



**CITY OF GOLETA
FINAL INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION**

The Draft Mitigated Negative Declaration (Draft MND) was circulated for a 21-day public review period, which began on April 14, 2017 and concluded on May 4, 2017. Two comment letters/emails were received on the Draft MND and are provided as Attachment C to this document. One of the written comments requested further details on the Native American Consultation process and one provided clarifications/minor corrections to the information regarding Native American/Tribal Cultural Resources Environmental Conditions of Approval/Mitigation Measures within the document. None of the comments introduced significant new information or changed the conclusions of the Initial Study/MND. Where changes have been made to the document in response to the comments provided and/or corrections by staff, these are indicated in ~~strikeout~~/underline format.

1. **PROJECT TITLE:** 130 & 132 Robin Hill Road Site Improvements; Case Number 15-107-DPRV

2. **LEAD AGENCY NAME AND ADDRESS:**
City of Goleta
Planning and Environmental Review
130 Cremona Drive, Suite B
Goleta, CA 93117

3. **CONTACT PERSON AND PHONE NUMBER:**
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Current Planning Division
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4. **APPLICANT:** Robin Hill Properties, LLC
Attn: Bradley Vernon
P.O. Box 4040
Santa Barbara, CA 93140
AGENT: Paul Poirier, AIA
156 W. Alamar Ave, Ste C
Santa Barbara, CA 93105

5. PROJECT LOCATION:

130 and 132 Robin Hill Road
APN: 073-050-015



6. PROJECT DESCRIPTION:

The existing property includes two multi-tenant office buildings with associated parking, landscaping, and infrastructure improvements on a 3.01-acre lot in the M-RP Zone District. Total existing floor area of the two buildings is approximately 42,600 square feet. The proposed improvements/changes are summarized as follows:

1. Construct a 768 sq. ft. addition consisting of a new stair and elevator tower at 130 Robin Hill Road;
2. Construct a 314 sq. ft. addition at 132 Robin Hill Road;
3. Construct a new 1,100 sq. ft. accessory building at the southeast corner of the site (to be addressed 134 Robin Hill Road);
4. Demolish/remove the two existing shipping containers and the metal storage shed located near the southeast corner of the site (total square footage to be removed is 764 sq. ft.);
5. Improve the parking/circulation of the site with new paving, curb, sidewalks, site lighting, storm water management improvements and disabled access upgrades;
6. Add 34 additional parking spaces (resulting in a total of 134 parking spaces);
7. Modify the landscaping to include the removal of 8 existing trees (Eucalyptus), addition of 47 new trees (such as Queen Palm, Naked Coral Tree, Pepperbark Tree, Water Gum), and the use of native, drought-tolerant ground cover and shrubs.

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The total net additional building area will be approximately 1,418 sq. ft. The proposed grading and drainage patterns are to remain similar to the existing conditions. Overall, the proposed project will increase building area and landscaping; however there will be a decrease in impervious surfaces through the use of permeable concrete paving and permeable concrete sidewalks.

Table 1 below describes the existing and proposed project site statistics, Table 2 describes the parking statistics, and Table 3 shows the details of the existing and proposed building lot coverage.

Table 1

Existing & Proposed Project Statistics				
Address	(E) Gross Bldg. Area	Bldg. Demo	New Addition	Total Gross Area
130 Robin Hill Road	31,100 S.F.	0 S.F.	768 S.F.	31,868 S.F.
132 Robin Hill Road	12,869 S.F.	0 S.F.	314 S.F.	13,183 S.F.
(new office building) 134 Robin Hill Road	N/A	N/A	1,100 S.F.	1,100 S.F.
Shipping Container 1	243 S.F.	-243 S.F.	0 S.F.	0
Shipping Container 2	243 S.F.	-243 S.F.	0 S.F.	0
Metal Shed	278 S.F.	-278 S.F.	0 S.F.	0
TOTAL	44,733 S.F.	-764 S.F.	2,182 S.F.	46,151 S.F.
Net Additional Building Area	2,182 S.F. - 764 S.F. = + 1,418 S.F. additional area			

Table 2

Parking Statistics	
Existing Parking Spaces	100
Parking Required per City Municipal Code	1/300 S.F. Office 1,418;/300 = 4.7 additional spaces 105 Spaces Required
Proposed Parking Spaces	134
Proposed Ratio Provided	2.9/1,000
Accessible Spaces Required	5
Accessible Parking Spaces Provided	6
Van-Accessible Parking Spaces Required	1
Van-Accessible Parking Spaces Provided	2

Table 3

Existing & Proposed Lot Coverage			
	Existing	Proposed	Change
Building	23,279 S.F. (17.8%)	25,147 S.F. (19.2%)	+1,868 S.F. (+1.4%)
Landscaping	31,455 S.F. (24.0%)	31,569 S.F. (24.1%)	+114 S.F. (+0.1%)
Paving	76,326 S.F. (58.2%)	2,039 S.F. (1.6%) (pervious) 72,305 S.F. (55.2%) (impervious)	-1,982 S.F. (-1.4%)
TOTAL	131,060 S.F. (100%)	131,060 S.F. (100%)	

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As shown in Table 1, the total net additional building area will be approximately 1,418 S.F. Approximately 1,100 S.F. of this net additional building area will be for the newly constructed accessory structure on the southeast corner of the property. The proposed grading and drainage patterns are to remain similar to the existing conditions.

Uses

The existing project site operations (office and industrial research buildings) would remain as part of the proposed project.

Site Plan

The 131,060-sq. ft. (3 acre) site area is currently developed with two buildings at the north and east ends of the property with two shipping containers and a metal shed on the southeast corner of the property. The existing buildings at the 130 Robin Hill Road and 132 Robin Hill Road address have an existing gross building area of 31,100 S.F. and 12,869 S.F., respectively. The existing parking configuration contains 100 parking spaces, 5 ADA parking spaces, and 2 van-accessible parking spaces.

Figure 1 below shows the proposed site plan. As shown in Figure 2, Preliminary Planting Plan, new and remodeled landscaping around the parking lot and project site will be increased by 144 S.F. and will include a mix of new trees, drought-tolerant shrubs, and groundcovers. Also proposed is new site lighting and trash enclosures. The Goleta Water District and the Goleta Sanitary District would continue to provide water and sanitary sewer service to the proposed project.

Figure 1 - Proposed Site Plan

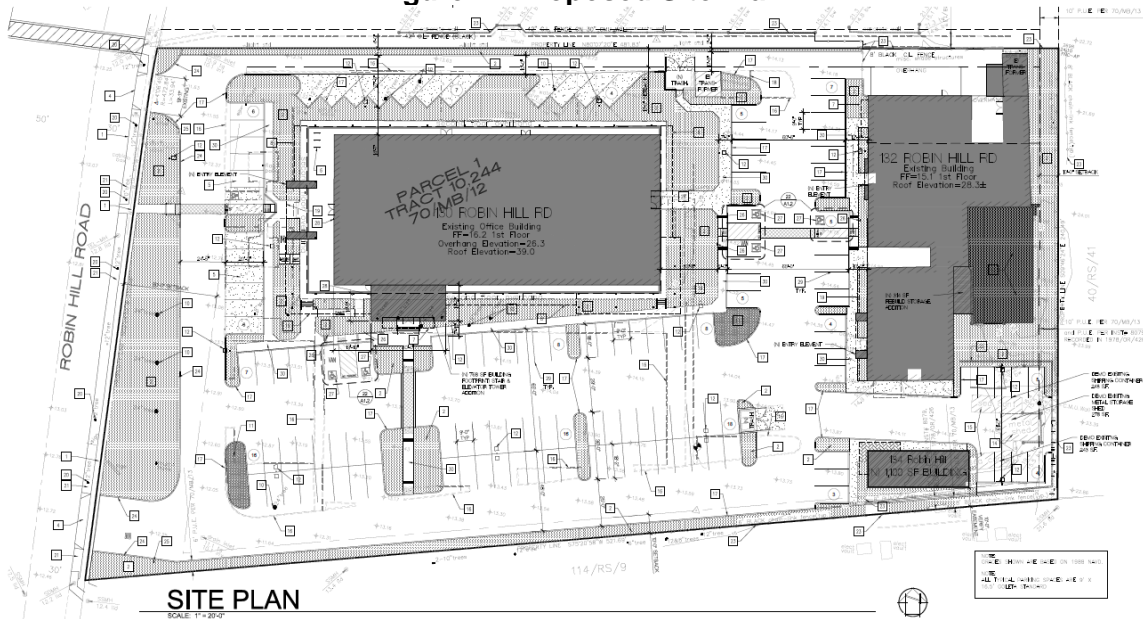
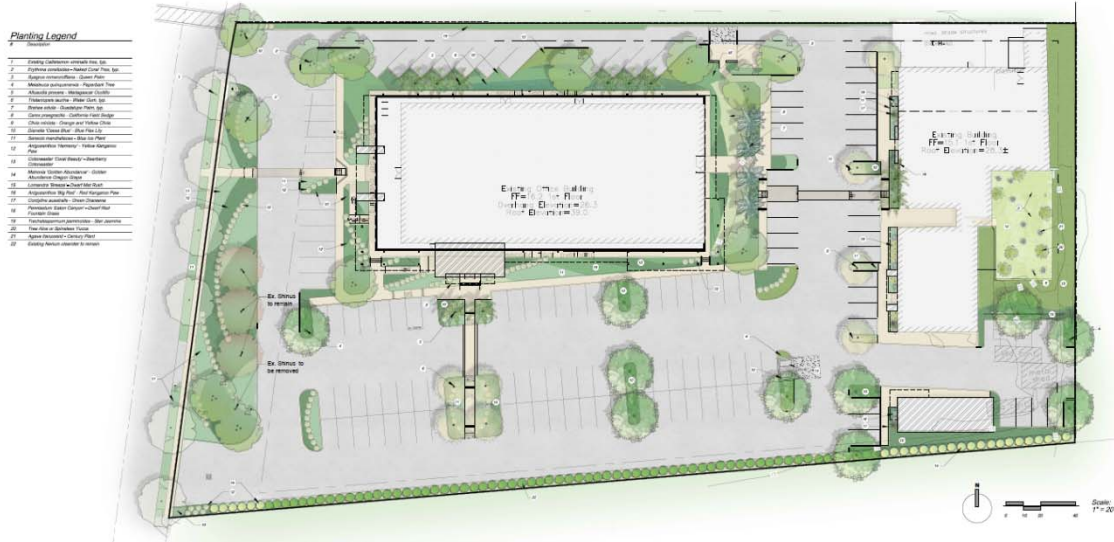


Figure 2 – Preliminary Planting Plan



7. BACKGROUND INFORMATION

The project site was developed with its existing buildings in 1963 for EG&G with a two-story 31,000 S.F. structure (Building 130) and a one-story 5,300 S.F. (formerly Building 131) structure with parking spaces and landscaping. EG&G was a high technology research and development group, providing R&D, engineering, technical support to the U.S. Department of Energy. EG&G’s west coast headquarters were located on Robin Hill Road and also occupied other existing complexes on Francis Botello Road and on the Santa Barbara Airport property

On October 22, 1980, the Santa Barbara County Planning Commission approved the EG&G Office and Laboratory Additions Final Development Plan (80-DP-10), encompassing parcel APN 073-050-015 on 130 Robin Hill Road. The Final Development Plan allowed for the construction of a two-story 9,680 S.F. office and laboratory addition and a one-story 8,040 S.F. research and laboratory addition to EG&G’s existing facilities. The additions to the facilities on Robin Hill Road were intended to transfer existing EG&G staff at the other offices into the proposed renovated facilities. Over time, EG&G left its operations at this project site and other office and industrial research business have become tenants of the buildings at 130/132 Robin Hill Road.

Application Information

The application for the Development Plan Amendment (15-107-DPAM, DRB) was filed on August 14, 2015 and deemed complete on September 29, 2016. The City’s Design Review Board conceptually reviewed the project on September 8, 2015 and on September 22, 2015.

8. APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES:

- Central Coast Regional Water Board
- Santa Barbara County Fire Department
- Goleta Water District
- Goleta Sanitary District

9. SITE INFORMATION:

Site Information	
Existing General Plan Land Use Designation	Business Park (BP)
Zoning Ordinance, Zone District	Industrial Research Park (M-RP)
Site Size	131,115 S.F. (3.01 Acres)
Present Use and Development	130 Robin Hill Road (office/research building) 132 Robin Hill Road (office/research building)
Surrounding Uses/Zoning	North: Business Park/Industrial Research Park (M-RP) South: Business Park and Hotel (under construction) /Industrial Research Park (M-RP) East: Business Park/Industrial Research Park (M-RP) West: Public/Quasi-Public and Business Park/Industrial Research Park (M-RP)
Access	Existing: Robin Hill Road Proposed: Robin Hill Road
Utilities and Public Services	Water Supply: Goleta Water District Sewage: Goleta Sanitary District Power: Southern California Edison Natural Gas: Southern California Gas Cable: Cox Cable Telephone: Verizon Fire: Santa Barbara County Fire School Districts: Goleta Union Elementary and Santa Barbara High School District

10. NATIVE AMERICAN CONSULTATION

The City made a request to the Native American Heritage Commission (NAHC) on October 7, 2016 for the Sacred Lands File and Native American Contacts list. The City received a response from the NAHC on October 10, 2016 stating that a search of the Sacred Lands File was completed for the project with negative results. The NAHC provided a Tribal Consultation List with its response. California Native American tribes traditionally and culturally affiliated with this area have been notified of the project pursuant to Public Resources Code Section 21080.3.1. One request for consultation was received, however no specific comment was received and no further contact with the City was made after the initial request for consultation.

11. ENVIRONMENTAL SETTING

As discussed above, the project site is a fully developed site, which was developed in 1963 for the company EG&G. The project site is located approximately 525 feet north of Hollister Avenue and 2000 feet north of the Santa Barbara Municipal Airport. The project site currently contains two office/research buildings. The first building addressed as 130

Robin Hill Road is a 31,100 S.F. office/research two-story building. The second building addressed as 132 Robin Hill Road is a 12,869 S.F. office/research one-story building.

Surrounding Land Uses

The surrounding area is primarily comprised of one and two-story industrial and research buildings and Robin Hill Road immediately located to the west. To the south of the project site will be the future Marriott Hotel (currently under construction) and open space.

Aesthetics

The project site is surrounded by a mix of professional office, light manufacturing, and a hotel currently under construction. The area surrounding the project site does not have any scenic corridors or scenic view points as referenced on Figure 6-1 of the General Plan/Coastal Land Use Plan (GP/CLUP) Visual and Historical Resources Element.

The primary building existing onsite is an example of International Style architecture, which is an uncommon architectural style in Goleta. The buildings in the rear are best described as non-descript with no discernable architectural style. However, the developments in the surrounding area do share a common attribute of generous building setbacks and extensive frontage landscaping.

Cultural Resources

Historically, settlement in the vicinity of the project site was defined by three periods: the Mission Period (AD 1769 to 1830), the Rancho Period (AD 1830 to 1865), and the American Period (AD 1865 to 1915). The first European contact to the Santa Barbara coastal region was by Portuguese explorers in 1542, followed by the Spanish in 1602. At the time of this first European contact in 1542, the Goleta area was occupied by a Native American group speaking a distinct dialect of the Chumash Language (General Plan Final EIR (GP FEIR)). This group later became known as the Barbareno Chumash. The Chumash were hunters and gathers who lived in areas surrounding the much larger prehistoric Goleta Slough. The prevalent Chumash population at the time of Spanish contact, in had at least 10 Chumash villages in the Goleta Area and immediate vicinity (GP FEIR).

As provided in the City's GP FEIR (Section 3.5, Cultural Resources), the City is known to contain prehistoric, ethnographic, historical and paleontological resources. The City's GP FEIR (Figure 3.5-1, Historic Resources), shows areas containing sensitive historic/cultural resources, identifying 46 historic resource locations. The proposed project site is within an existing business park which was originally constructed in the late 1950s and early 1960s. As part of that original development extensive soil removal and infill of marshy areas took place on the entire project site and surrounding areas, including the proposed project location. Previously recorded prehistoric archaeological deposits were located within the project area referred to as CA-SBA-58. No known unique paleontological resource or site has been identified onsite.

Biological Resources and Surface Water Bodies

No known sensitive biological resources and surface water bodies are found on the project site. Approximately 24% of the project site is landscaped with trees and shrubs. The Goleta General Plan (Conservation Element, Figure 4-1) does not identify any rare, endangered, or special status animal species on the project site.

Topography and Soils

The underlying geologic structure of the proposed project site is of Quaternary Age Younger Alluvium (GP FEIR Figure 3.6-1, September 2006). These materials are composed of marine and non-marine detritus, eroded off the adjacent mountains, that accumulated in the ancestral Goleta Valley. These deposits total more than 1,000 feet of section and occur throughout the City. The project site is currently developed and consists of paved areas and landscaping. Thus, soils at the project site also consist of fill soils from the development of the existing industrial research business park.

Transportation/Traffic

The transportation system is comprised of regional highways, arterial roadways and residential streets. The principal components of the project site's street network are Hollister Avenue, Robin Hill Road, and US Highway 101. Area roadway segments and intersections currently operate in acceptable ranges of Level of Service C or better.

13. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

14. DETERMINATION

On the basis of this environmental checklist/initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier environmental impact report or negative declaration/mitigated negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier environmental impact report or negative declaration/mitigated negative declaration document, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Lisa Prasse, AICP, Interim Planning Director

Date:

15. EVALUATION OF ENVIRONMENTAL IMPACTS:

- (a) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

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- (b) All answers must take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- (c) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- (d) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (e) below, may be cross-referenced).
- (e) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - 1) Earlier Analysis Used. Identify and state where they are available for review.
 - 2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - 3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated", describe the mitigation measures/conditions/revisions which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- (f) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). References to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- (g) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- (h) Lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected. The explanation of each issue should identify:
 - 1) the significance criteria or threshold, if any, used to evaluate each question; and
 - 2) the mitigation measure identified, if any, to reduce the impact to a less than significant level.

16. ISSUE AREAS:

AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Have a substantial adverse effect on a scenic vista?				X	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X	
c. Substantially degrade the existing visual character or quality of the site and its surroundings?		X			
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X	

Existing Setting

The project site is surrounded by a mix of professional office, light manufacturing, and a hotel currently under construction. The surrounding area does not have any scenic corridors or scenic view points as referenced on Figure 6-1 of the General Plan/Coastal Land Use Plan (GP/CLUP) Visual and Historical Resources Element.

The primary building existing onsite is an example of International Style architecture, which is uncommon in Goleta, while the buildings in the rear are best described as non-descript with no discernable architectural style. However, the developments in the surrounding area share a common attribute of generous building setbacks and extensive frontage landscaping.

Thresholds of Significance

A significant impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, the City's *Environmental Thresholds & Guidelines Manual* instructs that the project be evaluated to assess visual/aesthetic impacts through a two-step process. First, the visual resources of the project site must be evaluated including the physical attributes of the site, its visual uniqueness, and its relative visibility from public viewing areas. Of particular concern are visibility from coastal and mountain areas, as well as its visibility from the urban fringe and travel corridors. Secondly, the potential impact of the project on visual resources located onsite and on views in the project vicinity which may be partially or wholly obstructed must be determined. This step includes an evaluation of the project's consistency with City and State policies on the protection of visual resources.

Project Specific Impacts

- a). No Impact.** The City's GP/CLUP Visual and Historical Resources Element Figure 6-1 does not identify any scenic corridors or scenic view points in the surrounding area of the project site. The project site is generally not visible from coastal and mountain areas, or the Hollister Avenue travel corridor due to surrounding development. The proposed additions to the existing buildings and the accessory structure will not be any taller than the existing development on the site and will not obstruct views in the project vicinity. Therefore, the project will not result in an adverse effect on a scenic vista or visual resource as identified in the checklist above or in the City's *Environmental Thresholds & Guidelines Manual* and no impact will occur.
- b). No Impact.** The proposed project does not lie within, or affect any views from, a Scenic Highway as designated by the State of California. As such, the project would not result in any impacts on scenic resources within a Scenic Highway view shed and would result in no impact.
- c). Less than Significant with Environmental Condition of Approval/Mitigation Measure Incorporated.** The proposed project involves minor site improvements to two existing buildings built in the 1960's and a new 1,100 S.F. building on the southeast corner of the project site with associated landscaping/parking lot improvements. The project does not involve the complete demolition and construction of the two new redesigned buildings at 130/132 Robin Hill Road. All existing architectural styles at the project site will remain.

As discussed above under the Existing Setting, the existing building at 130 Robin Hill Road is described as having an International Style architecture (unique for the City), and the building at 132 Robin Hill Road described as non-descript with no discernable architectural style. As the project involves minor facade improvements to the existing buildings including a new stair/elevator tower designed to complement the existing architecture at 130 Robin Hill Road that will not substantially alter or degrade the existing visual character or quality of the site, no adverse impact is anticipated as the improvements will match the existing architectural style of the buildings. Additionally, the minor project additions will not significantly alter the project site's surroundings and the site improvements involving parking lot/landscaping improvements will be an overall improvement over the existing condition at the project site.

Further, projects in the City involving commercial alterations undergo review by the Design Review Board ("DRB"), which is comprised of Goleta residents, local architects and landscaping professionals appointed by the City Council to provide design input. Project applicants must receive final design approval on architectural and landscaping elements prior to construction. The City's DRB process is intended to preserve and enhance the City's aesthetic character in accordance with local code and design standards and to ensure projects do not degrade the quality of the area. Although the proposed project and site improvements would not adversely impact the existing visual character or quality of the site and its surroundings, implementation of Environmental Condition of Approval COA-AES-1, Design Review Board, would ensure any potential aesthetic and architectural affects would be less than significant.

- d). No Impact.** The proposed project will include lighting typically required to light the project entry, exterior walkways, parking lots, and common areas. Included in the

proposed project are upgrades to the existing parking lot lighting, replacing existing standard bulb lighting fixtures with LED lighting fixtures. GP/CLUP Visual and Historical Resources Element Policy VH 4.12 requires outdoor lighting to be designed to prevent over-lighting, energy waste, glare, light trespass, and sky glow. Additionally, DRB Findings for approval pursuant to Goleta Municipal Code Section 2.08.160(O) requires that all exterior site lighting is well designed, appropriate in size and location, and dark sky compliant. The proposed lighting fixtures with the more energy efficient LED bulb will have upgraded area lighting distribution, uniformity, pole spacing, and zero uplight. The Site Photometric Plan (plan set Sheet E2.1) depicts adequate lighting in the needed areas with minimal light spillage off site. Therefore, the proposed project would not create a new adverse source of substantial light or glare that would affect day/nighttime views of the area and no impact would occur in this regard.

Cumulative Impacts

Due to the potential project specific impacts to the visual character of the site and surrounding area, project contributions to cumulative visual/aesthetic impacts could be considered potentially significant. However, project adherence to the City's Design Review Board process would ensure project contributions to cumulative visual/aesthetic impacts are less than significant.

Environmental Conditions of Approval/Mitigation Measures

COA-AES-1: DESIGN REVIEW BOARD: As agreed to by the applicant, the proposed project shall be submitted for Design Review approval by DRB consisting of: (i) complete site plan, architectural floor plans, and exterior elevations; (ii) landscape/irrigations plans. When reviewing the appropriateness of the building addition design for 130 Robin Hill Road, the Design Review Board should consider the International Style architectural style of the building to ensure that the addition does not detract from the building's locally unique architectural style.

Plan Requirements & Timing: This condition shall be added to the project Conditions of Approval. The plans shall be revised and resubmitted to DRB for review and approval prior to and as a condition precedent to issuance of a Land Use Permit ("LUP") for the project.

MONITORING: The Planning and Environmental Review Director, or designee, shall withhold issuance of an LUP pending approval of the plans by DRB and shall verify that the project is constructed per the final architectural plans approved by DRB prior to final inspection.

Residual Impact

With implementation of this Condition of Approval, the DRB will approve a plan set that is consistent with the required findings for approval and the Planning and Environmental Review Director, or designee, will ensure that the project is built to be consistent with this plan. Therefore, residual project specific and project contributions to cumulative aesthetic impacts would be considered less than significant.

AGRICULTURE AND FOREST RESOURCES

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

Existing Setting

The project site consists of developed land with existing office buildings and a parking lot, and is located within an urbanized area that has no agricultural use, forest lands, or timberlands on the project site or in the immediate vicinity. The State of California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP) designated the project site and surrounding areas as Urban and Built-Up Lands (CDC 2014). The nearest Prime Farmland is located approximately 0.70 miles northwest of the project site, adjacent to Los Carneros County Park.

Thresholds of Significance

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

Project Specific Impacts:

a, b, e). No Impact. The project site and surrounding areas in the immediate project vicinity are developed with business parks and office buildings with land zoned as Industrial Research Park. The project site would not be suitable for agricultural use and does not contain a combination of acreage and/or soils which render the site an important agricultural resource. Additionally, the site is designated as Urban and Built-Up Land and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by CDC. The proposed project would not result in any environmental changes that would involve the conversion of any farmland to non-agricultural uses. Furthermore, neither the project site nor surrounding properties are subject to Williamson Act contracts. As such, no impact would occur from the loss of agricultural land and prime soils.

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

Cumulative Impacts: The existing project site is developed and the project would have no direct or indirect impacts to agricultural operations or land that would not have a cumulatively considerable impact on agriculture when considered with cumulative projects in the region.

Mitigation and Residual Impact: No impacts are identified. Therefore, mitigation is not necessary and residual impacts would not occur.

AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Conflict with or obstruct implementation of the applicable air quality plan?			X		
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X		
d. Expose sensitive receptors to substantial pollutant concentrations?			X		
e. Create objectionable odors affecting a substantial number of people?			X		

Existing Setting

Meteorological Setting

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

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

Based on typical wind patterns, locally generated air pollutant emissions are carried offshore at night, and toward inland Santa Barbara County by day. Dispersion of pollutants

is restricted when the wind velocity for nighttime breezes is low. The lack of development in inland Santa Barbara County, however, causes few air quality problems during nocturnal air stagnation. Daytime ventilation is usually much more vigorous. Both summer and winter air quality in the project area is generally very good.

Existing Air Quality

The project site is located in the South Central Coast Air Basin (SCCAB). The SCCAB encompasses San Luis Obispo, Santa Barbara, and Ventura Counties. The site is located in Santa Barbara County. The California Air Resources Board (CARB) and the Santa Barbara County Air Pollution Control District (APCD) operates ambient air monitoring stations that measure pollutant concentrations throughout the SCCAB. The nearest monitoring stations to the project site are: the Goleta monitoring station, located at 380 North Fairview Avenue, which monitors ozone (O₃), carbon monoxide (CO) and nitrogen oxides (NO_x); and the Santa Barbara station, located at 700 East Canon Perdido, which measures inhalable particulate matter (PM-10), and fine particulate matter (PM-2.5). Data from the monitoring stations have been published for the last five years. The following conclusions can be drawn from this data:

1. Photochemical smog (ozone) levels infrequently exceed standards. The State 1-hour ozone standard has not been exceeded in seven years, and the State and Federal 8-hour standards were each exceeded once in 2009.
2. CO measurements in Goleta have remained at a low level since 2008. Federal and State CO standards have not been exceeded in the last five years. Maximum 1-hour CO levels at the closest air monitoring station are currently less than 25 percent of the most stringent standard because of continued vehicular improvements. This data suggests that baseline CO levels in the project area are generally healthful and can accommodate a reasonable level of additional traffic emissions before any adverse local air quality effects would be expected.
3. PM-10 levels occasionally exceed the State standard, but the Federal standard is very rarely exceeded. Between 2008 and 2012, the State PM-10 standard was exceeded on less than 4 percent of all days, while the more lenient Federal standard has not been exceeded in the past 5 years.
4. A substantial fraction of PM-10 is comprised of ultra-small diameter particulates capable of being inhaled into deep lung tissue (PM-2.5). Even with the revision of the national 24-hour PM-2.5 standard from 65 micrograms per cubic meter (µg/m³) to 35 µg/m³, the frequency of days exceeding the standard is minimal. PM-2.5 measurements have only exceeded Federal standards once in the past 5 years.
5. More localized pollutants such as NO_x, lead, etc. are likely very low near the project site because background levels never exceed allowable levels based on APCD's monitoring of measured pollutants according to federal standards. There is substantial excess dispersive capacity to accommodate localized vehicular air pollutants such as NO_x without any threat of violating the applicable standards.

Regulatory Framework

Ambient Air Quality Standards (AAQS)

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

Federal standards are established by the US Environmental Protection Agency (EPA) and are termed the National Ambient Air Quality Standards (NAAQS). The State standards are established by the California Air Resources Board (CARB) and are called the California Ambient Air Quality Standards (CAAQS). The region generally has good air quality, as it attains or is considered in maintenance status for most ambient air quality standards. The APCD is required to monitor air pollutant levels to assure that Federal and State air quality standards are being met.

Air Quality Planning

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

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

Santa Barbara County is designated as a federal ozone attainment area for the 8-hour ozone National Ambient Air Quality Standard (the 1-hour federal standard was revoked for Santa Barbara County). The County is also considered in attainment for the state one-hour standard for ozone as of 2010. "Attainment" means those areas of the country where air pollution levels are persistently below the national ambient air quality standards. A new California 8-hour ozone standard was implemented in May 2006, which the County has violated. The County also continues to violate the state standard for PM-10, therefore Santa Barbara County is a non-attainment area for the State standards for ozone and for PM-10. The County is in attainment for the federal PM-2.5 standard and is designated "unclassified" for the State PM-2.5 standard, and is designated "attainment" or "unclassified" for other state standards and for all federal clean air standards. "Unclassified" means that there is currently no quantifiable data to measure ambient air quality standards in that area. Those jurisdictions that are designated both as "attainment" or "unclassified" are considered to be in attainment of ambient air quality standards even

though there is currently no quantifiable data to measure its specific ambient air quality levels.

Thresholds of Significance—Criteria Pollutants

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

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

- a) Interfere with progress toward the attainment of the ozone standard by releasing emissions which equal or exceed the established long-term quantitative thresholds for NOX (nitrogen oxides) and ROC (reactive organic compounds; same as reactive organic gases [ROG]). Thresholds are 25 pounds/day of either NOX or ROC;
- b) Equals or exceeds the state or federal ambient air quality standards for any criteria pollutant (as determined by modeling);
- c) Results in toxic or hazardous pollutants in amounts which may increase cancer risks for the affected population;
- d) Causes an odor nuisance problem impacting a considerable number of people.

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

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

APCD Operational Impacts Thresholds

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

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

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

- h) Due to the County's non-attainment status for ozone and the regional nature of ozone as a pollutant, if a project's emissions from traffic sources of either of the ozone precursors (NO_x or ROC), exceed the operational thresholds, then the project's cumulative impacts are considered significant.
- i) For projects that do not have significant ozone precursor emissions or localized pollutant impacts, if emissions have been taken into account in the 2013 Clean Air Plan growth projections, regional cumulative impacts may be considered to be less than significant.

APCD Construction Impacts Thresholds

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

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

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

Project Specific Impacts:

Short-Term Construction Period Impacts

a, b, d). Less than Significant. Construction of the proposed project would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, dust emissions, and combustion pollutants from on-site construction equipment. Pollutant emissions associated with construction activity were quantified using CalEEMod (Version 2016.3.1). Implementation of the project would generate construction-related air pollutant emissions from three general categories: entrained dust, equipment and vehicle exhaust emissions, and architectural coatings. Exhaust from internal combustion engines used by construction equipment and hauling trucks would result in temporary emissions of ROC, NO_x, CO, PM10, and PM2.5. Table AQ-1, below, shows the estimated maximum unmitigated daily short-term construction emissions associated with the project.

Table AQ-1
Total Short-Term Construction Unmitigated Emissions
Fugitive and Exhaust Sources
(tons/year)

	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Construction Emissions	0.00	0.00	0.00	0.00	1.7995	1.67
Thresholds	25 tons/year	25 tons/year	None	25 tons/year	25 tons/year	25 tons/year
Potential Impact	No	No	No	No	No	No
<i>Source: CalEEMod v. 2016.3.1 model</i>						

Emissions calculations were based on default CalEEMod V. 2016.3.1 assumptions for the types and quantities of construction equipment for a typical project less than 3 acres in size. As previously mentioned, although the SBCAPCD's does not currently have quantitative thresholds of significance in place for short-term or construction emissions, it uses 25 tons per year for ROG or NO_x as a guideline for determining the significance of construction impacts. In addition, the project site is developed and does not involve a significant amount of grading (approximately 600 cubic yards of cut and 200 cubic yards of fill) and as shown in Table AQ-1, the construction emissions do not exceed the guidance thresholds of 25 tons/year for ROG, NO_x, CO, SO₂, PM₁₀, and PM_{2.5}. Therefore, the project would not conflict with an applicable air quality plan or adversely affect sensitive receptors and impacts related to fugitive and exhaust emissions would be less than significant.

- e). **Less than Significant.** Construction of new parking areas onsite would require application of aggregate concrete (AC aka asphalt) that could create objectionable odors. Such odors would be temporary and localized as the paving portion of the project will last approximately 2 to 3 days. APCD Rule 329 governs the application of cutback and emulsified asphalt paving materials in the County, would apply to all project paving activities. Therefore, given the short duration and minimal amount of paving, construction impacts related to objectionable odors affecting a substantial number of people are less than significant.

Operational Impacts:

- a, b, d). **Less than Significant.** The operational mobile, area, and energy source emissions for the project were calculated using the CalEEMod computer model (version 2016.3.1). The model was used to calculate unmitigated area emissions from the operation of the additional trips of the project and the resulting vehicular operational emissions for the monthly trips to/from the site. The model assumes that operation of the project would begin in 2018. The results are shown below in Table AQ-2.

Table AQ-2

Project Operations – Unmitigated Mobile and Area Source Emissions

Year 2017	Emissions (lbs./day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Sources	0.06	0.00	0.00022	0.00	0.00	0.00
Mobile Sources	0.05	0.18	0.5448	0.0015	0.1240	0.0344
Energy Sources	0.0006	0.005	0.0045	0.00003	0.00041	0.00041
Total	0.1106	0.185	0.55	0.00153	0.12	0.035
SBCAPCD Threshold	25/55 ^a	25/55 ^a	N/A	N/A	80	N/A
Exceeds Threshold?	No	No	N/A	N/A	No	N/A

Totals may vary due to rounding.
 Source: CalEEMod v.2016.3.1 Model

The proposed project would not expose sensitive receptors to substantial concentrations of pollutants. As shown above in Tables AQ-1 and AQ-2, the project would not result in emissions levels that would exceed SBCAPCD thresholds or otherwise be considered significant and the approximate emissions are well below the established thresholds. Considering the small scale of the site improvements with minor construction and continued use of the buildings as office/industrial research facilities, impacts would be less than significant.

- e). **Less than Significant.** The proposed project, involving improvements to two existing office/research buildings with a new 1,100 S.F. small office building on the southeast corner of the project site, is not expected to generate any sources of objectionable odors with continued long-term operational use as office facilities. Therefore, project operational impacts associated with objectionable odors would be less than significant.

Cumulative Impacts

- c). **Less than Significant.** The significance thresholds used for air quality analysis on a project level (25 lbs. per day of NO_x or ROG) from transportation sources only are also intended to address cumulative air quality impacts. The project’s operational emissions as outlined in Table AQ-2 would not exceed these thresholds; therefore, the project’s contribution to cumulative air quality impacts are considered less than significant.

A project’s consistency with the Clean Air Plan (CAP), the County’s plan to achieve attainment status of the ozone standard, is based on consistency with growth forecasts used in developing the CAP. The 2013 CAP was adopted by the Santa Barbara County Air Pollution Control District (SBCAPCD) Board on March, 19, 2015, and is the most recent applicable air quality plan. The 2013 CAP used Santa Barbara’s County Association of Government Regional Growth Forecast 2010-2014

(adopted December 2012), to project population growth. This forecast is based on development anticipated by general plans, including the GP/CLUP. The GP/CLUP denotes the land use for the entire City, including this project site, which has a Land Use Designation of Business Park (I-BP) Pursuant to Land Use Element Figure 2-1. The proposed project includes office and warehousing uses that are consistent with the I-BP Land Use designation, therefore, the GP/CLUP anticipates the increase of square footage proposed with the project by the year 2030 (build-out).

Although the project would have a slight increase in the number of vehicle trips generated at the site, and thus associated air emissions, the assessment of consistency is based on whether the project would result in an increase beyond that anticipated by the General Plan. Continued use of the site for office and warehousing uses was anticipated as part of the General Plan's build out.

Additionally, the assessment of consistency is based on whether the project would result in an increase in total population that would exceed the forecast population. The project is not projected to increase employees as it is primarily elevator/stairwell and storage and is not anticipated to result in an increase in the City's residential population that exceeds the forecasts used in the 2013 CAP. Therefore, the project is accounted for in the 2013 CAP growth projections and would not result in an inconsistency with the current CAP. The project's contribution to regional cumulative air quality impacts is considered less than significant.

Mitigation Measures / Residual Impact

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

BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X			
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X	
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X	
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X			
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X	

Existing Setting

The project site has been predominately covered with impervious surfaces for approximately 46 years since 1960. Currently, an estimated 24% of the project site is landscaped with ornamental trees, shrubs, and grasses. The remainder of the site is

covered with buildings, parking, or walkway areas. Pursuant to the City's adopted General Plan/Coastal Land Use Plan, Conservation Element Map (2016) (Figure 4-1) for Special-Status Species and Environmentally Sensitive Habitat Areas (ESHA), the closest identified ESHAs includes an unvegetated open creek channel (creek/riparian) located approximately 830 feet west of the project site, coastal scrub/native grassland habitat approximately 1,600 feet northwest of the project site, a riparian/marsh/vernal pool which is located approximately 2000 feet west of the project site adjacent to the Willow Springs residences and a mix of ESHA habitat located approximately 2050 feet north of the project site in Lake Los Carneros Park. No special status species have been identified on the project site or project vicinity (GP/CLUP 2016).

Thresholds of Significance

A significant impact on Biological Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City of Goleta's Environmental Thresholds and Guidelines Manual defines the following thresholds of significance:

1. Types of Impacts to Biological Resources

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

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

2. Less Than Significant Impacts

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

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

Project Specific Impacts:

a, d). Less than Significant with Environmental Condition of Approval/Mitigation Measure Incorporated. The proposed project site plan (plan set Sheet A1.1) identifies the removal of 6 eucalyptus trees that could be used for raptor nesting. While no raptor nests have yet been observed onsite, the potential exists for hawks to use the existing skyline eucalyptus trees on the site for nesting currently and in the future. This represents a

potentially significant impact. Conservation Element Policy CE 8.4 of the GP/CLUP requires protection of raptor species by requiring the project be designed with a 100-foot development buffer around historic and active nests, for protected species (raptors), if feasible. Due to the relatively small size of the project site and the existing site development, it is not feasible to establish a 100-foot development buffer around this nest. However, Policy CE 8.4 also addresses impacts from construction. Whenever feasible, no construction activity will be allowed within a 300-foot buffer from any nest during the nesting and fledging season. Construction related impacts, although temporary, may include increased traffic, noise, vibrations, and other short-term impacts. Due to the potential for raptors to nest in the vicinity of the project site, a potentially significant impact to nesting raptors may occur during project construction.

All raptors (including hawks) and their nests are also specifically protected under California Department of Fish and Wildlife Code, and all migratory birds and their nests are protected by the Federal Migratory Bird Treaty Act, which require the preservation of hawks nests during active nesting (Fish and Game Code, § 1 et seq.; 16 United States Code, § 703 et seq.). The construction of the project has the potential to temporarily impact nesting birds if active nests are present within the project's 300-foot buffer during construction. Therefore, impacts to nesting birds resulting from construction of the proposed project are potentially significant but will be reduced to less than significant with incorporation of Environmental Condition of Approval COA-BIO-1, Nesting Birds.

b, c, e, f). No Impact. Given the existing improved condition of the site and the distance to the closest ESHAs, the project will not impact a riparian habitat. Based on the City's GP/CLUP Figure 4-1, Special-status Species and ESHA, no special status species have been identified on the project site and surrounding project vicinity. The closest sensitive habitats are located approximately 1,600 feet northwest of the project site, 830 feet and 2000 feet west of the project site, and 2050 feet to the north of the project site. The site is separated from the ESHAs to the west and northwest by business parks and Robin Hill Road and substantially from ESHA to the north in Lake Los Carneros Park by Lindmar Drive and Highway 101. The proposed construction of the additional stairway tower (768 S.F.) to the 2-story 130 Robin Hill building, 1,100 S.F. accessory building, and 314 S.F. addition to the 132 Robin Hill Road building will not have a substantial or adverse effect on existing ESHA habitat given the distance and intervening surrounding structures.

Furthermore, the construction and on-going use of the office buildings and site improvements will not entail the removal, filling, hydrological interruption of any wetland, marsh, or vernal pool given the project's location and condition of the existing site. As there are no creeks, streams, or known wildlife corridors on the project site, the construction and on-going use of the building structures will not interfere with the movement of migratory fish or wildlife. Additionally, the minor building additions and site improvements will not conflict with any local policies or adopted habitat conservation plans regarding biological resources as there are none applicable to the site or the area in which the buildings are located. As such, no impact will occur.

Cumulative Impacts:

The project's impacts to potential raptor nesting sites during construction would be mitigated to less than significant levels with the mitigations listed below. Because construction would pose only a short-term impact to potential raptor nesting sites, the project contributions to cumulative impacts would not be significant.

Environmental Conditions of Approval/Mitigation Measures:

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

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

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

Residual Impact:

With implementation of the mitigation measure above, residual project impacts on biological resources during construction would be less than significant because construction would not occur within 300 of nesting birds. Once construction is complete, no significant contribution to cumulative biological resource impacts will occur with day-to-day operations of the project, which is accessory to the existing office and warehousing uses onsite and will be conducted primarily indoors preserving roosting areas for nesting birds.

CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?		X			
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X			
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		
d. Disturb any human remains, including those interred outside of formal cemeteries?		X			

Existing Setting

Ethnographic and Historic Setting

Historically, settlement in the vicinity of the project site was defined by three periods: the Mission Period (AD 1769 to 1830), the Rancho Period (AD 1830 to 1865), and the American Period (AD 1865 to 1915). The first European contact to the Santa Barbara coastal region was by Portuguese explores in 1542, followed by the Spanish in 1602. At the time of this first European contact in 1542, the Goleta area was occupied by a Native American group speaking a distinct dialect of the Chumash Language (General Plan Final EIR (GP FEIR)). This group later became known as the Barbareno Chumash. The Chumash were hunters and gathers who lived in areas surrounding the much larger prehistoric Goleta Slough. The prevalent Chumash population at the time of Spanish contact, in had at least 10 Chumash villages in the Goleta Area and immediate vicinity (GP FEIR).

As provided in the City’s GP FEIR (Section 3.5, Cultural Resources), the City is known to contain prehistoric, ethnographic, historical and paleontological resources. The City’s GP FEIR (Figure 3.5-1, Historic Resources), shows areas containing sensitive historic/cultural resources, identifying 46 historic resource locations. The proposed project site is within an existing business park which was originally constructed in the late 1950s and early 1960s. As part of that original development extensive soil removal and infill of marshy areas took place on the entire project site and surrounding areas, including the proposed project location.

Previously recorded prehistoric archaeological deposits were located within the project area referred to as CA-SBA-58 according to the Extended Phase 1 Archaeological Investigation completed by Dudek in June 2016 (Extended Phase 1 Study). Sixteen 2 inch geo-probes were excavated on the project site as part of the Extended Phase 1 Study. Six of the geo-probes identified intact (previously undisturbed) CA-SBA-58 site materials

in the southwestern portion of the project site, three geo-probes identified re-deposited prehistoric cultural material within artificial fill soils placed during prior grading activities, and the remaining seven geo-probes in the northern and eastern portions of the project site did not identify any prehistoric cultural materials.

No known unique paleontological resource or site has been identified onsite. Additionally, the project site does not contain any unique geologic features.

Thresholds of Significance

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

Project Specific Impacts

a, b). Less than Significant with Environmental Conditions of Approval/Mitigation Measures Incorporated. Figure 6 in the Extended Phase 1 Study identifies the areas of the project site with intact CA-SBA-58 deposits. These areas are characterized as containing information that could help better the understanding of prehistoric Native American lifestyles. These characteristics are the same that make remaining intact cultural deposits an "historical resource" and meet the criteria for listing on the California Register of Historical Resources as defined in CEQA Guidelines Section 15064.5(a)(3)(c) as they "have yielded, and are likely to yield, information important in prehistory." This discussion also relates to impacts on archaeological resources in Section 15064.5(b).

The portions of the project within this sensitive area include three elevator tower caissons, the elevator shaft, landscaping, pavement refurbishing, a bio-retention facility, and light poles.

Of those portions of the project within the intact CA-SBA-58 area, the following represent a potentially significant environmental impact pursuant to the CEQA checklist items a) and b) above and the City's adopted thresholds:

1. Construction of the proposed elevator tower would include approximately three caissons for the tower foundation located within the intact area of CA-SBA-58. The 12 inch by 12 inch caissons will disturb a total of approximately 0.21 cubic yards of soil in the intact area at a depth of 3 feet. Within the elevator tower there will be a 7 foot by 8.75-foot elevator shaft excavated to a depth of 3 feet that will disturb approximately 4.5 cubic yards of soil in the intact area. Geo-probe GP11 completed in this location as seen on Figure 6 of the Extended Phase 1 Study identified intact midden soil containing shell fragments at a depth of 2.5 feet. The three elevator tower caissons and elevator shaft require soil disturbance below the elevation identified as having intact midden soils of CA-SBA-58; therefore, this represents a potentially significant impact but will be mitigated with incorporation of COA-TCR-1, Phase 3 Data Recovery.

2. The proposed light poles within the intact area of CA-SBA-58 will include soil disturbances up to 2 feet for the "Shallow Pole Base", which is supported by a 6-inch diameter helical screw pile base requiring soil disturbances up to 15 feet. Electrical conduit connected to the "Shallow Pole Base" will require soil disturbances up to 0.5 feet deep. Geo-probe GP 7 completed in the area of the proposed light poles as seen on Figure 6 of the Extended Phase 1 Study identified intact cultural deposits at a depth of 4.2 feet below existing grade. The "Shallow Pole Base" is specifically designed to minimize ground disturbance and the depth of the "Shallow Pole Base" (2 feet) with associated electrical conduit (0.5 feet) avoids impacts; however, the helical screw pile base requiring disturbances up to 15 feet will result in a potentially significant impact. That said, the maximum amount of dirt disturbed in the intact area would only be approximately 0.03 cubic yards as a result of the less impactful conduction method.

Of the portions of the project within the CA-SBA-58 area, the following will not pose a potential environmental impact pursuant to CEQA checklist items a) and b) above and the City's adopted thresholds:

1. Proposed landscaping within the intact area of CA-SBA-58 will include removal of existing plantings, planting of shrubs and ground cover, and planting of screen trees. Excavations for this portion of the project will occur at a depth of no more than 0.5 feet below current grade using hand tools and stump grinders. For any portions of the landscaping that need a deeper planting depth there will be soil mounds added to the existing grade in order to increase planting depth while maintaining the 6-inch maximum depth below current grade. Geo-probes GP 8, 9, and 10 completed in the proposed landscaping areas as seen on Figure 6 of the Extended Phase 1 Study identified intact cultural deposits at depths ranging from 0.75 feet to 4.7 feet below grade. Therefore, landscaping activities occurring no deeper than 0.5 feet below existing grade will avoid significant impacts to intact CA-SBA-58 deposits.
2. The proposed pavement refurbishing within the intact area of CA-SBA-58 will include soil disturbances up to 2 feet below current grade. Geo-probes GP 7 and 9 completed in the proposed pavement refurbishing area as seen on Figure 6 of the Extended Phase 1 Study identified intact cultural deposits at depths ranging from 3 feet to 4.2 feet. Therefore, pavement refurbishing activities occurring 2 feet below existing grade will avoid significant impacts to intact CA-SBA-58 deposits.
3. The proposed bio-retention facility within the intact area of CA-SBA-58 will include soil disturbances up to a maximum depth of 3.75 feet below current grade. Geo-probe GP 7 completed in the area of the proposed bio-retention facility as seen on Figure 6 of the Extended Phase 1 Study identified intact cultural deposits at a depth of 4.2 feet below existing grade. Therefore, installation of the bio-retention facility with a maximum depth of 3.75 feet below existing grade will avoid significant impacts to intact CA-SBA-58 deposits.

The remainder of the project as follows is outside (north and east) of the CA-SBA-58 area and will not pose a potential environmental impact pursuant to CEQA checklist items a) and b) above and the City's adopted thresholds:

1. The portions of the project outside of the intact area of CA-SBA-58 include the 1,100 square foot storage building, the 314 square foot addition to the rear building, the eastern bio-retention area, additional light poles, and additional pavement refurbishing. Soils outside of the intact area of CA-SBA-58 that may have prehistoric cultural material are from artificial fill placed during prior grading activities in order to create a level pad for the current building. These re-deposited prehistoric materials do not retain integrity or association with its original prehistoric deposition and is not a significant prehistoric archaeological resource; therefore, the portions of the project outside of the intact area of CA-SBA-58 will not have the potential for environmental impact to cultural resources.

The existing buildings on the project site are not listed as locally significant historical resources pursuant to the GP/CLUP Visual and Historic Resources Element Table 6-1 List of Historic Resources. As discussed in the Aesthetics section above, the DRB will consider the International Style architectural style of the 130 Robin Hill Road building to ensure that the project does not detract from the building's locally unique architectural style.

- c) **Less than Significant.** Geological formations underlying the project site were evaluated in the Extended Phase 1 Study. A portion of the soils under the project site are associated with the former Goleta Slough. Sands and clays are located below these sediments, as well as within all other areas of the site. These soils are associated with Quaternary age alluvial sediments. Though small marine fossils such as clams or invertebrates (snails, worms, etc.) can be found in these deposits, these are considered common and are not potentially significant paleontological resources. In contrast, potentially significant large vertebrate fossils are not associated with this geological formation. Therefore, impacts to significant paleontological resources would be less than significant.
- d) **Less than Significant with Environmental Conditions of Approval/Mitigation Measures Incorporated.** While no evidence of human remains was identified in any of the Extended Phase 1 Study geo-probe excavations, there remains the potential, although limited, for isolated human remains to have been interred onsite either within the intact area of CA-SBA-58, or for isolated human remains to have been redistributed throughout the project site during previous grading activities, including areas that the Extended Phase 1 Study has determined to be no longer intact. Therefore, the project may have the potential to affect intact cultural resources, however it will be reduced to less than significant with incorporation of the Environmental Conditions of Approval/Mitigation Measures below.

Cumulative Impacts:

Archaeological resources are potentially impacted by past, present, and probable future development projects in the project vicinity. City of Goleta and County of Santa Barbara General Plan Conservation Element Policies, and Local Coastal Plan Policies require that

project design avoid impacts to significant cultural resources to the extent feasible. In addition to site designs that place cultural deposits in open space where they can be completely preserved, this has resulted in a variety of construction techniques and designs to minimize potential disturbances to cultural deposits. Increased human activity in the vicinity of cultural resources during construction and potential loss of access to sites for their research potential are other indirect cumulative effects. Although avoidance of archaeological site deposits at other recent projects, to the extent feasible, have resulted in substantial reductions to impacts on cultural resources, cumulative impacts on archaeological resources caused by past, present and future probable projects in the vicinity are considered significant.

The proposed project would use less intrusive construction methods such as raised landscaping areas, caissons, and shallow footings rather than conventional methods that require more intensive excavation. As a result, the total volume of disturbed soil in areas of the proposed project site within CA-SBA-58 would only total approximately 4.85 cubic yards. This represents a small portion of the grading proposed onsite (see Onsite Improvement Plan; Stantec June 18, 2016) and an even smaller portion of the intact archaeological site deposits of CA-SBA-58 as seen on Figure 6 of the Extended Phase 1 Study. As such, the proposed project would substantially reduce the degree to which effects on cultural resources would occur. The project's contribution to cumulative impacts on cultural resources would be reduced to less than cumulatively considerable by project design and by other standard feasible Environmental Conditions of Approval/Mitigation Measures identified below.

Environmental Conditions of Approval/Mitigation Measures

The proposed project using low impact design and site improvements that will be made to an existing developed and paved area substantially reduces the effect on intact cultural resources, however there are portions of the project that may have the potential to affect intact cultural resources. Project Environmental Conditions of Approval/Mitigation Measures for these potential affects will be included in the project approval and have been agreed to by the applicant as follows:

1. **COA-TCR-1: PHASE 3 DATA RECOVERY:** The applicant, at its sole expense, shall retain a City-qualified archaeologist to undertake a Phase 3 data recovery program for the southwest portion of the project site identified on Figure 6 of the Extended Phase 1 Study as having intact midden soils of CA-SBA-58 encompassing the following components:
 - a. Two (2) hand-excavated 0.5 by 0.5 meter units associated with the proposed elevator tower caissons;
 - b. One (1) 2.0 by 2.0 meter unit associated with the proposed elevator shaft. A column sample 0.20 meters square shall be excavated in to recover detailed subsistence data; and
 - c. Two (2) 0.25 meter diameter augers or borings units associated with the two light poles. Excavations, analyses, and report preparation shall guide a Phase 3 Research Design and Data Recovery Proposal. All excavations shall be monitored by a local Chumash Native American observer. Field notes generated by the local Chumash Native American observer shall be made available upon request to the extent that the information is not considered confidential under applicable law.

Plan Requirements & Timing: This condition shall be added to the project Conditions of Approval and a detailed Phase 3 Data Recovery Program proposal, including identification of the City-qualified archeologist and Chumash Native American monitor, shall be submitted to the City for review and approval prior to and as a condition precedent to issuance of any LUP for the project.

Monitoring: The Planning and Environmental Review Director, or designee, shall periodically perform site inspections to verify compliance with the approved Phase 3 work program.

2. **COA-TCR-2: Construction Monitoring Plan:** The applicant, at its sole expense, shall retain a City-qualified archaeologist and local Chumash Native American observer to monitor all ground disturbing construction activities. Field notes generated by the local Chumash Native American observer shall be made available upon request to the extent that the information is not considered confidential under applicable law. A Construction Monitoring Treatment Plan shall be developed and implemented to ensure that any new discoveries are adequately recorded, evaluated, and, if significant, mitigated. The Construction Monitoring Treatment Plan shall describe the following:
- a. Specifications that all ground disturbances shall be monitored by a City-qualified archaeologist and a Chumash Native American observer;
 - b. Qualifications and organization of monitoring personnel;
 - c. Procedures for notifying the City and other involved or interested parties in case of a new discovery;
 - d. procedures that would be used to record, evaluate, and mitigate new discoveries with a minimum of delay; and
 - e. procedures that would be followed in case of discovery of disturbed as well as intact human burials and burial-associated artifacts. The City-qualified archaeologist and Chumash Native American observer shall have the authority to temporarily halt or redirect construction in the vicinity of any potentially significant discovery to allow for adequate Phase 3 data recovery recordation, evaluation, and mitigation. Evaluation and mitigation could require additional archaeological testing and data recovery at the sole expense of the applicant. In the highly unlikely event that isolated human remains are encountered, consultation with the most likely Native American descendant, pursuant to Public Resources Code sections 5097.97 and 5097.98, would apply.
 - f. Results of the monitoring program shall be documented in a report after completion of all ground disturbing activities.

Plan Requirements & Timing: This condition shall be added to the project Conditions of Approval and a contract for the Constructing Monitoring Plan, including identification of the City-qualified archeologist and Chumash Native American observer, shall be submitted to the City for review and approval prior to and as a condition precedent to issuance of any LUP for the project.

Monitoring: The Planning and Environmental Review Director, or designee, shall periodically perform site inspections to verify compliance with the approved Phase 3 work program.

Residual Impact

The proposed project design would preserve all but 4.85 cubic yards of midden soils in the intact area of CA-SBA-58. Although not completely left in open space, the use of caissons, shallow footings, and raised landscaping beds would substantially reduce impacts on the CA-SBA-58 archaeological site, compared to conventional construction methods. The majority of CA-SBA-58 would be preserved in place and would maintain the relationship between the artifacts and their archaeological context.

Implementation of Environmental Condition of Approval/Mitigation Measure COA-TCR-1 would provide a reasonable level of data recovery to characterize the research values associated with the CA-SBA-58 deposit.

Implementation of Environmental Condition of Approval/Mitigation Measure COA-TCR-2 would ensure that any unknown cultural resources of potential importance or human burials and burial-associated artifacts encountered throughout the project site, even if within previously disturbed contexts, would be properly addressed by a professional archaeologist and Chumash Native American observer.

Collectively, the implementation of the Environmental Conditions of Approval/Mitigation Measures would reduce the proposed project's contribution to cumulative impacts resulting from loss of future access to archaeological resources to less than significant.

GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			X		
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X		
ii. Strong seismic ground shaking?			X		
iii. Seismic-related ground failure, including liquefaction?			X		
iv. Landslides?			X		
b. Result in substantial soil erosion or the loss of topsoil?			X		

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X		
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X	

Existing Setting

The underlying geologic structure of the proposed project site is of Quaternary Age Younger Alluvium (GP FEIR Figure 3.6-1, September 2006). These materials are composed of marine and non-marine detritus, eroded off the adjacent mountains, that accumulated in the ancestral Goleta Valley. These deposits total more than 1,000 feet of section and occur throughout the City. The soils onsite are compressible, near-surface (uppermost 50-feet) deposits that contain a high proportion of organic material. When a load (such as a new building) is placed on these deposits, the organic matter can compress and cause localized ground subsidence.

No seismic hazards or fault zones are located on the project site (GP/CLUP Figure 5-1, November 2006). The nearest fault zone is located approximately 500 feet south of the project site on Hollister Avenue. Overall, the project site is located in a seismically active region of Southern California that has experienced ground motion in response to earthquakes in the past. All of the City of Goleta is located within Seismic Zone D as designated by the California Uniform Building Code.

Thresholds of Significance

A significant impact on geology/soils would occur if the proposed project resulted in any of the impacts noted in the above checklist. The City's *Environmental Thresholds and Guidelines Manual* stipulates that a proposed project would result in a potentially significant impact on geological processes if the project, and/or implementation of required mitigation measures, could result in increased erosion, landslides, soil creep, mudslides, and/or unstable slopes. In addition, impacts related to geology have the potential to be significant if the project involves any of the following characteristics:

- a. The project site or any part of the project is located on land having substantial geologic constraints, as determined by the City of Goleta. Areas constrained by

geology include parcels located near active or potentially active faults and property underlain by rock types associated with compressible/collapsible soils or susceptible to landslides or severe erosion.

- b. The project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1 vertical.
- c. The project proposes construction of a cut slope over 15-feet in height as measured from the lowest finished grade.
- d. The project is located on slopes exceeding 20% grade.

Project Specific Impacts

a, c). Less than Significant. There are no Alquist-Priolo mapped earthquake faults or zones identified on the project site or in the immediate project area. The closest faults include an unnamed Fault approximately 1.0 miles to the west of the site, the More Ranch Fault approximately 1.0 miles south of the project site, the Glen Annie Fault located approximately 1.0 miles north of the project site (GP/CLUP Figure 5-1, Geologic Hazards Map dated Nov. 2009). As strong ground shaking during seismic activity is a hazard common to the entire City and most of California, there is no substantially greater risk to the subject property than moderate levels of groundshaking in the event of an earthquake along a nearby fault. However, project construction would be subject to compliance with the seismic safety standards of the California Building Code (CBC), which is adopted and incorporated into the Goleta Municipal Code. The CBC includes excavation and re-compacting measures to ensure structural stability in the event of a seismic event.

The topography of the inland site and surrounding developed parcels is relatively flat and the site is not mapped in an area of moderate or high landslide potential (GP/CLUP Figure 5.1, Geologic Hazards Map dated Nov. 2009). The absence of mountains or cliffs immediately adjacent to the project site prevents the potential of a landslide from occurring. The potential for liquefaction on the project site has a low to medium problem rating as identified in Santa Barbara County Comprehensive Plan (SBCCP) Seismic Safety and Safety Element Liquefaction Map. Proper engineering design in accordance with the current California Building Code would ensure that the potential impacts associated with seismic activity or unstable soils would be less than significant.

b). Less than Significant. The proposed project would be located on an existing developed site covered with concrete pavement, which has relatively flat topography. Grading/excavation to accomplish the project would be minimal, with an estimated earthwork quantity of 600 cubic yards of cut and 200 cubic yards of fill. Minor landscaping surrounds the building at 130 Robin Hill Road, and a barren, unmaintained soil area is located at the rear of the 132 Robin Hill Road facility that will be replaced with new landscaping with drought-tolerant plants and trees. Considering the developed nature of the site and landscaping improvements, the proposed project would not result in substantial soil erosion or loss of topsoil that would result in a potentially significant geologic impact. As such, impacts would be less than significant.

d). Less than Significant. The underlying geologic soil formation of the project site contains alluvium soils, ranging from brown to dark reddish yellow silty sand with some layers of clay and coarse sand (Braun & Associates 2015). Small to medium size

sandstone cobbles are also present, and the project site and project vicinity contains compressible soils. A potential for expansive soils exists where clayey soils are present; however, any new construction is required to adhere to local, state, and federally mandated grading and construction requirements, including but not limited to the California Building Code and City ordinances and engineering standards. Additionally, the City GP/CLUP EIR Figure 3.6-4, Topography and Landslides, identifies the project site as having a low and very low landslide potential (GP/CLUP EIR 2009). Structural engineering and foundation reports are required to be provided by a licensed certified geotechnical engineer and reviewed by the City Building and Safety Department to minimize risks associated with soil stability prior to project approval and construction. Therefore, through existing regulatory processes, standard conditions, and City policies, potential impacts related to unstable or expansive soils on the project site would be less than significant.

e). No Impact. The project site contains existing connections to the Goleta Sanitary District sewer system which will continue to be used, and septic systems and drywells are not used on the property and would not be required. No additional restroom facilities are proposed in the existing office buildings located at 130 and 132 Robin Hill Road. Only one unisex restroom is proposed for the new 1,100 S.F. building at the future 134 Robin Hill Road address on the southeast corner of the project parcel; however, the unit would be capable of connecting to the existing Goleta Sanitary District sewer system. Therefore, no impact associated with geologic hazards related to the use of alternative waste water would exist.

Cumulative Impacts:

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

Required/Recommended Mitigation Measures:

Impacts would be less than significant. No mitigation is required.

Residual Impact:

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

GREENHOUSE GAS EMISSIONS

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

Existing Setting

The project site has been developed with two business office buildings since 1960.

Climate Change Background

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

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

- Rising sea levels along the California coastline;
- Extreme-heat conditions, such as heat waves and very high temperatures, which could last longer and become more frequent;
- Increase in heat-related human deaths, an increase in infectious diseases, and a higher risk of respiratory problems caused by deteriorating air quality;
- Reduced snow pack and stream flow in the Sierra Nevada mountains, affecting winter recreation and water supplies;
- Potential increase in the severity of winter storms, affecting peak stream flows and flooding;
- Changes in growing season conditions that could affect California agriculture, causing variations in crop quality and yield; and
- Changes in distribution of plant and wildlife species due to changes in temperature, competition from colonizing species, changes in hydrologic cycles, changes in sea levels, and other climate-related effects.

According to the US Environmental Protection Agency (EPA), a GHG is any gas that absorbs infrared radiation in the atmosphere. This absorption traps heat within the

atmosphere creating a greenhouse effect that is slowly raising global temperatures. California law defines GHG to include the following: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆) (Health and Safety Code, § 38505(g)).

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

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

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

Thresholds of Significance

The State Natural Resources Agency adopted amendments to the CEQA Guidelines for GHG emissions that became effective on March 18, 2010. These new CEQA Guidelines provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents. According to the amendments made to Appendix G of the CEQA Guidelines, the project would have a significant impact if it would:

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

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

1. Use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; and/or

2. Rely on a qualitative analysis or performance-based standards.

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

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

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

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

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

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

Table GHG-1
Bay Area Air Quality Management District GHG Thresholds of Significance

GHG Emission Source Category	Operational Emissions
Commercial and Residential (land use projects)	1,100 Metric Ton (MT) CO ₂ e/yr. or 4.6 MT CO ₂ e/SP/yr. ^a
Stationary Sources ^b	10,000 MT CO ₂ e /yr.
Source: Santa Barbara County Planning & Development Department, <i>Support for Use of Bay Area Air Quality Management District Greenhouse Gas Emissions Standards. Interim GHG Emissions – Evidentiary Support</i> , June 10, 2010.	
^a SP = Service Population (residents + employees).	
^b Stationary Sources include stationary combustion sources (industrial-type uses) regulated by the APCD.	

On June 10, 2010, the Santa Barbara County Planning & Development Department produced a memorandum “*Support for Use of Bay Area Air Quality Management District*

*Greenhouse Gas Emissions Standards,*¹ which states, “While Santa Barbara County land use patterns differ from those in the Bay Area as a whole, Santa Barbara County is similar to certain Bay Area counties (in particular, Sonoma, Solano, and Marin) in terms of population growth, land use patterns, General Plan/Coastal Land Use Plan policies, and average commute patterns and times. Because of these similarities, the methodology used by BAAQMD to develop its GHG emission significance thresholds, as well as the thresholds themselves, have applicability to Santa Barbara County and represent the best available interim standards for Santa Barbara County.” In accordance with CEQA Guidelines §§15064.4(b)(2), and 15064.7(c), the City has consistently relied upon Santa Barbara County’s “*Support for Use of Bay Area Air Quality Management District Greenhouse Gas Emissions Standards,*” as the expert recommended threshold for establishing greenhouse gas impacts of a project.

The City of Goleta is located in Santa Barbara County and shares meteorological attributes, as well as similar land use patterns and policies, and thresholds deemed applicable in Santa Barbara County would also reasonably apply to projects within the City of Goleta. In addition, the City of Goleta would rely upon the Santa Barbara County Air Pollution Control District (APCD), as a commenting agency, to review the GHG analysis, and these thresholds would represent a consistent approach and uniformity for impact determinations for City and County projects under the District’s review. Therefore, this analysis uses the BAAQMD/Santa Barbara County Interim Thresholds of Significance to determine the significance of GHG emissions related to this project, based on the 1,100 MT CO₂e/year or 4.6 MT CO₂e per service population per year threshold for commercial and residential land uses. There is no BAAQMD threshold of significance for construction emissions.

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

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

It is also noted that the use of the BAAQMD threshold does not imply that it is a threshold that the City has formally adopted or should adopt as a GHG emissions significance threshold.

Project Specific Impacts

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

¹ Santa Barbara County Planning & Development Department, *Support for Use of Bay Area Air Quality Management District Greenhouse Gas Emissions Standards. Interim GHG Emissions – Evidentiary Support*, June 10, 2010.

Cumulative Impacts

The project's "business as usual" GHG emissions have been calculated for the project. "Business as usual" refers to emissions that would be expected to occur in the absence of GHG reduction measures. These emissions include operation of the project and forecast trip generation, as well as the GHG emissions from project construction. The CalEEMod v.2016.3.1 computer model was used to calculate direct and indirect project-related emissions. Table GHG-2 presents the estimated CO₂, N₂O, and CH₄ emissions of the project.

Construction. Project construction activities would generate approximately 37.63 MT CO₂e. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions. Construction GHG emissions have been amortized, and would result in 1.25 MT CO₂e/yr.

Mobile Source. The CalEEMod model relies upon project-specific land use data to calculate mobile source emissions. The proposed project would directly result in 2.95 MT CO₂e/yr of mobile source-generated GHG emissions.

Energy Consumption. Energy Consumption emissions were calculated using the CalEEMod model and project-specific land use data. Electricity would be provided to the project site via Southern California Edison. The project would indirectly result in 1.83 MT CO₂e/yr due to energy consumption.

Water Demand. The project's water supply would be groundwater and imported sources provided by the Goleta Water District. The estimated water demand for the proposed project would be approximately 0.39 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 0.24 MT CO₂e/yr.

Solid Waste. The project is anticipated to generate approximately 2.03 tons of solid waste per year. Solid waste associated with operations of the proposed project would result in 0.08 MT CO₂e/yr.

Table GHG-2
Business as Usual Greenhouse Gas Emissions

Source	Total Metric Tons of CO ₂ e ³
Mobile Source	2.95
Energy	1.83
Water Demand	0.24
Waste	0.08
Construction (amortized over 30 years)	1.25
Total Project Emissions³	6.35 MT CO₂e/yr
GHG Significance Threshold	1,100.00 MT CO₂e/yr
GHG Significance Threshold Exceeded?	No
Notes:	
1. Emissions calculated using CalEEMod v.2016.3.1 computer model.	
2. Totals may be slightly off due to rounding.	

Total Project-Related Sources of Greenhouse Gases. As shown in Table GHG-2, the total amount of project-related “business as usual” GHG emissions from all sources combined would total 6.35 MT CO₂e/year. Therefore, the total project-related unmitigated operational GHG emissions would not exceed the 1,100 MT CO₂e/year threshold utilized by the City, resulting in a greenhouse gas emissions impact that would be less than significant.

Mitigation Measures / Residual Impact

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

HAZARDS AND HAZARDOUS MATERIALS

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

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X	

Existing Setting

The City contains various sources of hazardous waste/materials, such as industrial facilities, laboratories, and gas stations. The existing facilities on the project site have been used as offices and light manufacturing since 1960. A records search through the State of California's GeoTracker tool for the project site with a 0.5 mile radius was conducted to assess historic and current records of contaminated sites with hazardous materials, including Leaking Underground Storage Tank (LUST) sites. The results of the records search are compiled in Table HAZ-1 below.

The project site lies to the north of the Santa Barbara Municipal Airport (SBMA), outside of the Clear Zone and Approach Zone for the SBMA (GP/CLUP Figure 5-3, November 2009). There are no other airports or airstrips within two miles of the project site. The nearest school from the project site is La Patera Elementary School, located approximately 1 mile north of the project site.

Thresholds of Significance

A significant impact with regards to hazards and hazardous materials would be expected to occur if the project resulted in any of the impacts noted in the above checklist. In addition, the City's Thresholds Manual addresses public safety impacts resulting from the involuntary exposure to hazardous materials. These thresholds focus on the activities that include the installation or modification to facilities that handle hazardous materials, transportation of hazardous materials, or non-hazardous land uses in proximity to hazardous facilities. Since the project is not a hazardous materials facility, the City's risk based thresholds are not applicable.

Project Specific Impacts

a, b). Less than Significant. The proposed project would not involve the routine transport, use or disposal of hazardous substances, other than minor amounts typically used for maintenance and cleaning products. Existing and proposed uses onsite will remain as business offices and light manufacturing. There are adequate regulations in place to protect public safety, including the Clean Air Act, Clean Water Act, Comprehensive Environmental Response, Compensation and Liability Act, and the Toxic Substances Control Act. At the local level, the County Fire Department and Health Department screens inventories and inspects sites permitted to use or store hazardous materials regularly. The SBCAPCD also

regulates projects with possible toxic emissions. Therefore, since no hazardous substances would be transported, used or disposed of as part of the proposed project other than products typically used in maintenance and cleaning, impacts from the proposed project on the risk of upset would be less than significant.

c). No Impact. The project site is not located within 0.25 miles of an existing school. The nearest school is La Patera Elementary School, located approximately 1.0 miles north of the project site. Additionally, project construction and operations would not result in the emissions of hazardous materials that would affect nearby schools. Therefore, the project would have no impact related to hazardous material emissions near a school.

d). Less than Significant. A hazardous waste site records search was completed in November 2016, using Geotracker, an online database of hazardous site records maintained by the California State Water Resources Control Board (Table HAZ-1). There are 14 recorded cases of hazardous sites within a 1,000 foot radius of the project site. One of these cases occurred on the project site from former tenant, EG&G Energy, at 130/132 Robin Hill Road, as a cleanup program site for trichloroethylene [TCE] concerning an aquifer used as drinking water supply and soils; however, this cleanup case completed and was closed on May 1, 2014. The history of the case is described by Geotracker below.

On June 6, 2005, Central Coast Water Board staff issued a letter to EG&G Energy requesting an assessment of soil and groundwater to determine if a release of chlorinated solvents has occurred at the former EG&G Energy property located at 130 and 132 Robin Hill Road in Goleta, California. In response to the Central Coast Water Board's request for a soil and groundwater assessment, Waterstone Environmental, Inc. submitted a document on July 1, 2005 with additional site information on EG&G Energy's operating history at the subject site and a detailed summary of various environmental investigations for neighboring properties.

Based on the review of documents submitted for the former EG&G property and a review of all available soil and groundwater information for neighboring properties, Central Coast Water Board staff concluded that information was inconclusive to determine the source of trichloroethene (TCE) and other chlorinated solvents in groundwater beneath the former EG&G Energy (130/132 Robin Hill Road), Raytheon (112 Robin Hill Road), and Neal Feay (133 South La Patera Lane) properties. The Water Board required additional investigation under the subject property in a letter dated August 25, 2006. Waterstone submitted a workplan to conduct this work in October 2006. The workplan was approved by the Water Board on November 22, 2006. Work was conducted November 30, 2006 and a report documenting the results of this work was submitted to the Water Board in January 2007.

In May 2014, staff issued a closure letter based on the following: extent of pollutants had been adequately characterized, limited use of TCE at the site, lack of soil impacts and no evidence of spill or leaks, higher TCE concentrations at upgradient site.

Table HAZ-1
Hazardous Site Record Search

Site	Description	Location
EG&G Energy	Cleanup Program Site (trichloroethylene [TCE], aquifer used as drinking water supply, soil) Case Closed (5/1/2014)	130 Robin Hill Road
Raytheon H9	Cleanup Program Site (TCE, aquifer used as drinking water supply). Case Closed (1/30/2015).	112 Robin Hill Road
Raytheon Systems Company	Cleanup Program Site (volatile organic compounds). Other groundwater (uses other than drinking water) affected. Open (6/23/2015) - Remediation	6380 Hollister Avenue
Former Applied Magnetics	Cleanup Program Site (TCE, PCE, aquifer used as drinking water supply). Open (12/29/2009) –Verification Monitoring	6300 Hollister Avenue
Santa Barbara Jeep Chrysler Dealership	LUST Cleanup Site (benzene, aquifer used as drinking water supply, soil, soil vapor). Case Closed (8/31/2010).	6290 Hollister Avenue
Neal Feay Company	Cleanup Program Site (chromium, TCE, aquifer used as drinking water supply). Open (8/27/2012) – Assessment and Interim Remedial Action	133 La Patera Lane
TriSep Corporation	Cleanup Program Site (1,4-Dioxane). Open (3/18/2016) – Site Assessment	93 South La Patera Lane
Bardex Corporation	Cleanup Program Site (none specified) Case Closed (10/13/2000).	6338 Lindmar Drive
Bardex Corporation	Cleanup Program Site. Open - Remediation	6338 Lindmar Drive
Bardex Corporation Machine Shop	Cleanup Program Site (none specified). Open (4/11/2001) – Assessment and Interim Remedial Action	6338 Lindmar Drive
Southern California Edison	LUST Cleanup Site. Case Closed.	103 David Love Place
UCSB Naval Air Station (Goleta) - USCOE/ Aritor-Tank #304	Military UST Site. Case Closed	1401 Firestone Road
UCSB Naval Air Station (Goleta) - UCSB Naval Air Station Goleta/Santa Barbara Airport, UST No. 301 East	Military Privatized Site. Case Closed.	1301 Firestone Rd; Building 301 East UST
City of Santa Barbara Airport	LUST Cleanup Site. Case Closed.	1301 Firestone Road
Geotracker (2016). Accessed online November 2016 at https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=goleta%2C+ca		

No other open or closed cases occurring on or within the project site have occurred to date. As such, the proposed project would not be located on a list of hazardous materials sites. Additionally, considering the nature of the project proposal with minor building additions, site improvements, and construction of a new 1,100 S.F. building on the project site, the project would not create a significant hazard to the public or environment. Any future building tenants proposing to use potentially hazardous materials would be subject to review and approval by the Santa Barbara County Fire Department and City of Goleta Building and Safety Department prior to project clearance and would undergo a separate review process on a case-by-case basis. Therefore, project impacts associated with hazardous materials sites would be less than significant.

e, f). Less than Significant. As noted in the existing setting, the project site lies approximately 0.5 miles north of the SBMA, outside of the Clear Zone and Approach Zone

for the buildings on the project site. No private airstrips are located in the vicinity of the project site. Although the project site is located in close proximity to the SBMA, the project would not result in a safety hazard for people residing or working in the project area. As such, impacts would be less than significant.

g, h). No Impact. The project would not result in the construction of any new facilities or establishment of new uses that could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project site is located well outside of the City's Wildland Fire Hazard Area; therefore, no impact from exposure to wildlife fires would occur.

Cumulative Impacts: As the proposed project would not have any impacts related to hazardous materials, the proposed project combined with other similar projects would not result in any cumulatively considerable impacts related to hazardous materials.

Mitigation Measures / Residual Impact

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

HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Violate any water quality standards or waste discharge requirements?			X		
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X		
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X		

Environmental Checklist Form and Initial Study
130 & 132 Robin Hill Road Site Improvements
May12, 2017

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X		
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X		
f. Otherwise substantially degrade water quality?			X		
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X	
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?		X			
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				X	
j. Inundation by seiche, tsunami, or mudflow?				X	

Existing Setting

The project site has been predominately covered with impervious surfaces for approximately 57 years since 1960. Currently, an estimated 24% of the project site is landscaped with ornamental trees, shrubs, and grasses. The remainder of the site is covered with buildings, parking, or walkway areas. All stormwater runoff, as well as tailwater from landscape irrigation onsite, surface flows to storm drain inlets on the western side of the property that empty into a concrete channel on the west side of Robin Hill Road that discharges to a natural channel on the south side of Hollister Avenue and ultimately the Goleta Slough. The entirety of the project site lies within the 100-year floodplain and the base flood elevation (BFE) for the 100-year event as mapped by Federal Emergency Management Agency (FEMA) is at 17 to 18 feet above mean sea level (MSL) across the entirety of the project site.

Thresholds of Significance

A significant impact on Hydrology & Water Quality would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds & Guidelines* Manual assume that a significant impact on hydrology and water resources would occur if a project would result in a substantial alteration of existing drainage patterns, alter the course of a stream or river, increase the rate of surface runoff to the extent that flooding, including increased erosion or sedimentation, occurs, create or contribute to runoff volumes exceed existing or planned stormwater runoff facilities, or substantially degrade water quality.

Project Specific Impacts

a-f). Less than Significant. All sewage effluent generated by the project would be collected by the Goleta Sanitary District and conveyed to the District's sewage treatment facility. The only other source of discharge from the site would be landscape irrigation tailwater. Given the nature of the project (minor commercial addition) and planned onsite stormwater detention, infiltration (permeable pavement), and dispersion system (bio-retention), water quality would not be adversely affected (Stantec; *Project Civil Plan Sheet 2 of 3, Onsite Improvement Plans*, received July 18, 2016). Therefore, project related impacts in this topic area would be less than significant.

Water for the project would be provided by the Goleta Water District (GWD). The GWD operates under the *Wright Judgment* which prohibits overdrafting of the Goleta Groundwater Basin (GGWB) and mandates the maintenance of the basin in a hydrologically balanced condition (*Wright v. Goleta Water Dist.* (1985) 174 Cal. App. 3d 74.). Based on historic water demand and forecasted new water demand provided by GWD (GWD Preliminary Conditions Letter dated June 3, 2016, and Conditional Can and Will Serve Letter dated June 16, 2016), the project will not exceed available water credit. As such, providing water to the project site would not contribute to groundwater overdraft compared to baseline levels. Based on this, the project would result in a less than significant impact to groundwater supplies.

During project construction, project grading is anticipated to impact less than 1 acres of the project site (Stantec; *Project Civil Plan Sheet 2 of 3, Onsite Improvement Plans*, received July 18, 2016). Pursuant to the City of Goleta, Municipal Code, Section 15.09.290, an Erosion and Sediment Control Plan will be required by the applicant as part of the grading plan and permit requirements, containing requirements of the City's best management practices (BMPs) for erosion and sediment control. This will prevent erosion and reduce silt in surface water runoff and in the storm drain system during removal of artificial fill, site grading and soil disturbance needed for construction of the project. As such, due to the City's requirements of BMP's for erosion and sediment control, the proposed project would have a less than significant impact.

On July 12, 2013, the Central Coast Regional Water Quality Control Board adopted new stormwater regulations, called the Central Coast Post Construction Requirements, effective March 6, 2014. The new regulations apply to all development projects resulting in 2,500 square feet or more of net impervious surface area. This project is subject to the new regulations as it would have a total impervious area, including new and replaced areas, of 14,393 square feet. The County of Santa Barbara has developed guidelines, called the Project Clean Water Stormwater Technical Guide (Technical Guide), to help municipalities implement the new regulations. The City follows the Technical Guidelines.

In compliance with the Central Coast Post Construction Requirements and Technical Guidelines, the applicant would need to submit a complete Stormwater Control Plan as described by the Technical Guide. The Stormwater Control Plan would need to demonstrate adequate stormwater management features and facilities as well as an operation and maintenance plan that identifies the individuals responsible for maintenance of the facilities. The Stormwater Control Plan must be approved by the Planning and Environmental Review Director, or designee, prior to LUP Approval. Stormwater from the site is proposed to be collected through a system of bio-retention areas, permeable paving, and additional landscaping that would result in a decrease in impervious surfaces of 2,412 square feet thereby decreasing the potential for urban pollutants to be captured by stormwater runoff from the site. Given the reduced pervious surface as proposed with the project and the requirement for an approved Stormwater Control Plan, project impacts on storm water flows into the City's storm drain system would be less than significant.

As a result of project improvements implemented through the approved Stormwater Control Plan described above, the stormwater detention and infiltration improvements would substantially improve treatment of storm water runoff prior to offsite discharge if any. Drainage inlets would be placed near both of the project's driveways to Robin Hill Road and fitted with inlet filters for removal of sediment and debris. Filtered storm water runoff will be conveyed by onsite drainage swales to discharge to bioretention areas, landscaped areas, with any access going to the storm drain inlets for release at a level less than existing volumes. As such, potential water quality impacts are less than significant.

i, j) No Impact. There are no levees or dams upstream of the project site that could threaten the development in the event of a dam or levee failure. The entirety of the site lies outside of the City's Potential Tsunami Run-Up Area as mapped by the City's GP/CLUP (Safety Element, Figure 5-2). Therefore, impacts to people and property associated with the failure of an upstream levee and/or dam, or due to inundation as a result of a tsunami, would be less than significant.

g) No Impact. No residential housing is proposed as part of this project. Therefore, no impact would occur in regard to the placement of housing in a flood zone for the proposed project.

h) Less Than Significant with Environmental Condition of Approval/Mitigation Measure Incorporated. The entirety of the project site lies within the 100-year floodplain. The City's Floodplain Management Ordinance (Chapter 15.1 of the City Municipal Code) allows structural development within the 100-year floodplain if either the building meets certain development standards (Subsections 15.10.130, and 15.10.160 through 15.10.220) or by approval of a variance to the standards (Subsections 15.10.230 through 15.10.250). As noted above, the BFE for the 100-year event varies between 17 to 18 feet MSL across the entirety of the project site. The project plans (Poirier & Associates Architects, Architectural Sheet A1.1, received July 18, 2016) show the finished floor for the existing front building at 16.2 feet MSL and the elevator shaft/stairwell addition would have an identical finished floor. The finished floor for the proposed accessory structure and small addition to the rear building will be approximately 15 feet MSL. While the proposed development is below the identified BFE for the property, compliance with the City's Floodplain Management ordinance make the project's impacts less than significant. However, out of an abundance of caution the Environmental Condition of Approval below

will be required to ensure implementation of the City’s Floodplain Management ordinance. This condition will be effectuated through the issuance of a Land Use Permit. As such, impacts would be less than significant with incorporation of the required Environmental Condition of Approval, COA-HYD-1, Base Flood Elevation.

Cumulative Impacts

All project contributions to cumulative hydrology/water quality impacts would be less than significant based on the analysis above, as the project improving an existing development and would not significantly impact hydrology or water quality.

Environmental Conditions of Approval/Mitigation Measures

1. **COA-HYD-1: Base Flood Elevation (BFE)** The exact location and height of the mapped BFE for the project site in relation to the proposed project shall be verified by the applicant. The proposed project shall be compliant with the City’s Floodplain Management Ordinance (Chapter 15 of the City Code).

Plan Requirements & Timing: The site, grading, and building plans shall be submitted for review and approval by DRB and the Planning and Environmental Review Director, or designee, prior to and as a condition precedent to issuance of any LUP for the project.

Monitoring: The Planning and Environmental Review Director, or designee, shall verify compliance prior to review by the Design Review Board.

Residual Impact

Based on the analysis above the residual impacts to hydrology and water quality from the proposed project would be less than significant.

LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Physically divide an established community?				X	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for purpose of avoiding or mitigating an environmental effect?			X		
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X	

Existing Setting

GP/CLUP Land Use Element Figure 2-1 designates the project site as Business Park (I-BP). The I-BP land use designation is intended to identify lands for attractive, well-designed business parks that provide employment opportunities to the community and surrounding area. Uses in the BP designation may include a wide variety of research and development, light industrial, and office uses, as well as small-scale commercial uses that serve the needs of business park employees. The project site is zoned Industrial Research Park (M-RP) pursuant to Article III, Chapter 35, Goleta Municipal Code (Inland Zoning Ordinance) Zoning Map. The purpose of the M-RP zone is to provide areas exclusively for light industry, technical research, and business headquarters office uses in well-designed buildings and attractively landscaped areas. The project site is bordered to the east, north, and west by properties with identical land use designations and zoning, developed with a mix of professional office and light-manufacturing. The property to the south also has an identical land use designation and zoning, however the GP/CLUP identifies a hotel overlay and is currently under construction for a Marriott hotel.

No changes to the Land Use Designation or Zoning are proposed with the project.

Thresholds of Significance

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

Project Specific Impacts

a). No Impact. The proposed development would not result in the physical division of any established community or neighborhood. The proposal represents an infill project within the urban area of the City and existing parcel boundaries. The project site is surrounded by a mix of other business parks and industrial research offices. In addition, the project does not involve modifications to the existing circulation network within the community and would involve minimal cut and fill at 600 cubic yards and 200 cubic yards, respectively. Because the proposed project includes site improvements with minor additions to two existing buildings and construction of a new 1,100 S.F. building within the project site, the project would not divide an established community or neighborhood, there would be no impact related to dividing an established community.

b). Less Than Significant. The proposed project would involve a Development Plan Amendment (15-107-DPAM) to the existing development plan (80-DP-10) for site improvements and minor additions. The project components – elevator tower/stairwell, office addition, detached accessory structure, landscaping, and stormwater detention facilities – are accessory and customarily appurtenant to development approved under 80-DP-10 and would not alter the intent of its approval.

Pursuant to GP/CLUP Land Use Element Table 2-3 Allowable Uses and Standards for Office and Industrial Use (Land Use Table) and Inland Zoning Ordinance §35-233.4 Permitted Uses, the office and general warehousing uses proposed are consistent with uses allowed in these designations.

The project does not involve any General Plan amendment or Specific Plan amendment and would not conflict with any adopted land use plan. The project site is not located within the local coastal zone and does not require a rezone that would conflict with the City's zoning ordinance. Land use regulations related to biological resources are discussed in

the Biological Resources section. Therefore, the project does not have the potential to adversely impact applicable regulations and policies and impacts would be less than significant.

c) No Impact. There are no habitat or natural community conservation plants that apply to the proposed project site. Figure 4-1 in the Conservation Element of the Goleta GP/CLUP locates Environmentally Sensitive Habitat Areas (ESHA) in the City. The nearest ESHA is a Riparian/Marsh/Vernal Pool habitat is mapped west of the project site. No ESHAs are located or found within the project site. All additions and site improvements would occur within the existing project site as an infill project and there are no sensitive habitats or species on-site. Therefore, because there are no habitat or natural community conservation plans that would apply and the project would not involve physical changes to the existing ESHAs in the City, the project would result in no impacts to habitat conservation plans.

Cumulative Impacts

Due to the project's consistency with the applicable use standards and policies described above, it can be found that the proposed project was anticipated in the GP/CLUP build-out scenario and would therefore not pose any cumulative land use impacts.

Mitigation Measures / Residual Impact

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

MINERAL RESOURCES

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

Existing Setting

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

Thresholds of Significance

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

Project Specific Impacts

a, b). No Impact. The proposed project would not result in the loss of mineral resources that are of value to the region or the state and would not otherwise interfere with or preclude access to mineral resources as none have been mapped within the City by the State of California Department of Conservation. Therefore, the project would result in no impacts to mineral resources.

Cumulative Impacts

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

Mitigation Measures / Residual Impact

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

NOISE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X		
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X		
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X	
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X	

Existing Setting

The project site lies within the 60 dB Community Noise Equivalent Level (CNEL) for the Existing Roadways and Future Roadways noise exposure contour of the City pursuant to GP/CLUP Noise Element Figures 9-1 through 9-4. The primary sources of noise in the area are vehicular traffic on Hollister Avenue, operations at the Santa Barbara Municipal Airport and manufacturing operations in the vicinity.

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

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

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

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

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

The Noise Element in the GP/CLUP sets the noise and land use standards for the maximum noise exposure to certain land uses. For example, pursuant to Table 9-2 in the Noise Element, noise exposure levels such as 50-67.5 A-Weighted Level Decibel (dBA) are considered normal and acceptable for commercial related uses. Figures 9-1 and 9-3 display the existing and future (2030) roadway noise levels for the project site and both the existing and future noise levels are projected not to exceed 65 dBA, which meets noise and land use compatibility criteria in Table 9-2.

Additionally, the project site is located within the approach zone of the Santa Barbara Municipal Airport (SBMA). GP/CLUP Noise Element Figures 9-2 and 9-4 display the existing and future (2030) airport noise levels for the project parcel and both the existing and future noise levels are projected to not exceed 65dBA, which meets the land use compatibility criteria in GP/CLUP Noise Element Table 9-2 for airport related noise.

Thresholds of Significance

A significant noise impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, based on the City of Goleta's

Environmental Thresholds and Guidelines Manual, Section 12 Noise Thresholds, the following thresholds are used to determine whether significant noise impacts would occur:

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

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

Project Specific Impacts

a, c). Less Than Significant. As noted above, the project site lies within the 60 dB CNEL noise contour of the City. The GP/CLUP Noise Element Table 9-2 Noise and Land Use Compatibility Criteria sets a threshold of 75 dB CNEL for Office Buildings, business commercial, and professional. The proposed project’s existing and proposed use will remain as an office building. As such, the proposed project will not exceed established

noise levels or result in a substantial permanent increase in ambient noise levels in the project vicinity and impacts would be less than significant.

b). Less Than Significant. The proposed project would not result expose persons to, or generation of, excessive groundborne vibration or groundborne noise levels during operation of the office buildings. There may be some increase in vibration and noise generated by construction; however, construction would be short-term and temporary and cease upon project completion. Additionally, considering the small-scale nature of the project, temporary construction would last only a few months. Therefore, impacts would be less than significant.

d). Less than Significant with Environmental Conditions of Approval/Mitigation Measures Incorporated. Construction noise poses a potentially significant impact on sensitive receptors, as defined in the City's Thresholds above, if such receptors are within 1,600 feet of the construction site. Noise associated with heavy equipment operation and construction activities can average as high as 95 dB or more measured 50 feet from the source. In particular, pile driving operations for construction of caissons may constitute a source of nuisance noise by virtue of magnitude and frequency of operations. These conditions may be further aggravated by soil geology which may allow vibrations to travel outside of the parcel boundaries. At a point-source attenuation rate of 3 dB for each doubling of distance from the source, construction equipment noise levels at 95 dB would not decrease to below the 65 dB threshold for sensitive receptors, such as employees in the existing and surrounding office/manufacturing buildings until the distance between the source and receptor is 1,600 feet. Because many of the existing office and manufacturing buildings are within 1,600 feet of the project site, construction noise effects on such sensitive receptors in the area would be potentially significant during the few weeks of construction involving caisson drilling, however implementation of Environmental Conditions of Approval/Mitigation Measures COA-NOS-1 and COA-NOS-2 would reduce potentially significant temporary noise effects to less than significant levels.

e, f). No Impact. Although the project site does lie within the area of influence of the Santa Barbara Municipal Airport as defined by the Santa Barbara County Airport Land Use Plan, it is outside of any airport noise contour. In addition, there are no private airports or airstrips in the vicinity of the project site. As such, no noise impacts from airport operations from the proposed project would occur.

Cumulative Impacts

Because project related construction noise would pose only a short-term noise impact and there is no other project related noise impact as addressed above, the project contributions to cumulative noise impacts would be less than significant.

Environmental Conditions of Approval/Mitigation Measures

- 1. COA-NOS-1: Construction Hours.** All noise generating project construction activities must typically be limited to Monday through Friday, 7:00 am to 5:00 pm. Construction will not be allowed on weekends and Federal/State holidays, unless approved by the Director of PER. Exceptions to these restrictions or adjustments to construction hours particularly regarding caisson drilling activities may be made if necessary to minimize impacts on adjacent business on a case by case basis at the discretion of the Director of PER or designee. Prior to commencement of any pile driving operations, businesses within the vicinity of the site shall be notified not less than 72 hours in advance of

commencement. Said notice shall provide businesses with the anticipated time and duration of pile driving and shall be reissued if there is a substantial change in scheduling. The permittee must post the allowed hours of operation near the entrance to the site, so that workers on site are aware of this limitation.

Plan Requirements and Timing: Three (3) signs stating these restrictions must be provided by the permittee and posted on site. Such signs must be a minimum size of 24" x 48." All such signs must be in place prior to beginning commencement of any grading/demolition and maintained through to occupancy clearance. Violations may result in suspension of permits.

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

2. **COA-NOS-2: Stationary Construction Equipment Noise.** Stationary construction equipment that generates noise which exceeds 65 dB(A) measured 50-feet from the source in an unattenuated condition must be shielded to reduce such noise levels to no more than 65 dB(A) at project boundaries.

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

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

Residual Impact

With implementation of these mitigation measures, the short-term construction noise impacts would be less than significant. No significant long-term noise impacts will occur with project build out.

POPULATION AND HOUSING

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

Existing Setting

According to the latest published population estimates as of January 2016, the California Department of Finance (DOF) estimates that City has a population of 31,235 people, has approximately 11,844 housing units, and has an average household size of 2.80 people per household (DOF 2016). Upon build out of the GP/CLUP (anticipated to occur by the year 2030), the City’s population is expected to reach 38,100.

Thresholds of Significance

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

Project Specific Impacts

a). Less than Significant. The project includes the addition of a 2-story stair and elevator tower to the 130 Robin Hill Road building, which would not induce population growth. Considering the small scale of the proposed 314 S.F. addition to the existing 132 Robin Hill Road building, the project would not substantially induce population growth or propose a new business, as the addition is intended to be used for storage space for tenants. The new 1,100 S.F. building space proposed on the southeast corner of the property will be used as a small office and would not induce substantial population growth. Additionally, the project would not indirectly induce population as there will be no extension of roads or other infrastructure. As such, project impacts related to population growth would be less than significant.

b-c). No Impact. The project involves site improvements to two existing buildings and construction of a new 1,100 S.F. building that would not displace people or housing. In addition, the project involves the demolition and removal of two existing shipping containers and a metal storage shed, all of which were not inhabited by people. As such, there would be no impact associated with displacing substantial numbers of people or necessitating the construction of replacing housing elsewhere.

Cumulative Impacts: As the proposed project would not have any population and housing impacts, the proposed project combined with other similar projects would not result in any cumulatively considerable population and housing impacts.

Required/Recommended Mitigation Measures

No mitigation measures are warranted.

Residual Impact

The project would not result in any residual impacts on population and housing.

PUBLIC SERVICES

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

Existing Setting

Fire Protection

The project site is located within the urban area, in a central portion of the City of Goleta. Fire services would be provided by Santa Barbara County Fire Department (SBCFD) under contract to the City. The closest fire station to the project site is Station #14 located on 320 North Los Carneros Road (approximately 1.5 miles away). The National Fire Protection Association (NFPA) and SBCFD identify the following three guidelines regarding the provision of fire protection services:

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

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

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

Station 14 has an engine company with a staff of three personnel, consisting of an engine company captain, engineer, and firefighter. Fire Station 14 currently meets the NFPA and SBCFD guidelines, as follows (City of Goleta, GP/CLUP Final EIR, Table 3.12-1; 2006):

- 1) The current ratio of firefighters to population at Fire Station 14 is 1: 1,987
- 2) Fire Station 14 currently serves a population of 5,960 (2000 Census), which is above the ratio of one engine company (three-person station) per 12,000 population by approximately 6,040 people.
- 3) Response time from Fire Station 14 is typically within 5 minutes, although the western edge of the City and some northern neighborhoods may experience a longer response time. The Fire Station 14 is approximately 0.8 miles northwest by road from project site and well within a five-minute response time.

Police Protection

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

Schools

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

Drive, Goleta Valley Junior High at 6100 Stow Canyon Road, and San Marcos High School at 4750 Hollister Avenue.

Parks

A more detailed discussion of parks is provided below under Recreation. The City currently contains 16 public parks. City parks are considered in combination with open space to provide recreational opportunities and encompass approximately 526 acres, and an existing ratio of 17 acres per 1,000 residents (Goleta GP/CLUP 2006).

Libraries

Services at the Goleta Public Library are provided by contract with the City of Santa Barbara in a facility owned by the City at 500 North Fairview Avenue. The 2-acre library site includes a 15,437 square foot (SF) building and parking areas. The facility provides services to the City and nearby unincorporated areas. In 2014/2015, library visits were 256,996 and circulation was 596,980. Services were provided by 5 full-time and 2 part-time employees.

Thresholds of Significance

A significant impact on public services would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's Environmental Thresholds and Guidelines Manual include thresholds of significance for potential impacts on area schools. Specifically, under these thresholds, any project that would result in enough students to generate the need for an additional classroom using current State standards would be considered to result in a significant impact on area schools. The City's Environmental Thresholds and Guidelines Manual notes current State standards are: Grades K-2, 20 students per classroom; Grades 3 -8, 29 students per classroom; and Grades 9 – 12, 28 students per classroom.

Project Specific Impacts

a) Less than Significant.

i. Fire Protection

The project would result in an increase of office and warehouse square footage on the property. Fire protection requirements for the project would include, but would not be limited to, structural fires, emergency medical services, public assistance, and other requests. Once on the scene following any emergency call, the Fire Department would need adequate onsite fire protection facilities. The Fire Department has reviewed the project and determined that the plans prepared by the applicant are acceptable (SBCFD, letter of September 18, 2015; Tan). Access for the project must be maintained with a minimum 20-foot wide all-weather travelway that is serviceable and maintained for the life of the project. The project would require compliance with Fire Department standard conditions such as fire sprinklers, proper addressing, gated access, and payment of Fire Department development impact fees. Compliance with these standards in addition to implementation of the dynamic deployment system discussed above would reduce impacts to fire protection services to less than significant.

ii. Police Services

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

Therefore, project related impacts on police services in the City would be less than significant.

a) No Impact.

iii.-v. Schools, Parks, Other Facilities

Given the non-residential nature of the project no school aged children would be expected to impact enrollment in either the Goleta Union or Santa Barbara School & High School Districts. Similarly, any potential demand generated by the project for parks and other public facilities/services would be so minimal as to be immeasurable. Therefore, the project would have no impact in these areas.

Cumulative Impacts

As there are no project specific impacts as described above, the project would also have no cumulative impacts on any Public Services.

Mitigation Measures / Residual Impact

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

RECREATION

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

Existing Setting

As of 2005 as identified within the GP/CLUP, the City of Goleta has 16 public parks, 4 private parks, and 18 public open spaces areas comprising a total of 526 acres. This is approximately 17 acres per thousand residents. The City has adopted a goal of providing 4.7 acres of parkland (open space lands whose primary purpose is recreation) per thousand residents. The City's single recreation center is the Goleta Valley Community Center.

Thresholds of Significance

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

Project Specific Impacts

a-b). No Impact. Given the scope and nature of the proposal (site improvements, a 1,100 S.F. small office building, stair/elevator tower to 130 Robin Hill Road, and a 314 S.F. addition to 132 Robin Hill Road), the project would not create a demand nor increase the use of existing park/recreational facilities within the community. Further, no recreational facilities are proposed with this project, nor given the nature of the proposal would the project require the construction of additional recreation space. Therefore, no impacts associated with the construction of recreational facilities would occur.

Cumulative Impacts

The project would not result in any significant project-specific effects on recreational facilities or create any substantial new demand for such recreational amenities.

Required/Recommended Mitigation Measures

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

Residual Impact

Residual project related impacts on public services would be less than significant.

TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X		
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X		
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X		

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130 & 132 Robin Hill Road Site Improvements
May12, 2017

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X	
e. Result in inadequate emergency access?				X	
f. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X	

Existing Setting

The project site is served by a network of City streets and U.S. Highway 101. Access to the project site is provided from Robin Hill Road north of Hollister Avenue. Robin Hill Road is a two-lane undivided collector roadway without a certified speed survey and does not have a posted speed limit. There are no designated bike lanes adjacent to the project site or between Hollister Avenue and Lindmar Drive. A sidewalk exists along the project frontage on the east side of Robin Hill Road only. The closest MTD bus stop is approximately 840 feet southwest of the project site and located on Hollister Avenue west of the intersection with Robin Hill Road.

U.S. Highway 101 is a four-lane, north-south interstate highway that connects the City of Goleta to the Cities of Santa Barbara, Carpinteria, and Ventura to the south and Cities of Buellton, Lompoc, and Santa Maria to the north. Hollister Avenue is the primary east/west arterial on the south side of U.S. Highway 101 and varies from two to four lanes through the City.

Thresholds of Significance

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

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

<u>LEVEL OF SERVICE</u> <u>(Including the project)</u>	<u>INCREASE IN V/C</u> <u>(Greater than)</u>
A	.20
B	.15
C	.10

<u>OR THE ADDITION OF</u>	
D	15 trips
E	10 trips
F	5 trips

- 2) Project access to a major road or arterial road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.
- 3) Project adds traffic to a roadway that has design features (e.g. narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with a substantial increase in traffic (e.g. rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that would become potential safety problems with the addition of project or cumulative traffic.
- 4) Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

Project Specific Impacts

a-c). Less than Significant. As outlined in Table 3.13.-9 of the General Plan/Coastal Land Use Plan Final EIR (September 2006) and Table 7-1 of the General Plan/Coastal Land Use Plan (September 2006), the nearest intersections were operating at the following level of service (LOS):

Table TRAF-1

<u>Intersection</u>	<u>Base Year – 2005</u>	<u>Build Out - 2030</u>
Hollister Avenue/Aero Camino Road	LOS A	LOS A
Hollister Avenue/La Patera Lane	LOS A	LOS C

Given that the existing site is fully developed and the proposed project includes circulation and parking lot improvements and two minor additions to existing buildings, there will be not a significant increase in the intensity of the use on the site. The additions (768 S.F. stair/elevator tower to 130 Robin Hill Road, 314 S.F. addition to 132 Robin Hill Road, and small 1,100 S.F. office building addition) are not intended to induce significant numbers of additional permanent on-site staff that would generate substantial traffic. A conservative estimate of project traffic trip generation based on the Institute of Transportation Engineers (ITE) Trip Generation Manual using the General Office Building land use category (ITE #710) estimates that the project would generate four traffic trips in the P.M. Peak Hour. The proposed site improvements include an additional 34 parking spaces and ADA and circulation improvements. Additionally, as shown in Table TRAF-1 above, the nearest intersections in the surrounding area at Hollister Avenue/Aero Camino Road and Hollister Avenue/La Patera Lane currently operate at LOS A, and are projected to operate at acceptable levels at LOS A and LOS C in the buildout (year 2030) scenario, respectively. Therefore, the project is not anticipated to generate significant impacts to the study area intersections and would not conflict with existing LOS levels.

The project site is located within the Airport Influence Area of the Santa Barbara Municipal Airport. The project would not generate any changes to existing air traffic patterns or impact access to the terminal. Additionally, the proposed project will not substantially increase traffic levels in the area because the project site improvements are intended for building accessibility and storage space. As such, impacts would be less than significant.

d-f). No Impact. The proposed project will not affect the existing roadway patterns, will not change any roadway design features, nor will the project introduce a use with incompatible vehicles using the local roadways. The construction of the site improvements will not impact emergency access in the area and parking lot improvements are intended to improve circulation. Further, the project will not result in inadequate emergency access to the existing building as the existing access points adjacent to Robin Hill Road will remain in place. Given the siting, clearance and access to the building, the project would not result in inadequate emergency access to adjacent parcels and buildings. Lastly, the project will not have an impact on public transit, bicycle or pedestrian facilities given the nature of the buildings. The project site improvements are on private property well away from any travel lanes/paths and will not generate demand for said modes of transportation. As such, no impact would occur.

Cumulative Impacts: Based upon the data provided above, the project would not have the potential to significantly impact adjacent roadways and/or intersection. Given the scope and nature of the proposal, the project specific and the cumulative impacts would be less than significant.

Required/Recommended Mitigation Measures

Based on the analysis, no mitigation measures are warranted.

Residual Impact

Residual impacts to traffic and transportation systems would be less than significant.

TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
1. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:		X			
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		X			
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X			

Existing Setting

Ethnographic and Historic Setting

Historically, settlement in the vicinity of the project site was defined by three periods: the Mission Period (AD 1769 to 1830), the Rancho Period (AD 1830 to 1865), and the American Period (AD 1865 to 1915). The first European contact to the Santa Barbara coastal region was by Portuguese explores in 1542, followed by the Spanish in 1602. At the time of this first European contact in 1542, the Goleta area was occupied by a Native American group speaking a distinct dialect of the Chumash Language (Goleta General Plan/Coastal Land Use Plan EIR (GP FEIR)). This group later became known as the Barbareno Chumash. The Chumash were hunters and gathers who lived in areas surrounding the much larger prehistoric Goleta Slough. The prevalent Chumash population at the time of Spanish contact, had at least 10 Chumash villages in the Goleta Area and immediate vicinity (GP FEIR).

As provided in the City's General Plan Final EIR (Section 3.5, Cultural Resources), the City is known to contain prehistoric, ethnographic, historical and paleontological resources. The proposed project site is an existing developed site which was originally constructed in the 1980s. As part of that original development the entire project site was graded and paved. Currently, the site contains two office buildings, a parking lot, and landscaping.

Previously recorded prehistoric archaeological deposits were located within the project area referred to as CA-SBA-58 according to the Extended Phase 1 Archaeological Investigation completed by Dudek in June 2016 (Extended Phase 1 Study). Sixteen 2 inch geo-probes were excavated on the project site as part of the Extended Phase 1 Study. Six of the geo-probes identified intact (previously undisturbed) CA-SBA-58 site materials in the southwestern portion of the project site, three geo-probes identified re-deposited prehistoric cultural material within artificial fill soils placed during prior grading activities, and the remaining seven geo-probes in the northern and eastern portions of the project site did not identify any prehistoric cultural materials.

California Native American tribes traditionally and culturally affiliated with this area have been notified of the project pursuant to Public Resources Code Section 21080.3.1. One request for consultation was received. However, no specific comment was received and no further contact with the City was made after the initial request. Staff has made subsequent attempts for consultation with no response.

Thresholds of Significance

A significant impact on tribal cultural resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above Cultural Resources checklist.

Project Specific Impacts

a-b). Less Than Significant with Environmental Conditions of Approval/Mitigation Measures Incorporated. Figure 6 in the Extended Phase 1 Study identifies the areas of the project site with intact CA-SBA-58 deposits. CA-SBA-58 describes the boundaries of the Goleta Slough in the prehistoric setting, which was an important tribal resource for transportation, trade, and fishing resources. These areas are also characterized as containing information that could help better the understanding of prehistoric Native American lifestyles. These characteristics are the same that make remaining intact cultural deposits an "historical resource" and meet the criteria for listing on the California Register of Historical Resources as defined in CEQA Guidelines Section 15064.5(a)(3)(c) as they "have yielded, and are likely to yield, information important in prehistory."

The portions of the project within this sensitive area include three elevator tower caissons, the elevator shaft, landscaping, pavement refurbishing, a bio-retention facility, and light poles.

Of those portions of the project within the intact CA-SBA-58 area, the following represent a potentially significant environmental impact pursuant to the CEQA checklist items a) and b) above and the City's adopted thresholds:

1. Construction of the proposed elevator tower would include approximately three caissons for the tower foundation located within the intact area of CA-SBA-58. The 12 inch by 12 inch caissons will disturb a total of approximately

0.21 cubic yards of soil in the intact area at a depth of 3 feet. Within the elevator tower there will be a 7 foot by 8.75-foot elevator shaft excavated to a depth of 3 feet that will disturb approximately 4.5 cubic yards of soil in the intact area. Geo-probe GP11 completed in this location as seen on Figure 6 of the Extended Phase 1 Study which identified intact midden soil containing shell fragments at a depth of 2.5 feet. The three elevator tower caissons and elevator shaft require soil disturbance below the elevation identified as having intact midden soils of CA-SBA-58; therefore, this creates a potential to disturb tribal cultural resources. Implementation of Environmental Conditions of Approval/Mitigation Measures COA-TCR-1 and COA-TCR-2 would ensure impacts are less than significant with mitigation incorporated.

2. The proposed light poles within the intact area of CA-SBA-58 will include soil disturbances up to 2 feet for the “Shallow Pole Base”, which is supported by a 6-inch diameter helical screw pile base requiring soil disturbances up to 15 feet. Electrical conduit connected to the “Shallow Pole Base” will require soil disturbances up to 0.5 feet deep. Geo-probe GP 7 completed in the area of the proposed light poles as seen on Figure 6 of the Extended Phase 1 Study identified intact cultural deposits at a depth of 4.2 feet below existing grade. The “Shallow Pole Base” is specifically designed to minimize ground disturbance and the depth of the “Shallow Pole Base” (2 feet) with associated electrical conduit (0.5 feet) avoids impacts; however, the helical screw pile base requiring disturbances up to 15 feet will result in a potentially significant impact to tribal cultural resources. That said, the maximum amount of dirt disturbed in the intact area would only be approximately 0.03 cubic yards as a result of the low impact conduction method. Additionally, implementation of Environmental Conditions of Approval/Mitigation Measures COA-TCR-1 and COA-TCR-2 would ensure impacts are less than significant with mitigation incorporated.

Cumulative Impacts

Tribal cultural resources are potentially impacted by past, present, and probable future development projects in the project vicinity. City of Goleta and County of Santa Barbara General Plan Conservation Element Policies, and Local Coastal Plan Policies require that projects be designed avoid impacts to significant cultural resources to the extent feasible. In addition to site designs that place cultural deposits in open space where they can be completely preserved, this has resulted in a variety of construction techniques and designs to minimize potential disturbances to cultural deposits. Increased human activity in the vicinity of cultural resources during construction and potential loss of access to sites for research potential are other indirect cumulative effects. Although avoidance of archaeological site deposits at other recent projects, to the extent feasible, have resulted in substantial reductions to impacts on cultural resources, cumulative impacts on archaeological resources caused by past, present and future probable projects in the vicinity are considered potentially significant.

The proposed project would use less intrusive construction methods such as raised landscaping areas, caissons, and shallow footings rather than conventional methods that require more intensive excavation. As a result, the total volume of disturbed soil in areas of the proposed project site within CA-SBA-58 would only total approximately 4.85 cubic yards. This represents a small portion of the grading proposed onsite (see Onsite

Improvement Plan; Stantec June 18, 2016) and an even smaller portion of the intact archaeological site deposits of CA-SBA-58 as seen on Figure 6 of the Extended Phase 1 Study. As such, the proposed project would substantially reduce the degree to which impacts on tribal/cultural resources would occur. Therefore, the proposed project's contribution to cumulative effects on tribal cultural resources would be reduced by project design and by other standard feasible Environmental Conditions of Approval/Mitigation Measures COA-TCR-1 and COA-TCR-2 as project Conditions of Approval to less than cumulatively considerable.

Environmental Conditions of Approval/Mitigation Measures

Refer to mitigation measures COA-TCR-1 and COA-TCR-2 also in the Cultural Resources section above.

Residual Impact

The proposed project design would preserve all but 4.85 cubic yards of midden soils in the intact area of CA-SBA-58. Although not completely left in open space, the use of caissons, shallow footings, and raised landscaping beds would substantially reduce impacts on the CA-SBA-58 archaeological site, and therefore any tribal cultural resources, compared to conventional construction methods. The majority of CA-SBA-58 would be preserved in place and would maintain the relationship between the artifacts and their geographical context.

Implementation of Environmental Condition of Approval/Mitigation Measure COA-TCR-1 would provide a reasonable level of data recovery to characterize the research values associated with the CA-SBA-58 deposit.

Implementation of mitigation measure COA-TCR-2 would ensure that any unknown cultural resources of potential importance encountered throughout the project site, even if within previously disturbed contexts, would be properly addressed by a professional archaeologist and Chumash Native American observer.

Collectively, the implementation of Environmental Conditions of Approval/Mitigation Measures would reduce the proposed project's contribution to cumulative impacts resulting from loss of future access to tribal cultural resources to less than significant.

UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X		
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?			X		
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X		
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X		

Existing Setting

Wastewater Treatment

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

At the present time the plant's treatment system consists of primary settling, biofiltration, aeration, secondary clarification, chlorine disinfection, and dechlorination. Wastewater flows greater than 4.38 million gallons per day (MGD), receive primary treatment only and are blended with treated secondary wastewater prior to disinfection and discharge to the ocean. Treated wastewater is discharged to the Pacific Ocean through a diffuser 5,912 feet offshore at a depth of approximately 87 feet. The GSD treatment facilities are in the process of a major voluntary upgrade from the current partial secondary blended process to full secondary treatment, which consists of removing or reducing contaminants or growths that are left in the wastewater from the partial secondary treatment process. When the treatment plant upgrades are completed, the plant will be able to discharge effluent

that has been treated to full secondary standards as well have the capacity to treat wastewater to the tertiary standards required for recycled water use.

*Water Sources, Supply, and Demand*²

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

Drainage Facilities

All stormwater runoff, as well as tailwater from landscape irrigation onsite, surface flows to storm drain inlets on the western side of the property that empty into a concrete channel on the west side of Robin Hill Road that discharges to a natural channel on the south side of Hollister Avenue and ultimately the Goleta Slough.

Landfill Capacity and Solid Waste

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

The 80-acre Tajiguas Landfill, located 26 miles west of Santa Barbara, has a permitted capacity of 23.3 million cubic yards of which 71% is already utilized. The facility is permitted to operate through 2020 and based on current waste disposal rates it will reach its 23.3 million cubic yard capacity in approximately 2023. The South Coast Recycling and Transfer Station process 550 tons of waste per day (City of Goleta, GP/CLUP FEIR, 2006).

Thresholds of Significance

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

Project Specific Impacts

a, b, e). Less Than Significant. Based on preliminary calculations performed by GSD, the proposed project is expected to generate approximately 35.5 gallons per day (GPD) of wastewater. This represents approximately less than .01% of the remaining available treatment capacity under the GSD's operating permit from the RWQCB. This volume of

² The source of the data provided in this section, except as otherwise noted, is Goleta Water District, *Water Supply Assessment City of Goleta Proposed Amended General Plan/Coastal Land Use Plan*, May 22, 2008.

net new wastewater effluent would be a de minimis increase to the wastewater system and GSD has indicated that adequate sewage collection, treatment, and disposal capacity is currently available to serve the proposed project (GSD Sewer Service Availability letter, March 13, 2017). The project will require a Sewer Service Connection Permit from the GSD to guarantee sewer service. Therefore, the project's contribution to waste water discharge would be less than significant.

c). Less Than Significant. In order to maximize ground percolation, improve storm water runoff quality before offsite discharge, and limit the rate of discharge to the baseline (existing 0 condition) or less, the project's site improvement plan utilizes a system of bio-retention areas, permeable paving, and additional landscaping that would result in a decrease in impervious surfaces of 2,412 square feet thereby decreasing the potential for urban pollutants to be captured by stormwater runoff from the site. As discussed in the Hydrology section, any excess stormwater would go to filtered storm drain inlets for release at a level less than existing volumes (Stantec; *Project Civil Plan Sheet 2 of 3, Onsite Improvement Plans*, received July 18, 2016). Therefore, project build-out subject to these requirements will pose a less than significant impact on the City's system of drainage facilities.

d). Less Than Significant. Water for the project would be provided by the Goleta Water District (GWD). Based on historic water demand, a maximum of 6.24 acre-feet per year of potable water is currently available to serve the project. The forecasted new water demand for the project provided by GWD is projected to be 4 acre-feet per year (GWD Preliminary Conditions Letter June 3, 2016, & Conditional Can And Will Serve Letter June 16, 2016). As such, the project will not exceed available water credit and development of the project subject to the conditions of the Can and Will Serve letter from GWD would pose a less than significant impact on the area's water supply.

f, g). Less Than Significant. The City's Thresholds Manual provides solid waste generation factors for a variety of land uses. Using the rate provided for office development, the project would generate approximately 2.84 tons per year of net new solid waste. The quantity of solid waste to be disposed of at landfills (non-recycled waste) is typically estimated at 50% of the total solid waste generation. The net new non-recycled waste from the project is therefore estimated at 1.42 tons per year. This amount does not exceed the City's project specific threshold of 196 tons per year. Therefore, the project's specific impact on solid waste disposal capacity at the Tajiguas Landfill would be less than significant.

Cumulative Impacts

Project contributions to cumulative impacts on the GWD's water supply, GSD's sewage treatment capacity, and the City storm drain system would be less than significant based on the above analysis. As the anticipated solid waste flow generated by the project would not be a project specific significant impact, any increase in the solid waste stream in excess of 1% of that estimated in the Santa Barbara County *Source Reduction and Recycling Element (SRRE)* would be an adverse contribution to cumulative impacts on the Tajiguas Landfill due to its very limited remaining capacity. Pursuant to the City's Thresholds Manual, any project generating more than 40 tons/year after receiving a 50% credit for source reduction and recycling would pose an adverse contribution to cumulative impacts on landfill capacity and the County's ability to handle its long-term solid waste stream. However, in this instance the estimated project generation rate of 1.42 tons per

year is well below the City threshold of 40 tons per year and as such, project contributions to cumulative solid waste flow would be less than significant.

Required Mitigation Measures / Residual Impact

As there are no project specific or cumulative impacts in this section, no mitigation measures are required and the project will not cause any residual impacts.

MANDATORY FINDINGS OF SIGNIFICANCE

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

- a) The information in the Biological Resources section of this study indicates the possible removal of raptor habitat in eucalyptus trees planned for removal for construction of the project. Refer to the Biological Resources Environmental Conditions of Approval/Mitigation Measures for information on mitigating this impact. The impact would be less than significant with the incorporation of the Environmental Conditions of Approval/Mitigation Measures.
- b) The project's impacts were analyzed for each issue area and determined to be less than significant.

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

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

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16. ATTACHMENTS:

- A. Project Plans (11" x 17" reductions)
- B. Mitigation Monitoring and Reporting Program
- C. Comment letters received