building addressing, looped water main system, adequate interior fire sprinkler system, approved locking systems for any gated access ways, and appropriate landscape palette selection.</td>
<td></td>
<td>Less than Significant (Class II)</td>
</tr>
</tbody>
</table>
### Description of Impact

| PS 1-2: | The permittee shall submit a Fuel Modification Plan that is sensitive to onsite ESHA and reviewed by the Fire Department and City approved biologists. The Plan shall must synthesize fuel management measures with any on-site ESHA creation in the form of a bioswale or wetland as required in Mitigation Measure BIO 2-1, as well as the final landscape plan (Mitigation Measure FP 2-1, above) and related non-invasive and native plant palette requirements described in Mitigation Measure BIO 4-1. The plan would study the buffer, type and size of the development, edge effects, topography and transitional habitat. |

### Mitigation Measures

**Plan Requirements and Timing:** Before the permittee submits a preliminary and final landscape plan, the permittee must submit their landscape plan to the Fire Department for review and approval. The Fire Department must approve the sign-off on the plan prior to submittal of landscape plan before the permittee submits it to the Planning and Environmental Services Director, or designee, for preliminary/final DRB review and approval. Before issuance of any Land Use Permit, the Planning and Environmental Services Director must verify the approved DRB plans are consistent with Fire Department review and approval, and/or building permit issuance, as applicable.

**Monitoring:** Prior to issuance, City staff shall verify Fire Department review and approval of Land Use Permit, plan set and/or building plans, as applicable.

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<td>Mitigation Measures</td>
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<tr>
<td>Police Services</td>
<td>Less Than Significant</td>
<td>No mitigation required.</td>
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<tr>
<td>Impact PS 2: The project would result in impacts to Police Services. The project and associated population would not result in the need for additional police protection services that require alteration of existing facilities or the construction of new facilities. Therefore, project related impacts on police services in the City are considered less than significant.</td>
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<tr>
<td>Libraries</td>
<td>Less than Significant</td>
<td>No mitigation required.</td>
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<tr>
<td>Impact PS 3: The project would result in impacts to libraries. Project demand would not result in the need for additional library services that require alteration of existing library facilities or the construction of new library facilities. Therefore, project related impacts on library services in the City are considered less than significant.</td>
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<tr>
<td>Schools</td>
<td>Less than Significant</td>
<td>No mitigation required.</td>
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<tr>
<td>Impact PS 4: The project would result in impacts to schools. Project student population would not result in the need for school services that require alteration of existing school facilities or the construction of new school facilities. Therefore, project related impacts on schools in the City are considered less than significant.</td>
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<tr>
<td>Cumulative Fire Protection, Police Protection, schools, and library service deficiencies. Cumulative development in the City would contribute Development Impact Fees for these services, fire protection service deficiencies, due to an increase in emergency calls to primary and secondary responding stations Citywide, particularly in western Goleta which is underserved relative to NFPA and SBCFD service guidelines.</td>
<td>Less than Significant</td>
<td>No mitigation required.</td>
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### 1.0 EXECUTIVE SUMMARY

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<tr>
<td>The deficiency in cumulative fire protection service for the Fire Station 11 district in western Goleta would be addressed by the construction of future Fire Station 10 on property owned by the City at 7952 Hollister Avenue.</td>
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<tr>
<td>Recreation</td>
<td>Impact REC 1: The project’s residential population would increase the demand for recreational facilities in the City of Goleta.</td>
<td>Less than Significant</td>
<td>No mitigation required.</td>
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<td>The current supply of active recreational land is considered insufficient as per the General Plan. However, the project would provide on-site active recreational facilities for its residents, in combination with the required payment of park and recreation fees as per Municipal Code Chapter 16.4, which would be used to fund public park facilities.</td>
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<tr>
<td>Cumulative Impacts</td>
<td>Impact REC 2: The project’s residential population would contribute to cumulative population growth and associated cumulative increase the demand for recreational facilities in the City of Goleta.</td>
<td>Less than Significant</td>
<td>No mitigation required.</td>
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<td></td>
<td>Upon build-out of the General Plan/Coastal Land Use Plan, the available active recreation ratio would be reduced from 3 acres per thousand residents to approximately 2.85 acres per thousand residents. The project’s population would result in a contribution to this cumulative impact. However, with the required payment of park and recreation fees as per Goleta Municipal Code Chapter 16.4 would be used to fund public park facilities that would meet the incremental demand for recreational facilities created by the project.</td>
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<tr>
<td>Traffic and Parking</td>
<td>Vehicular Site Access and Internal Circulation</td>
<td>Potentially Significant</td>
<td>TR 1-1: The internal central intersection along the main</td>
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</table>
### Description of Impact

Impact TR 1: The design of the central intersection within the project raises potential safety concerns.

This main/central internal intersection involves four legs with crosswalks on three sides, and other legs intersecting in close proximity, also with crosswalks. Approximately 566 PM peak hour trips, including potential delivery truck trips, would traverse through this intersection. The project plans include stop signs at the east and west approaches to this intersection but not at the north and south approaches. The curb lines for east-west travel are not completely aligned. These stop sign and alignment issues raise potential safety concerns for pedestrians within the crosswalks.

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<tr>
<td>Impact TR 1:</td>
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<td>drive that serves the commercial component must be controlled with “all-way Stop” at each approach to allow for pedestrian crosswalks on all legs of the intersection. Minor modifications must be made to curb lines of the east-west drive aisle (south of Buildings C through G) where they intersect with the main driveway, to improve motorist alignment.</td>
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<td>Plan Requirements and Timing: Prior to recordation of the final map, the design of the roadway improvement showing control of the intersection as described above must be reviewed and approved by the City Planning and Environmental Services Department Director, or designee, and the on consultation with Community Services Director, or designee.</td>
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<td>Monitoring: The City Community Services Director, or designee, must staff shall verify roadway design review and approval prior to before recordation of the final map for the project and shall ensure adequate performance of these improvements prior to before the first occupancy clearance.</td>
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4 It is noted that according to the Revised Traffic and Circulation Study conducted by Associated Transportation Engineers (February 28, 2011), with “all-way Stop” control implemented as provided in Mitigation Measure TR 1-1, the intersection would operate at LOS A, which indicates delays of less than 10 seconds with no congestion or queuing occurring during the PM peak period.
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<tr>
<td><strong>Roadway Segment Impacts</strong></td>
<td>Potentially Significant TR 2-1:</td>
<td>The permittee shall must construct or monetarily contribute to the construction of or provide for an additional northbound lane along Storke Road that would extend from Hollister Avenue to the existing right-turn that serves the US 101 southbound on-ramp at the Storke Road interchange. The new northbound lane must be designed to increase the Acceptable Capacity of Storke Road from Hollister Avenue to the US 101 southbound on-ramp to 47,000 ADT and would serve as an acceptor lane and would allow westbound right-turns from Hollister Avenue onto Storke Road to become a free movement. Full improvements for a northbound through lane are required included as a mitigation measure or as Development Plan conditions/mitigation measures of approval for traffic impacts associated with other nearby projects, including the Cabrillo Business Park project and Rincon Palms Hotel. If another project implements these traffic improvements prior to the City issuing the first certificate of occupancy clearance at the Westar Mixed-Use Village project, the permittee will must be required to pay a fair-share contribution of the cost incurred to implement this improvement. The construction of the additional northbound through lane improvements along Storke Road or the monetary contribution to construction of these improvements shall must be implemented under one of the following scenarios: 1) If another project has implemented these improvements, then the permittee’s shall must pay the project’s fair-share contribution shall be provided to the developer of the improvements in accordance with any City reimbursement agreement for these improvements in effect at that time. 2) If another project has not implemented these improvements before the timing requirements.</td>
<td>Less than Significant (Class II)</td>
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<tr>
<td>Description of Impact</td>
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<td>for implementation of this mitigation measure. If another project has not implemented these improvements prior to the timing requirements for implementation of this mitigation measure, project developer would be required to implement the permittee must construct the through lane improvements. Under this scenario, the City would shall establish a reimbursement agreement that would require future projects contributing to traffic impacts necessitating these improvements to pay the project developer their pro-rata share of the improvement costs.</td>
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<td>3) If GTIP improvements are identified for this location before project approval, the permittee would be required to contribute must pay GTIP fees to the GTIP fund.</td>
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<tr>
<td>Plan Requirements and Timing: The design of the roadway improvement described above shall be reviewed and approved by the City prior to recordation of the final map. This improvement shall be either: 1) constructed by the permittee prior to the first occupancy clearance for the project, or 2) the permittee shall post a performance security deemed adequate by the City to cover the cost of all such improvements prior to the first occupancy clearance. Occupancy clearance shall not be issued until all of the aforementioned improvements are either fully completed or bonded.</td>
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<tr>
<td>Scenario #1 In the event that the permittee pays all monetary contribution for the additional northbound through lane improvements, such contribution must be paid pursuant to any applicable reimbursement agreement and before the recordation of the final map.</td>
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</table>
### Description of Impact | Significance Before Mitigation | Mitigation Measures | Significance After Mitigation
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**Scenario #2**

In the event that the permittee constructs the additional northbound through lane improvements:

a. The design plans of the additional northbound through lane improvements described above must be submitted to the Community Services Director, or designee for review before recordation of the final map.

b. Plans must be approved prior to the issuance of the first LUP for either commercial or residential buildings.

c. The permittee must enter into a subdivision improvement agreement for the construction of the additional northbound through lane improvements, in a form approved by the City Attorney and post a performance security deemed adequate by the Community Services Director, or designee, to cover the cost of all such improvements before recordation of the final map or constructed construct the improvements before the first certificate of occupancy.

**Scenario #3**

In the event that the permittee must pay a monetary contribution for the additional northbound through lane improvements such contribution must be paid per the current GTIP ordinance.

**Monitoring:** The City—Community Services Director, or designee, must verify roadway design and approval before recordation of the final map or the issuance of any Land Use Permit for the project. The Community Services Director, or designee, must verify posting of an adequate performance security in an amount accepted by
### 1.0 EXECUTIVE SUMMARY

#### Westar Mixed-Use Village

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<tr>
<th>Description of Impact</th>
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<th>Mitigation Measures</th>
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</tr>
</thead>
</table>
| Intersection Operations Impacts | Potentially Significant | **TR 3-1:** The permittee shall applicant must modify the northbound right-turn lane channelization island for vehicles turning right from Storke Road onto the US 101 southbound on-ramp. The improvements are to be designed and constructed to achieve a LOS A operating condition during the AM peak hour and must include, but not be limited to, the following:  
- Installation of a physical barrier for vehicles entering the lane dedicated for the northbound Storke Road to southbound US 101 movement,  
- Upgrades to the traffic signal to provide a constant green arrow for northbound right-turn traffic, thereby creating a free right-turn lane;  
- Evaluation of the need for, and if needed, the installation of, ramp meters;  
- Other improvements required to insure safe bicycle passage through the modified intersection; and | Less than Significant (Class II) |

5 See Figure 4.13-19 Conceptual Storke Road Widening & US 101 SB Ramp/Storke Road Mitigation.
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<tr>
<th>Description of Impact</th>
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<tr>
<td>Mitigation Measures</td>
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<td>Significance Before Mitigation</td>
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</table>

- The permittee must enter into a subdivision improvement agreement for the construction of the additional northbound through lane improvements, in a form approved by the City Attorney and post a performance security deemed adequate by the Community Services Director, or designee, to cover the cost of all such improvements before recordation of the final map or constructed construct the improvements before the 84th AM peak hour trips for any combination of the commercial or residential uses.

A significant impact to this intersection would not occur until the entire commercial component is operational, or, when considered discretely, up to 190 of the 279 residential units are occupied.

Mitigation improvements outlined in this mitigation measure are required when the project reaches a total of 84 AM peak hour trips for any combination of the commercial or residential uses.

Plan Requirements and Timing: The permittee shall submit the preliminary design of the roadway intersection improvement described above for shall be reviewed and approved by the City Community Services staff Director, or designee, in consultation with Caltrans staff, enter into a subdivision improvement agreement, in a form approved by the City Attorney and post a performance security deemed adequate by the Community Services Director, or designee, prior to recordation of the final map. Before the issuance of a certificate of occupancy that triggers the 84th AM peak hour trip for any portion of the commercial or residential development, the permittee must obtain all necessary permits, and...
## 1.0 EXECUTIVE SUMMARY

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<td></td>
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<td>construct said improvements.</td>
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<td><strong>Monitoring:</strong> City--The Community Services staff Director, or designee, in consultation with Caltrans staff, shall--must verify approval of roadway the preliminary intersection design before prior to recordation of the final tract map. The Community Services Director, or designee, must staff shall verify posting of securities, necessary permits for construction have been obtained, and construction of improvements are completed in accordance with approved plans prior to the issuance of certificates of occupancy to issuance of first occupancy clearance that triggers the 84th PM peak hour trip for any portion of the commercial or residential development. The determination of what development constitutes the 84th AM peak hour trip will be reviewed and approved by the Community Services Director.</td>
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</table>

**Congestion Management Plan (CMP) Impacts**

**CMP Intersection Impacts**

Impact TR 4: The project would add to traffic volumes at CMP intersections. The increase at the US 101 SB Ramps/Storke Road intersection during the AM peak hour would result in a significant impact under CMP criteria.

The US 101 SB Ramp/Storke Road intersection is forecast to operate at LOS D during the AM peak period under Existing+Project conditions. The project would add more than 20 trips to this intersection; thus, it would result in a significant impact under CMP criteria.

<p>| Potentially Significant | See Mitigation Measure TR 3-1 | Less than Significant (Class II) |</p>
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<tr>
<th>Description of Impact</th>
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<tr>
<td><strong>Congestion Management Plan (CMP) Impacts</strong></td>
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<td><strong>CMP Freeway Impacts</strong></td>
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<td>Impact TR 5: The project would add to traffic volumes along US 101. The project’s increase would not exceed CMP criteria.</td>
<td>Less than Significant</td>
<td>No mitigation required</td>
<td>Less than Significant</td>
</tr>
<tr>
<td>The segment of US 101 between Storke Road and Los Carneros operates at LOS B during the AM peak hour and at LOS C during the PM peak hour. The project is forecast to add 145 AM peak hour trips and 205 PM peak hour trips to this segment of US 101. The CMP only includes thresholds for segments operating at LOS D, E, or F.</td>
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<tr>
<td><strong>Cumulative Impacts on Roadway Segments</strong></td>
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<td>Impact TR 6: Project-generated traffic volumes would result in significant cumulative impacts on the following roadway segments:</td>
<td>Potentially Significant</td>
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<td>Storke Road north of Hollister Avenue</td>
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<tr>
<td>Storke Road south of Whittier Drive</td>
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<tr>
<td>The segment of Storke Road north of Hollister Avenue, and the segment of Storke Road south of Whittier Drive are forecast to exceed the acceptable capacity standard under Cumulative and Cumulative + Project conditions. The project would increase the traffic volume on these two segments by more than 1.0 percent, which exceeds the City’s impact threshold and would result in a significant impact.</td>
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<tr>
<td>TR 6-1: Mitigation Measure TR 2-1 would also mitigate the project’s cumulative impact on Storke Road north of Hollister Avenue.</td>
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<tr>
<td>TR 6-2: The permittee must construct or monetarily contribute to the construction of provide for the widening of Storke Road south of Whittier Drive to provide two travel lanes in each direction, creating a four-lane roadway. To improve this section to a four-lane roadway, improvements to Storke Road north of Whittier Drive (to a few hundred feet south of Phelps Road) are also required. The widened Storke Road south of Whittier Drive must be designed to increase the Acceptable Capacity of Storke Road from Whittier Drive to El Colegio Road to 34,000 ADT. Should another project implement these traffic improvements prior to issuance of the first occupancy clearance at the project, the permittee will be required to pay a fair share contribution of the cost incurred to implement this improvement. The widening improvements or contribution to these improvements shall must be implemented under one of the following scenarios:</td>
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<tr>
<td>Description of Impact</td>
<td>Significance Before Mitigation</td>
<td>Mitigation Measures</td>
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<tr>
<td>1) If another project has implemented these improvements, if another project has implemented these improvements, then the permittee must shall pay the project's fair-share contribution shall be provided to the developer of the improvements in accordance with any City reimbursement agreement for these improvements in effect at that time.</td>
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<tr>
<td>2) If another project has not implemented these improvements before the timing requirements for implementation of this mitigation measure, if another project has not implemented these improvements prior to the timing requirements for implementation of this mitigation measure, the project developer would permittee must shall construct be required to implement the widening improvements. Under this scenario, the City of Goleta and Santa Barbara County shall may establish a reimbursement agreement that would require future projects contributing to traffic impacts necessitating these improvements to pay the project developer their pro-rata share of the improvement costs.</td>
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<td>3) If GTIP improvements are identified for this location prior to before project approval, the permittee must shall would be required to pay GTIP contribute fees to the GTIP fund.</td>
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<td>4) The permittee must execute a Traffic Agreement with the City as approved by the City Attorney's Office requiring the permittee to pay the project's fair-share contribution for the widening improvements.</td>
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<tr>
<td>Description of Impact</td>
<td>Significance Before Mitigation</td>
<td>Mitigation Measures</td>
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<td>Plan Requirements and Timing: The design of the roadway improvement described above shall be reviewed and approved by the City Community Services, in consultation with Santa Barbara County Public Works staff, prior to recordation of the final map. Prior to issuance of first occupancy clearance, permittee shall post a performance security deemed adequate by the City and construct said improvements in accordance with approved plans.</td>
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<tr>
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<td></td>
<td>Scenario #1</td>
<td>In the event that the permittee pays any monetary contribution for the widening of Storke Road south of Whittier Drive, such contribution must be paid pursuant to any applicable reimbursement agreement and before the recordation of the final map.</td>
</tr>
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<td>Scenario #2</td>
<td>In the event that the permittee constructs the widening of Storke Road south of Whittier Drive improvements:</td>
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<tr>
<td></td>
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<td>a.</td>
<td>The design plans of the widening of Storke Road south of Whittier Drive improvements described above must be submitted to the Community Services Director, or designee for review before recordation of the final map.</td>
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<td>b.</td>
<td>Plans must be approved prior to the issuance of the first LUP for either commercial or residential buildings.</td>
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<td>c.</td>
<td>The permittee must enter into a subdivision improvement agreement for the construction of the widening of Storke Road south of Whittier Drive improvements, in a form approved by the City Attorney and post a</td>
</tr>
<tr>
<td>Description of Impact</td>
<td>Significance Before Mitigation</td>
<td>Mitigation Measures</td>
<td>Significance After Mitigation</td>
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<td>performance security deemed adequate by the Community Services Director, designee, to cover the cost of all such improvements before recordation of the final map or constructed construct the improvements before the first certificate of occupancy for either commercial or residential buildings.</td>
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</tr>
<tr>
<td>Scenario #3</td>
<td>In the event that the permittee must pay a monetary contribution for the widening of Storke Road south of Whittier Drive improvements such contribution must be paid per the current GTIP ordinance.</td>
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<tr>
<td>Scenario #4</td>
<td>In the event that the permittee enters into a Traffic Agreement for the widening of Storke Road south of Whittier Drive improvements must be paid before the recordation of the final map.</td>
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<tr>
<td>Monitoring:</td>
<td>In the event that the permittee must construct the widening of Storke Road south of Whittier Drive improvements under scenario #2 above, City—Community Services Director, or designee, and Santa Barbara County Public Works Director, or designee, must verify approval of roadway design prior to the issuance of a Land Use Permit. Moreover, the Community Services Director, or designee, and Santa Barbara County Public Works Director, or designee, must either: 1) verify construction of the improvements per the approved plans before the issuance of any certificate of occupancy for the project, or 2) execute a subdivision improvement agreement and verify Prior to issuance of first occupancy clearance, Community Services Department staff shall verify the posting of an adequate</td>
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1.0 EXECUTIVE SUMMARY

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<tr>
<th>Description of Impact</th>
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<th>Significance After Mitigation</th>
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<td>performance security in an amount accepted by the Community Services Director, or designee, and Santa Barbara County Public Works Director, or designee, for these improvements before the recordation of the final map and completion of construction in accordance with approved plans.</td>
<td>In the event that the permittee must pay a monetary contribution for the widening of Storke Road south of Whittier Drive improvements under scenarios 1 or 3, the Community Services Director, or designee, must verify such payment was consistent with the agreement or applicable GTIP fees.</td>
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<td>Mitigation Measure TR 3-1 would mitigate the project's cumulative impact to the US 101 SB Ramps/Storke Road intersection.</td>
<td>Mitigation Measure TR 3-1 would mitigate the project's cumulative impact to the US 101 SB Ramps/Storke Road intersection.</td>
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<td>TR 7-2: The Capital Improvements Program includes an improvement project to add a free southbound right-turn lane on Hollister Avenue at the Hollister Avenue/Storke Road intersection. This improvement along with restriping the intersection to accommodate the additional northbound through lane would mitigate the project specific cumulative impacts.</td>
<td>TR 7-2: The Capital Improvements Program includes an improvement project to add a free southbound right-turn lane on Hollister Avenue at the Hollister Avenue/Storke Road intersection. This improvement along with restriping the intersection to accommodate the additional northbound through lane would mitigate the project specific cumulative impacts.</td>
</tr>
<tr>
<td>Cumulative Impacts on Intersection Operations</td>
<td>Potentially Significant</td>
<td>Mitigation Measure TR 3-1 would mitigate the project's cumulative impact to the US 101 SB Ramps/Storke Road intersection.</td>
<td>Mitigation Measure TR 3-1 would mitigate the project's cumulative impact to the US 101 SB Ramps/Storke Road intersection.</td>
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<tr>
<td>Impact TR 7: Project-generated traffic volumes would result in significant cumulative traffic impacts at the following intersections:</td>
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<tr>
<td>US 101 SB Ramps/Storke Road Hollister Avenue/Storke Road</td>
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<td>The project would result in significant cumulative impacts at the US 101 SB Ramps/Storke Road intersection during the AM and PM peak periods and at the Hollister Avenue/Storke Road intersection during the PM peak period.</td>
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<sup>6</sup> See Figure 4.13-20 Conceptual Storke Road/Hollister Avenue Mitigation Options.
1.0 EXECUTIVE SUMMARY

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<tr>
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<td>pay a fair share of transportation improvements associated with cumulative development. Fees would be paid before prior to recordation of the Final map. As a result of payment of these fees, the project’s contribution to cumulative impacts at the Hollister Avenue/Storke Road intersection would be less than cumulatively considerable and is considered less than significant. The GTIP was established to collect funds to implement future identified improvements within the City. The Hollister Avenue/Storke Road intersection is included in the GTIP although a specific method for improving this intersection has not been identified. The traffic study identified two feasible options that can be implemented to improve this intersection6. The improvements are to be designed to achieve a LOS D operating condition during the PM peak hour. The permittee will be required will be required to contribute fees to the GTIP fund. <strong>Plan Requirements and Timing:</strong> The payment of the City’s traffic impact fee shall must occur prior to before recordation of the Final Map. <strong>Monitoring:</strong> The Community Services Director, or designee, must City staff shall verify that payment of this fee has been made prior to before recordation of the Final Map.</td>
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**Cumulative Congestion Management Plan Impacts**

Impact TR 8: Under cumulative conditions, the project would exceed CMP thresholds at the following intersections:

- US 101 SB Ramps/Storke Road intersection
- Hollister Avenue/Storke Road intersection
- Hollister Avenue/Los Carneros Road intersection

<table>
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<tr>
<th>Description of Impact</th>
<th>Significance Before Mitigation</th>
<th>Mitigation Measures</th>
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<tr>
<td>Potentially Significant</td>
<td>See Mitigation Measures TR 7-1 and TR 7-2</td>
<td>Less than Significant (Class II)</td>
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</table>
### Utilities and Service Systems

#### Water Demand

**Impact WS 1:** The project would generate demand for water from GWD.

If the project does not include building design features to make efficient use of water and minimize waste, it would not be consistent with water conservation goals including the GWD Water Conservation Plan. Without specific BMPs in place, the project’s impacts to water supply are also considered potentially significant in this regard.

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<tbody>
<tr>
<td>• US 101 SB Ramp/Los Carneros Road intersection</td>
<td>Potentially Significant</td>
<td>WS 1-1: The applicant must obtain and submit to the Planning and Environmental Services Director, or designee, a Can and Will Service (CAWS) letter from the Goleta Water District shall be obtained.</td>
<td>Less than Significant (Class II)</td>
</tr>
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</table>

**Plan Requirements:** The CAWS letter shall demonstrate the adequacy of water supplies to accommodate the project.

**Timing:** The CAWS letter shall be provided to the City before the City-issuance of a Land Use Permit for any commercial or residential building prior to LUP issuance.

**Monitoring:** The CAWS letter shall be on file with the City before the City-issuance of a Land Use Permit issues a LUP prior to LUP issuance.

**Outdoor water use shall must be minimized.**

**Plan Requirements:** The following measures must be implemented in the final landscape plan:

a. The final landscaping must use native and/or drought tolerant species;

b. Drip irrigation or other water-conserving irrigation shall must be installed;

c. Plant material must shall be grouped by...
1.0 EXECUTIVE SUMMARY

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- Water needs Climate zone 24;
- Turf shall *must* constitute less than 20% of the total landscaped area if proposed under the final landscape plan. Additionally, artificial turf may be used in place of "regular" turf and may exceed the 20% maximum;
- No turf shall *be* allowed on slopes of over 4%;
- Extensive mulching (2" minimum) *shall* *must* be used in all landscaped areas to improve the water holding capacity of the soil by reducing evaporation and soil compaction;
- Soil moisture sensing devices *shall* *must* be installed to prevent unnecessary irrigation;
- Only recycled water *shall* *must* be used for landscape irrigation; and
- The plant palette utilized for the project’s landscape *shall* *must* consist exclusively of plant materials that can withstand the high water salinity levels of available recycled water. Consistent with AES 3-7, project landscaping must consist of approximately seventy-five percent (75%) drought-tolerant native and/or Mediterranean type plant coverage which adequately complements the project design and integrates the site with surrounding land uses. The plant materials used in landscaping must be compatible with the Goleta climate pursuant to Sunset Western Garden Book’s Zone 24 published by Sunset Books, Inc., Revised and Updated 2001 edition.

**Timing:** The final landscape and irrigation plan *shall* *must* include these requirements and *shall* *must* be reviewed and approved by the Planning...
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<td>and Environmental Services Director, or Designee, City Staff and Design Review Board (DRB) prior to issuance of any Land Use Permit for construction of any commercial or residential building. The permittee shall implement all elements of the final landscape plan prior to issuance of a certificate of occupancy clearance final inspection. The water utility plan shall include connections to available recycled water mains and shall provide a dual system to ensure that only recycled water is used for landscape irrigation throughout the project site.</td>
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<td>Monitoring: Prior to occupancy clearance final inspection, the Planning and Environmental Services Director must City staff shall verify installation according to the approved final landscape plan. The permittee must submit verification from a licensed landscape architect that the installed landscaping species conform to those shown on issued-LUP plan sets before the City issues a certificate of occupancy.</td>
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<td>WS 1-3: Indoor water use shall be minimized.</td>
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<td>Plan Requirements: The following measures shall be implemented in project building plans:</td>
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<td>a. All hot water lines shall be insulated;</td>
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<td>b. Re-circulating, point-of-use, or on-demand water heaters shall be installed;</td>
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<td>c. Self-regenerating water softening shall be prohibited in all structures;</td>
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<td>d. Lavatories and drinking fountains shall be equipped with self-closing valves; and</td>
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<td>e. Water Sense Specification toilets shall be installed in each unit.</td>
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<td>Description of Impact</td>
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<td>Mitigation Measures</td>
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<td>WS 1-4:</td>
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<td>Timing: Project building plans <strong>shall</strong> must include these requirements. Indoor water conserving measures <strong>shall</strong> must be implemented <strong>prior to</strong> before issuance of a certificate of occupancy clearance. Monitoring: <strong>Prior to</strong> Before issuance of a certificate of occupancy-clearance final inspection, the Planning and Environmental Services Director, or designee, must City staff shall perform site inspections to verify compliance inspect to verify installation according to plan.</td>
<td>Reclaimed/non-potable water, if available, <strong>shall</strong> must be used for all dust suppression activities during grading and construction. Plan Requirements: This measure <strong>shall</strong> must be included as a note on all plans submitted for any LUP issued for Land Use Permit, grading and/or building permit. Evidence of availability of reclaimed/non-potable water to be used for dust suppression, or lack thereof, <strong>shall</strong> must be provided to the Community-Planning and Environmental Services Director, or designee, before the City issues City prior to issuance of any LUP issued for construction building permit. Timing: Evidence of availability of reclaimed/non-potable water to be used for dust suppression, or lack thereof, <strong>shall</strong> must be provided to the Community-Planning and Environmental Services Director, or designee, before the City issues City prior to issuance of any LUP issued for construction building permit. Monitoring: The Planning and Environmental Community–Services Director, or designee, <strong>City staff shall</strong> must perform site inspections to verify site inspect to ensure that reclaimed/non-potable water is being used for dust suppression.</td>
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<tr>
<td>Description of Impact</td>
<td>Significance Before Mitigation</td>
<td>Mitigation Measures</td>
<td>Significance After Mitigation</td>
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<tr>
<td><strong>Wastewater Treatment</strong></td>
<td>Less than Significant</td>
<td><strong>WW 1-1:</strong> A Sewer Connection Permit from the Goleta West Sanitary District shall must be obtained.</td>
<td>Less than Significant (Class III)</td>
</tr>
<tr>
<td>Impact WW-1: The project would generate additional wastewater requiring conveyance to and treatment at the GSD wastewater treatment plant. Of the 3.12 million gpd of treatment capacity at the GSD plant that is reserved for the GWSD system, GWSD currently uses 1.71 million gpd. The remaining surplus treatment capacity of 1.41 million gallons per day would accommodate the project’s estimated wastewater flows, which would require an estimated 4.3 percent of the available treatment capacity. Therefore, the project would not result in a significant impact regarding wastewater treatment capacity. Additionally, GWSD reports that the existing wastewater conveyance pipelines at the project site have adequate capacity to accommodate project-related wastewater flows. As such, project impacts on the wastewater system would be less than significant.</td>
<td><strong>Plan Requirement &amp; Timing:</strong> A copy of the Sewer Connection Permit shall must be provided to the City-Planning and Environmental Services Director, or designee, before prior to recordation of the Final Tract-Map. <strong>Monitoring:</strong> The Planning and Environmental Services Director, or designee must City staff shall certify that the Sewer Connection Permit has been received prior to before authorizing recordation of the Final Tract-Map.</td>
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<tr>
<td><strong>Solid Waste</strong></td>
<td>Potentially Significant</td>
<td><strong>SW 1-1:</strong> A Construction Waste Reduction and Recycling Plan (WRRP) shall must be submitted to the Community Services Director Department, or designee, for review and approval. The plan shall must include a minimum 50 percent solid waste diversion requirement and including would include the following mitigation measures:</td>
<td>Less than Significant (Class II)</td>
</tr>
<tr>
<td>Construction Waste</td>
<td></td>
<td>a. A minimum 50 percent diversion goal shall must be met during construction. Demolition and/or excess construction materials shall must be</td>
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## Description of Impact

Percent of all construction wastes.

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<th>Mitigation Measures</th>
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<th>Significance After Mitigation</th>
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<td>separated on-site for reuse/recycling or proper disposal (e.g., concrete asphalt).</td>
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<td>b. During grading and construction, separate bins for recycling of construction materials and brush <strong>shall</strong> must be provided on-site. The permittee/property owner <strong>shall</strong> must contract with a City approved hauler to facilitate the recycling of all construction recoverable/recyclable material. <em>(Copy of contract to <strong>shall</strong> be provided to the City.)</em> A copy of the agreement must be submitted to the Community Services Director, or designee.</td>
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<td>c. Recoverable construction material shall include, but are not limited to, asphalt, lumber, concrete, glass, metals, and drywall, and any other material determined by the hauler to be recoverable construction material.</td>
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<td>d. Implementation of a program to purchase materials that have recycled content for project construction and/or operation (i.e., plastic lumber, office supplies, etc.). The program could include requesting suppliers to show recycled materials content. To <strong>verify</strong> ensure compliance, the permittee <strong>shall</strong> must develop an integrated solid waste management program, including recommended source reduction, recycling, composting programs, and/or a combination of such programs.</td>
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<td>e. To prevent construction and/or employee trash from blowing off-site, covered receptacles <strong>shall</strong> must be provided on-site <strong>prior</strong> before commencement of any grading or construction activities. Waste <strong>shall</strong> must be picked up on a weekly basis or more frequently as directed by the Planning and Environmental Services Director, or designee, or the Community Services Director, or designee <strong>City staff</strong>.</td>
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<td>f. The permittee <strong>shall</strong> must designate and provide</td>
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1.0 EXECUTIVE SUMMARY

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<td>to the Planning &amp; Environmental Services Director, or designee, the name and phone number of a contact person(s) to monitor trash/construction waste and organize clean-up crews. Waste control must occur throughout all grading and construction activities. The site must be left in a clean and tidy condition at the end of any working day. Additional covered receptacles must be provided as determined necessary by the Planning and Environmental Services Director, or designee, or the Community Services Director, or designee.</td>
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Plan Requirements and Timing: **Before the issuance of any Land Use Permit, recycling requirements shall** must be printed on the grading and construction plans. Materials **shall** must be recycled as necessary throughout construction. Trash control **shall** must occur throughout all grading and construction activities. All materials **shall** must be recycled and the Post-Construction Waste Reduction and Recycling Summary Report **shall** must be submitted **before** permit compliance sign-off.

Monitoring: The Planning and Environmental Services Director, or designee, and the Community Services Director, or designee, must City staff shall site must periodically inspect the project site during throughout the grading and

Westar Mixed-Use Village

Final EIR

July 2012
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| Operations Impact SW-2: The project would generate solid waste during operation. | Potentially Significant SW 2-1: The permittee shall must develop and implement an operational Solid Waste Management Program (SWMP). The program shall must identify the projected amount of waste generated onsite during the operational phase of the project. **Plan Requirements:** The program shall must include, but is not limited to, the following measures:  
  a. **Provision of** Provide at least 50 percent of space and/or bins designated for storage or recyclables within the project site.  
  b. **Implementation** Implementing of a green waste source reduction program focusing on recycling of all green waste generated on-site.  
  c. **Development of** Developing a Source Reduction Plan (SRP), describing the recommended program(s) and the estimated reduction of the solid waste disposed by the project.  
  d. **Implementation** Implementing of a program to purchase materials that have recycled content for project construction and/or operation (e.g., plastic lumber, office supplies, etc.). The program could include requesting suppliers to show recycled materials. | Significant and Unavoidable (Class I) |
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<td>content. To verify ensure compliance, the applicant permittee shall must develop an integrated solid waste management program, including recommended source reduction, recycling, composting programs, and/or a combination of such programs, subject to the Community Services Director’s, or designee’s, staff review and approval before issuance of the City issues prior to issuance of any certificate of occupancy.</td>
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<td>e. The developer—permittee shall be is responsible for funding the cost of post construction inspections to ensure verify compliance with the SRP in a method approved by the Planning and Environmental Services Director, or designee, and/or the Community Services Director, or designee, through a cash deposit made to a permit compliance account to be established by the City.</td>
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**Timing:** The permittee must shall submit a Solid Waste Management Program to the City Community Services Director or designee, Department for review and approval prior to before the City issues issuance of a Land Use Permit issuance. All program components shall must be implemented prior to before the City issues any certificate of occupancy clearance and shall be maintained in perpetuity. The required deposit to the permit compliance account shall be made prior before to the issuance of the first certificate of occupancy for any use on the site.

**Monitoring:** Prior to Before occupancy clearance final inspection, the Planning and
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<td>Environmental Services Director, or designee, and/or Community Services Director, or designee, must verify compliance. City staff shall ensure compliance with the Solid Waste Management Plan. Once the project is occupied, the owner and property management company shall be responsible for continued implementation of the Solid Waste Management Plan. The Planning and Environmental Services Director, or designee, and/or Community Services Director, or designee, must City staff shall inspect the project site periodically for the first five (5) years after completion of project occupancy to verify compliance with the Solid Waste Management Plan.</td>
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1.5 ALTERNATIVES

The following alternatives were selected for analysis in this EIR:

- Alternative 1: No Project Alternative
- Alternative 2: Redesign Commercial Component Alternative
- Alternative 3: Redesign Residential Component Alternative

The selection of these alternatives was based on CEQA Guidelines and the project’s significant impacts. A summary of the alternatives analysis including identification of the environmentally superior alternative is provided below.

1.5.1 Alternative 1: No Project Alternative

The No Project Alternative is defined in Section 15126.6(e) of the CEQA Guidelines as “the existing conditions at the time of the notice of preparation is published ….as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” In this case, if the project is not approved, the site is expected to be constructed in the near future according to the existing General Plan and Zoning designations. The City’s General Plan Land Use Map designates Parcel A as Office and Institutional (I-OI) and the parcel is zoned Industrial Research Park (M-RP). Parcel B is designated Medium-Density Residential (R-MD), which permits a minimum residential density of 15 dwelling units per acre and has a target residential density of 20 dwelling units per acre; however, Parcel B is currently zoned Mobile Home Subdivision with an Affordable Housing Overlay, permitting a residential density of up to 12.3 units per acre (MHS/AHO DR-12.3). The portion of the southern third of the site is covered by a Flight Approach Overlay (F(APR)), and is partially located within one mile from Runway 7-25.

1.5.2 Alternative 2: Redesign Commercial Component Alternative

This alternative would focus on the commercial section with a goal of recapturing some of the northerly ridgeline views from Hollister Avenue, and would retain more of a semblance of an open space feeling of the site (albeit developed rather than natural). This alternative would involve the relocation of Building A from the project design location along Hollister Avenue and the project entrance and adding it as a second story to Buildings E and F. This Alternative would also relocate Building I to the location between Buildings H and G, running north-south along the eastern portion of the commercial component. The new location would contain parking as part of the project design. This parking would be accommodated in the location where the building would be removed.

1.5.3 Alternative 3: Residential Redesign and Reduced Density Residential Component Alternative

This alternative would reduce the overall density of the residential component by limiting the height of the structures to two-story (as opposed to three). The two-story structures as proposed under the project would remain unchanged. As two story structures, the Building Type 100s essentially become Building-type 300s, and Building-Type 200s would become Building-Type 400s. Focus on the engineered cut with the goal of retaining the most defined portion of it (the northeast most) on-site as part of a park. The alternative would consist of swapping the location...
of Building 13 with the Residential Open Space and rotating Building 12 in a north-south configuration and eliminating Building 14, as well as, roadways and parking in the northeast corner that would surround Buildings 12 and 14 under the project. This would result in a reconfiguration and the elimination of 19,117 residential units, resulting in 260,162 units provided, and a reduction of 50,305 residents at the site, for a total of 676,421 residents. The commercial component would not change.

1.5.4 Environmentally Superior Alternative

Based on this alternatives analysis, an environmentally superior alternative must be designated among the alternatives described above. The environmentally superior alternative from among the other alternatives discussed in this EIR is the Residential Redesign and Reduced Residential Density Alternative (Alternative 3). This alternative would also result in incremental reductions in the level of severity of impacts associated with Aesthetics due to a reduction in buildings, Air Quality, Biological Resources due to preservation of sensitive resources, Cultural Resources due to the preservation of a sensitive historical resource, Greenhouse Gas, Hydrology and Water Quality, Noise, Public Services, Recreation, and Transportation and Traffic, and Utilities.