

Appendix B

Initial Study (2010 Mitigated Negative Declaration)

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**CITY OF GOLETA
ENVIRONMENTAL CHECKLIST FORM and
INITIAL STUDY**

1. **PROJECT TITLE:** Fire Station #10 Conceptual Site Feasibility/Site Selection Plan; Case 09-116-MND
2. **LEAD AGENCY NAME AND ADDRESS:** City of Goleta Planning and Environmental Services Department, 130 Cremona Drive, Suite B, Goleta, CA 93117
3. **CONTACT PERSON AND PHONE NUMBER:** Alan Hanson, Senior Planner, (805) 961-7549
4. **APPLICANT:** Vyto Adomaitis, Director, City of Goleta Neighborhood Services/ Public Safety/Redevelopment Agency, 130 Cremona Drive, Suite B, Goleta, CA 93117
5. **PROJECT LOCATION:** The project site is located at 7952 Hollister Avenue. This property will become the northeast corner of the Hollister/Cathedral Oaks intersection constructed as part of the overall Hollister/Cathedral Oaks/US 101 interchange project (APN 079-210-048).

Vicinity Map



6. **PROJECT DESCRIPTION:** The proposed project includes the selection of the project site as the location for a potential fire station and a conceptual site plan for the future construction of a fire station of approximately 9,000 to 11,000 square feet on a 1.213 acre parcel zoned C-1 (Limited Commercial) within the Coastal Zone of the City (please see Figure 1).

Conceptual Site Plan



7. **APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES:** None, for the Conceptual Site Feasibility/Site Selection Plan. Eventual development of any fire station would require approval of a General Plan Amendment, Rezone, and Development Plan by the City of Goleta and approval of a Coastal Development Permit by the California Coastal Commission.

8. **SITE INFORMATION:**

Site Information	
Existing General Plan Land Use Designation	Visitor Serving Commercial
Zoning Ordinance, Zone District	Article II, C-1 (Limited Commercial)
Site Size	1.213 acres
Present Use and Development	Vacant

Site Information	
Surrounding Uses/Zoning	North: UPRR and US Highway 101 South: Hollister Ave. and Sandpiper Golf Course East: Vacant, zoned DR-8 (Design Residential, 8 units/acre) West: Hollister Ave Bridge over the UPRR tracks
Access	Existing: Hollister Ave. Proposed: Hollister Ave.
Utilities and Public Services	Water Supply: Goleta Water District (GWD) Sewage: Goleta West Sanitary District Power: So Cal Edison Natural Gas: So Cal Gas Co. Cable: Cox Cable Telephone: Verizon Fire: Santa Barbara County Fire Department School Districts: Goleta Union and Santa Barbara High School Districts

9. ENVIRONMENTAL SETTING

Topography and Soils

The project site is relatively flat and at an elevation of approximately 120 feet above mean sea level (msl). The western ½ of the property is at approximately the elevation of Hollister Avenue while the eastern ½ of the property is approximately three feet lower. The property slopes gently to the south with the low point of the property located at its SE corner at 114 feet above msl. Soils onsite consist entirely of Milpitas fine sandy loam and are subject to medium runoff and a moderate erosion risk.

Fauna, Flora, and Surface Water Bodies

The project site contains a variety of habitat types including eucalyptus woodland, coastal sage scrub, non-native annual grassland, disturbed non-native annual grassland with scattered coastal sage scrub and ornamental landscape trees. There are no surface water bodies on the property. The surrounding eucalyptus woodland provides nest sites for raptors such as the red-tailed hawk and may be used for aggregation purposes by Monarch butterflies during the autumnal aggregation season. Suitable habitat exists for the Federally listed California red-legged frog and California Species of Concern, the southwestern pond turtle to the east of the project site. The project site also includes suitable habitat for the Gaviota tarplant and Santa Barbara honeysuckle.

Archaeological/Cultural Resources

The project site was recently surveyed and no prehistoric or historic archaeological sites were identified within the subject parcel and no indication of a prehistoric or historical site was observed during the survey (*Phase 1 Archaeological Resource Survey, Proposed Goleta Firehouse Feasibility Study 7952 Hollister Avenue*; MacFarlane Archaeological Consultants; July 14, 2010). Due the location of a recorded prehistoric site just southeast of the parcel, an extended Phase 1 survey consisting of the excavation of seven backhoe trenches was conducted. No buried archaeological sites were located during the trenching. There are no structures or historic resources on the project site.

Surrounding Land Uses

The project site is bordered on its northern side by the UPRR and US Highway 101, on its eastern side by an approximately 14½ acre vacant property for which entitlements for a 101 unit residential development are pending project approval by the Coastal Commission, on its south by Hollister Avenue and the Sandpiper Golf Course, and on its west by the Hollister Bridge across the railroad tracks and the south-bound onramp to U.S. Highway 101.

10. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

11. DETERMINATION

On the basis of this environmental checklist/initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least

one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier environmental impact report or mitigated negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier environmental document, including revisions or mitigation measures that are imposed upon the proposed project and that a subsequent document containing updated and/or site specific information should be prepared pursuant to CEQA Sections 15162/15163/15164.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier environmental impact report or mitigated negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier environmental document, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Patricia S. Miller, Manager, Current Planning Division Date

12. EVALUATION OF ENVIRONMENTAL IMPACTS:

- (a) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- (b) All answers must take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- (c) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- (d) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially

Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (e) below, may be cross-referenced).

- (e) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - 1) Earlier Analysis Used. Identify and state where they are available for review.
 - 2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - 3) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- (f) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). References to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- (g) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- (h) Lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected. The explanation of each issue should identify:
 - 1) The significance criteria or threshold, if any, used to evaluate each question; and
 - 2) The mitigation measure identified, if any, to reduce the impact to a less than significant level.

13. 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?			■		
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			■		

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
c. Substantially degrade the existing visual character or quality of the site and its surroundings?		■			
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		■			

Existing Setting

The project site is part of an approximately 15½ acre open/undeveloped area on the north side of Hollister Avenue at the western entrance to the City (please see Figure 2). It was formerly developed as a service station (1968-1993).

Figure 2



The project site abuts on its eastern side an approximately 14½ acre parcel with a pending application before the California Coastal Commission for a 101 unit residential project (Haskell's Landing). To the south across Hollister Avenue and the Sandpiper Golf Course public views of the Pacific and the Channel Islands predominate (see Figures 3 and 4).

Figure 3



Figure 4



Views across the project site to the north of the Santa Ynez Mountains from Hollister are blocked by existing vegetation onsite as well as a dense windrow of eucalyptus trees along the north side of the neighboring railroad embankment to the north of the project site (see Figure 5).

Figure 5



Thresholds of Significance

A significant aesthetic 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 and Guidelines Manual* instructs the project evaluator 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) Hollister Avenue in the vicinity of the project site is considered a Local Scenic Corridor with scenic views to both the north and south. However, along the section of Hollister abutting the project site, the only scenic views are those to the south across the golf course to the ocean and islands. As noted above, the dense eucalyptus windrow along the railroad embankment on its northern side precludes any views of the mountains or foothills to the north. Few trees exist to

the west of the project site, and construction of the proposed project and implementation of its associated defensible space requirements per Fire Department standards may result in the removal of approximately 41 non-native blue gum eucalyptus trees (0.32 acre of eucalyptus woodland habitat), three non-native carrot wood trees, and several small non-native olive trees (0.04 acre of ornamental landscape trees). There are also approximately 15 blue gum eucalyptus trees growing in the Hollister Avenue road right-of-way adjacent to the project site that will also likely be removed (Watershed Environmental Inc.; *Biological Assessment; Goleta Fire Station 10*, June 24, 2001). As noted in the conceptual site plan, the western 1/3 of the project site likely to be left in a more open, park-like condition. The combination of this park-like feature, current conditions along the boundaries of the project site and potential future removal of additional eucalyptus for construction of the fire station would actually open up views from Hollister to the northwest beyond that which currently exist. Therefore, overall impacts on scenic views and view corridors in the vicinity of the project site would be less than significant.

- b) The proposed project would have no affect on scenic views from US Highway 101 due to the dense screening eucalyptus windrow along the railroad and the existing topography of the area that places vehicles on the highway at a substantially lower elevation that the project site. No significant scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway would be affected by the proposed project and associated visual impacts are considered less than significant.
- c) As far as the important public views to the south are concerned, the proposed project would have no impact on views to the ocean and islands across the golf course from Hollister Avenue.

The existing visual character and quality of the project site and its surroundings would be altered significantly as a result of construction of a fire station. As noted above, the project site is currently undeveloped and part of a much larger tract of open space along the northern side of Hollister Avenue at the western entrance to the City. However, it is important to note that the project site will become the northeast corner of the new Hollister/Highway 101 interchange already under construction and lies directly across Hollister from the existing Sandpiper Golf Course. In addition, if ultimately entitled by the Coastal Commission, the Haskell's Landing residential project (101 units) would be constructed on the 14½ property abutting the project site on its eastern side. Even if the Haskell's Landing project and a fire station project were never constructed, the new Hollister/Highway 101 interchange will significantly change the overall visual character and quality of the area.

In addition to the visual quality and character of the area, the project site is part of the western gateway to the City. Therefore, not only is site location and compliance with development standards such as building height, landscaping, and site coverage important to preserve and enhance the visual quality of the area, the actual design of the structure will have an important role in establishing the character of this gateway. If sufficient care in the architectural design of any future

structures is not taken, the visual quality of this western entrance to the City could be compromised. Therefore, potential project impacts to the visual character and quality of this area are considered potentially significant.

- d) The project site is located in an area where exterior lighting is limited to shielded street lights at the SW corner of the entrance to the Bacara off Hollister Avenue as well as lights at the south-bound on and off ramps to US Highway 101. A fire station would require external lighting of the building as well as for the work area on the north side of the structure. The introduction of exterior lighting for both the structure and outdoor work areas could potentially expose neighboring properties as well as sensitive biological resources (e.g. raptor nesting sites in the stands of eucalyptus in the vicinity) to excessive light and glare if not properly designed and shielded. Such night lighting impacts would be considered potentially significant.

Cumulative Impacts

Project contributions to cumulative changes in the visual character of the area at the western entrance to the City as well as to night lighting impacts would also be considered potentially significant.

Required Mitigation Measures

1. The applicant shall obtain Preliminary and Final approval from the Design Review Board. **Plan Requirements and Timing:** The review shall include site plan, floor plan, elevations, grading plan, landscape plan, and lighting plan consistent with the DRB submittal requirements. Additional materials shall be provided as required by the DRB to complete their review. Preliminary and Final approval shall be obtained prior to issuance of any LUP for the project.

Monitoring: City staff shall verify compliance prior to issuance of any LUP, during any future construction, and prior to final inspection of any future construction.

2. The height of structural development shown on the DRB approved final project plans shall not exceed the mean height and peak height shown on approved project exhibit maps from the City's local review in concept of the Development Plan (DP) for the project. **Plan Requirements and Timing:** Finished grade shall be consistent with the approved final grading plan. Height limitations shown on issued-LUP plan sets shall be adhered to during any future construction.

Monitoring: City staff shall verify compliance prior to issuance of any LUP or building/grading permit(s).

3. The applicant shall submit a composite utility plan for City staff and DRB Preliminary/Final review. All external/roof mounted mechanical equipment (including HVAC condensers, switch boxes, etc.) shall be included on all building plans and shall be designed to be integrated into the structure and/or screened in their entirety from public view. **Plan Requirements and Timing:** Detailed plans

showing all external/roof mounted mechanical equipment shall be submitted for review by City staff and the DRB prior to LUP issuance.

Monitoring: Prior to final inspection of any future construction, City staff shall verify installation of all external/roof mounted mechanical equipment per the approved plans.

4. All new utility service connections and above-ground mounted equipment such as backflow devices, etc, shall be shall be screened from public view and/or painted in a soft earth-tone color(s) (red is prohibited) so as to blend in with any future structures. Screening may include a combination of landscaping and/or fencing/walls. Whenever possible, utility transformers shall be placed in underground vaults. All gas and electrical meters shall be concealed and/or painted to match the building. All gas, electrical, backflow prevention devices and communications equipment shall be completely concealed in an enclosed portion of the building, on top of the building, or within a screened utility area. All transformers and vaults that must be located within the right-of-way shall be installed below grade unless otherwise approved by the City, and then must be completely screened from view. **Plan Requirements and Timing:** The plans submitted for City staff and DRB Preliminary/Final review shall identify the type, location, size, and number of utility connections and above-ground mounted equipment as well as how such equipment would be screened from public view and the color(s) that it would be painted so as to blend in with a potential fire station and surrounding area.

Monitoring: Prior to final inspection of any future construction, City staff shall verify that all above-ground utility connections and equipment is installed, screened, and painted per the approved plans.

5. Any exterior night lighting installed on the project site shall be of low intensity, low glare design, and shall be hooded to direct light downward onto the subject parcel and prevent spill-over onto adjacent parcels. Exterior lighting fixtures shall be kept to the minimum number and intensity needed to ensure public safety. These lights shall be dimmed after 11 p.m. to the maximum extent practical without compromising public safety. Upward directed exterior lighting is prohibited. All exterior lighting fixtures shall be appropriate for the architectural style of any future structures and the surrounding area. **Plan Requirements and Timing:** The locations of all exterior lighting fixtures, complete cut-sheets of all exterior lighting fixtures, and a photometric plan prepared by a registered professional engineer showing the extent of all light and glare emitted by all exterior lighting fixtures shall be reviewed and approved by the DRB and City staff prior to LUP issuance.

Monitoring: Prior to final inspection of any future construction, City staff shall inspect to ensure that exterior lighting fixtures have been installed consistent with approved plans.

6. Project landscaping shall consist of approximately seventy-five percent (75%) drought-tolerant native and/or Mediterranean type species that adequately

complement a potential fire station design and integrate the site with surrounding land uses. **Plan Requirements and Timing:** The final landscape plan shall identify the following:

- a) Type of irrigation proposed;
- b) All existing and proposed trees, shrubs, and groundcovers by species;
- c) Size of all plantings; and
- d) Location of all plantings.

The final landscape plan shall be reviewed and approved by the DRB and City staff prior to LUP issuance.

Monitoring: Prior to final inspection of any future construction, City staff shall site inspect to ensure that landscaping has been installed consistent with the final landscape plan.

7. The applicant shall install required landscaping and water-conserving irrigation systems per the DRB approved final landscape plan as well as permanently maintain required landscaping. **Plan Requirements and Timing:** Installation of required landscaping per the DRB approved final landscape plan shall be completed prior to final inspection of any future construction.

Monitoring: Prior to final inspection of any future construction, City staff site inspect to ensure installation according to the DRB approved final landscape plan.

8. Trash/recycling enclosure(s) shall be provided. **Plan Requirements and Timing:** The enclosure shall be compatible with the architectural design of the of any future structures, shall be of adequate size for trash and recycling containers (at least 50 square feet), and shall be accessible by users and for removal by the solid waste collector. The trash/recycling area shall be enclosed with a solid wall of sufficient height to screen the area, shall include a solid gate and a roof, and shall be maintained in good repair in perpetuity. The enclosure(s) shall be shown on plans and shall be reviewed and approved by City staff and the DRB prior to LUP issuance.

Monitoring: Prior to final inspection of any future construction, City staff shall site inspect to ensure installation of the required trash enclosure per the approved plan.

9. Construction and/or employee trash shall be prevented from blowing offsite. **Plan Requirements and Timing:** Covered receptacles shall be provided onsite prior to commencement of any grading or construction activities. Waste shall be picked up weekly or more frequently as directed by City staff. The applicant shall designate and provide to City staff the name and phone number of a contact person(s) to monitor construction trash/waste and organize a clean-up crew. Additional covered receptacles shall be provided as determined necessary by

City staff. This requirement shall be noted on all plans prior to LUP issuance. Trash control shall occur throughout all grading and construction activities.

Monitoring: City staff shall inspect periodically throughout grading and construction activities to verify compliance.

10. No signs of any type are approved with this action unless otherwise specified. All signs require a separate sign permit, Design Review Board (DRB) approval, and shall comply with the City of Goleta sign regulations. **Plan Requirements and Timing:** Future signage shall comply with the requirements of Article I, Chapter 35 of the Municipal Code prior to issuance of any Sign Certificate of Conformance.

Monitoring: City staff shall verify compliance with this requirement.

Residual Impact

With implementation of these mitigation measures, project specific visual impacts, as well as the project's contribution to cumulative impacts on the visual quality and character of this area of the City 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>				■	
<p>b. Conflict with existing zoning for agricultural use or a Williamson Act contract?</p>				■	
<p>c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use?</p>				■	
<p>d. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?</p>				■	
<p>e. Result in the loss of forest land or conversion of forest land to non-forest use?</p>				■	

Existing Setting

The project site is currently undeveloped but was previously developed as a service station (constructed in 1968 and demolished in 1993). Before the service station, the

project site was part of a much larger agricultural operation back when the Ellwood Mesa was under agricultural production. No such agricultural activities have occurred onsite in decades however. The State has designated the property as "Urban and Built-Up Land" pursuant to its Farmland Mapping and Monitoring Program. As mapped by the US Soil Conservation Service, soils onsite consist of Milpitas fine sandy loam with a soil capability unit of Ille-3(19,15). Class III soils are considered to have severe limitations for agricultural production that reduce the choice of plants and/or require special conservation practices. A sub-capability designation of e-3 denotes soils that are subject to erosion and have slow or very slow permeability. Therefore, such soils are not considered prime soils for agricultural production. There are no forest resources onsite.

Thresholds of Significance

A significant impact to agricultural resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, a project may pose a significant environmental effect on agricultural resources if it conflicts with adopted environmental plans and goals of the City or converts prime agricultural land to non-agricultural use or impairs the agricultural productivity of prime agricultural land.

Project Specific Impacts

a-e) The proposed project would not result in the Conversion of any 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 nor would it effect any forest land or forest resources as defined by Public Resources Code Section 4526, or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). The project site is not subject to any Williamson Act contract or zoned for agricultural use. There are no agricultural operations within proximity to the project site that could be adversely impacted by the proposed project. As such, no impacts on agricultural and/or forest resources would occur as a result of project implementation.

Cumulative Impacts

No project contributions to cumulative impacts on agricultural operations and/or production within the area would occur as a result of project implementation.

Required/Recommended Mitigation Measures

No agricultural resource impact mitigation is required or recommended for the proposed project.

Residual Impact

None.

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?			■		
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			■		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			■		
d. Expose sensitive receptors to substantial pollutant concentrations?		■			
e. Create objectionable odors affecting a substantial number of people?		■			

Existing Setting

The climate in and around the City of Goleta, as well as most of Southern California, is controlled largely by the strength and position of the subtropical high-pressure cell over the Pacific Ocean. This high-pressure cell typically produces a Mediterranean climate with warm summers, mild winters, and moderate rainfall. This pattern is periodically interrupted by periods of extremely hot weather brought in by Santa Ana winds. Almost all precipitation occurs between November and April, although during these months, the weather is sunny or partly sunny a majority of the time. Cyclic land and sea breezes are the primary factors affecting the region's mild climate. The daytime winds are normally sea breezes, predominantly from the west, that flow at relatively low velocities. Additionally, cool, humid, marine air causes frequent fog and low clouds along the coast, generally during the night and morning hours in the late spring and early summer.

Surface temperature inversions (0 to 500 feet) are most frequent during the winter, and subsidence inversions (1,000 to 2,000 feet) are most frequent during the summer. Inversions are an increase in temperature with height and directly related to the stability of the atmosphere. Inversions act as a cap to the pollutants that are emitted below or within them. The subsidence inversion is very common during the summer along the California coast, and is one of the principal causes of air stagnation. Poor air quality is usually associated with air stagnation (high stability/restricted air movement).

Air Quality Standards

The Federal Government and the State of California have established air quality standards and emergency episode criteria for various pollutants. Generally, State

regulations have stricter standards than those at the Federal level. Air quality standards 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.

Criteria Pollutants

The criteria pollutants of primary concern include ozone (O₃), carbon monoxide (CO), nitrogen oxide (NO₂), particulate matter less than 10 microns in diameter (PM₁₀), and particulate matter less than 2.5 microns in diameter (PM_{2.5}). Although there are no ambient standards for volatile organic compounds/reactive organic gases (VOCs/ROCs) or nitrogen oxides (NO_x), they are important as precursors to O₃.

Ozone air pollution is formed when nitrogen oxides (NO_x) and reactive organic compounds (ROCs) react in the presence of sunlight. According to the APCD, the major sources of ozone precursor emissions in Santa Barbara County are motor vehicles, the petroleum industry, and solvent usage (paints, consumer products, and certain industrial processes). Sources of PM₁₀ include grading, demolition, agricultural tilling, road dust, mineral quarries, and vehicle exhaust.

The County currently violates the State 8-hour ozone and PM₁₀ standards. The County is in attainment of the Federal 8-hour ozone standard and the State 1-hour ozone standard. The APCD has adopted Clean Air Plans (CAPs) that demonstrate how the County will maintain and/or meet State and Federal air quality standards, including those for ozone and particulate matter emissions.

Thresholds of Significance—Criteria Pollutants

A significant air quality impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. The City's *Environmental Thresholds and Guidelines Manual* has identified a long term quantitative emission threshold of significance of 25 lbs/day for ozone precursors nitrogen oxides (NO_x) and reactive organic compounds (ROCs). In addition, the City's thresholds include criteria for conducting carbon monoxide (CO) emission modeling. However, due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with traffic at congested intersections are not expected to exceed the CO health-related air quality standards. Therefore, CO "Hotspot" analyses are not required anymore.

Short term thresholds for NO_x and ROC emissions resulting from construction activities have not been established by the City. Under prior modeling by the County of Santa Barbara in 1990, such emissions were determined to account for only 6% of total NO_x and ROC emissions. However, due to the fact that Santa Barbara County is not in compliance with State standards for airborne particulate matter (PM₁₀), construction generated fugitive dust (50% of total dust) is subject to the City's standard dust mitigation requirements.

Project Specific Impacts

*Short Term Construction Impacts:*¹

- a-d) Short term air quality impacts generally occur during grading and consist of dust (PM₁₀) and diesel equipment particulate emissions, as well as ROC and NO_x emissions from heavy construction equipment operation. Preliminary earthwork quantities for construction are currently estimated at 1,500 cubic yards and construction of a potential 9,000 to 11,000 square-foot fire station is anticipated to generate approximately 12 lbs/day of PM₁₀. Short-term construction emissions of ozone precursors are preliminarily projected to be 10 lbs/day of ROCs and 52 lbs/day of NO_x.

Neither the City nor the APCD have adopted any significance thresholds for construction generated PM₁₀. These emissions are believed to have been adequately incorporated into the 2004 CAP in terms of the overall emissions inventory for construction activities. Therefore, impacts are considered adverse but not significant.

Fine particulate emissions from diesel equipment exhaust are classified as carcinogenic by the State of California. PM_{10/2.5} diesel exhaust emissions for construction equipment involved in construction are preliminarily estimated at 5¾ lbs/day. These short-term emissions would not constitute "substantial" concentrations of diesel particulate emissions and are considered adverse but less than significant.

- e) Construction of a portion of the parking and operational areas shown in the Conceptual Site Plan would require application of aggregate concrete or "AC" (aka asphalt). Other areas such as potential driveway aprons and fire engine circulation pattern around a fire station would have to be constructed of concrete. The use of asphalt paving for a fire station could create objectionable odors during paving operations, albeit it temporary and localized. APCD Rule 329, a prohibitory rule governing the application of cutback and emulsified asphalt paving materials, would apply to all paving activities. Impacts related to objectionable odors affecting a substantial number of people are considered potentially significant.

Long Term Operational Impacts:

- a-c) Using the screening table in the City's *Environmental Thresholds and Guidelines Manual*, operational, long-term air pollutant emissions for all criteria pollutants generated by a fire station would be well below City thresholds for a potentially significant impact. To quantitatively confirm the findings from the screening table, staff prepared a long-term pollutant emission analysis for a potential fire station of 9,000 to 11,000 square feet using the URBEMIS 2007 9.2.4 air quality modeling software for the 2008 lbs/day unmitigated condition. Under that analysis long-term operational emissions for a fire station are estimated at 0.51 lbs/day of NO_x, 0.38 lbs/day of ROCs, and 0.43 lbs/day of particulate emissions

¹ All estimated construction emissions noted here are based on modeling using the URBEMIS 2007 9.2.4 air quality modeling software for the 2008 lbs/day unmitigated condition.

(PM_{10/2.5}). As such, long-term operational impacts on air quality as well as the City's ability to meet air quality attainment goals would be considered less than significant.

- d,e) The California Air Resources Board (CARB) has developed land use guidelines designed to minimize sensitive receptor exposure to a variety of ambient hazardous compounds. For on-road vehicular emissions, these guidelines recommend a 500-foot setback from a freeway, urban roads with 100,000 vehicles per day, or rural roadways that carry 50,000 vehicles per day. These guidelines were derived from urban freeways carrying hundreds of thousands of vehicles per day. The US Highway 101 near the project site currently carries 65,800 average daily trips (ADT) (SBCAG, 2006). A potential fire station in this location would be approximately 300 feet from US Highway 101 and approximately 100 feet from the railroad (also a generator of hazardous compounds). Based on the relatively low volumes along these corridors and the non-permanent occupancy of a potential fire station by firefighters, health risks are not expected to be substantial. Therefore, this impact is considered adverse but less than significant.

The project would not generate long-term objectionable odors affecting a substantial number of people.

Cumulative Impacts

Per the City's *Environmental Thresholds and Guidelines Manual*, a project's contribution to cumulative air quality impacts is considered significant if the project's total emissions of either NO_x or ROCs exceed the long term threshold of 25 lbs/day. The proposed project's long-term contribution to NO_x and ROCs emissions associated with a potential fire station would be far less than this threshold, and therefore the project's contribution to cumulative air quality impacts involving NO_x and ROCs emissions would be considered less than significant. Construction related contributions to cumulative PM₁₀ emissions would be considered adverse but less than significant as a result of the area's current non-attainment status regarding the State standard for PM₁₀.

Required Mitigation Measures

1. Transport of all fill material for any construction shall be tarped from the point of origin to the project site. **Plan Requirements and Timing:** This requirement shall be printed on all plans submitted for issuance of any LUP, building, or grading permit(s). The applicant shall designate one or more locations as deemed appropriate for the posting of a notice(s) to all drivers of vehicles transporting fill onsite this requirement. Such signs will be maintained in their approved location(s) during any construction. The location and information provided on the sign(s) shall be reviewed and approved by City staff prior to issuance of any LUP.

Monitoring: The applicant shall require any contractor constructing a fire station to be responsible for ensuring compliance with this requirement by all drivers

- transporting fill onsite. City staff shall respond to any violations and shall periodically inspect the site to verify compliance in the field.
2. If the project site is graded and left undeveloped for over four weeks, the applicant shall employ the following methods immediately to inhibit dust generation:
- a) Seeding and watering to revegetate graded areas; and/or
 - b) Spreading of soil binders; and/or
 - c) Any other methods deemed appropriate by City staff.

Plan Requirements and Timing: These requirements shall be noted on all plans submitted for issuance of any LUP.

Monitoring: City staff shall perform periodic site inspections to verify compliance.

3. Dust generated by construction and/or demolition activities shall be kept to a minimum with a goal of retaining dust on the site. **Plan Requirements:** The following dust control measures listed below shall be required by the applicant to be implemented by the contractor/builder:
- a) During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.
 - b) During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour. If wind speeds increase to the point when such measures cannot prevent dust from leaving the site, construction activities shall be suspended.
 - c) Grading and scraping operations shall be suspended when wind speeds exceed 20 mph.
 - d) Gravel pads shall be installed at all access points to the project site to prevent tracking of mud onto City roadways.
 - e) Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.

The applicant shall require the contractor or builder to designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to City staff and the APCD and shall be posted in three locations along the project site's perimeter for the duration of grading and construction activities. **Timing:** All requirements shall be noted on all plans submitted for LUP issuance.

Monitoring: City staff shall perform periodic site inspections to verify compliance.

Recommended Mitigation Measures

4. During all grading and hauling, construction contracts must specify that construction contractors shall adhere to requirements listed that reduce emissions of ozone precursors and particulate emissions from diesel exhaust. **Plan Requirements:** The following shall apply:

- a) All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- b) Diesel powered equipment should be replaced by electric equipment whenever feasible.
- c) Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.
- d) Other diesel construction equipment, which does not meet CARB standards, shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed.
- e) Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- f) All construction equipment shall be maintained in tune per the manufacturer's specifications.
- g) The engine size of construction equipment shall be the minimum practical size.
- h) The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- i) Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Timing: The construction emission requirements shall be printed all plans submitted for any LUP, building, or grading permits.

Monitoring: City staff shall verify compliance in the field.

5. Diesel fuel emissions shall be limited. **Plan Requirements:** The following limitations on diesel-fueled vehicles in excess of 10,000 pounds shall apply during all construction and subsequent operational activities:

- a) Diesel-fueled vehicles in excess of 10,000 pounds shall not idle in one location for more than five (5) minutes at a time.

- b) Diesel-fueled vehicles in excess of 10,000 pounds shall not use diesel-fueled auxiliary power units for more than five (5) minutes to power heater, air conditioner, or other ancillary equipment on any such vehicle.

Timing: This limitation shall be printed on all plans submitted for any LUP, building, or grading permit. The applicant shall designate one or more locations as deemed appropriate for the permanent posting of a notice(s) to all drivers of diesel-fueled vehicles in excess of 10,000 pounds of these limitations on vehicle idling in all areas of the project site that may be frequented by such vehicles. Such signs will be maintained in their approved location(s) in perpetuity. The location and information provided on the sign(s) shall be reviewed and approved by City staff prior to issuance of any LUP.

Monitoring: City staff shall periodically conduct site inspections to verify compliance during all construction activities.

- 6. Ventilation systems that are rated at Minimum Efficiency Reporting Value of "MERV 13" or better for enhanced particulate removal efficiency shall be provided. **Plan Requirements and Timing:** This requirement shall be shown on applicable plans prior to LUP and/or building permit issuance.

Monitoring: City shall site inspect in the field and ensure installation prior to issuance of occupancy permit.

Residual Impact

With implementation of the above mitigation measures, residual project specific as well as project contributions to cumulative air quality impacts would be considered less than significant.

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 Game or U.S. Fish and Wildlife Service?		■			
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		■			

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

Existing Setting

Although the project site contains a variety of habitat types including eucalyptus woodland, coastal sage scrub, coyote sage scrub, non-native, ruderal grasses, and non-native landscape trees, it is physically isolated by major transportation corridors and development on three sides and would, if the pending Haskell's Landing project is constructed, be surrounded by development on all four sides. There are no surface water bodies on the property. Field observations during site visits conducted in February and April of 2010 for preparation of a biological assessment for the property found no evidence of any wildlife movement corridors (e.g. game trails, scat accumulations, or tracks) onsite (Watershed Environmental Inc.; *Biological Assessment; Goleta Fire Station 10*, June 24, 2010). The terrestrial wildlife that exist in the project area, are considered resident species that do not migrate (Watershed Environmental, Inc.; June 24, 2010). The surrounding eucalyptus woodland provides nest sites for raptors such as the red-tailed hawk and may be used for aggregation purposes by Monarch butterflies during the autumnal aggregation season. There is an inactive red-shouldered hawk nest located in a eucalyptus tree in the northern portion of the project site (Watershed Environmental, Inc.; June 24, 2010). Suitable habitat exists for the Federally listed California red-legged frog and California Species of Concern the southwestern pond turtle to the east of the project site. The Hollister Avenue Bridge over the Union Pacific Railroad contains a colony of pallid bats and a maternity colony of Mexican free-tailed bats (Watershed Environmental, Inc.; June 24, 2010). This colony is located approximately 480 feet east of the eastern boundary of the project site. The project site does not contain any suitable pallid bat roost or colony sites. The project site also includes suitable habitat for the Gaviota tarplant and Santa Barbara honeysuckle.

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. Additionally, per the City's *Environmental Thresholds and Guidelines Manual* a project would pose a significant environmental impact(s) on biological resources in any of the following would result from project implementation:

- a) A conflict with adopted environmental plans and goals of the community where it is located;
- b) Substantial effect on a rare or endangered plant or animal species;
- c) Substantial interference with the movement of any migratory or resident fish or wildlife species;
- d) Substantial diminishment of habitat for fish, wildlife, or plants.

Project Specific Impacts

- a) Wildlife use is limited to a few relatively common species that are adapted to an urban environment and can tolerate high levels of noise, night lighting, and human disturbance. The only wildlife species observed during the performance of the February 25 and April 8, 2010 field surveys were common birds, and a few common reptiles, amphibians, and mammals. Development of the project site would increase the already high human presence in the area. Heavy equipment operation and construction noise would cause short-term impacts on resident species and long-term impacts would occur with increased human utilization and additional night lighting. Such increased noise and light has the potential to reduce wildlife usage, particularly for nesting birds. However, given the project site's proximity to Hollister Avenue, US Highway 101, the Union Pacific Railroad, and the Hollister/Cathedral Oaks Overcrossing which is currently under construction, the increased noise and night lighting resulting from potential future construction is considered to pose an adverse, but less than significant impact on resident species of mammals, reptiles, amphibians, and common birds.

Although California red-legged frog and Southwestern pond turtle habitat does exist to the east of the project site in a perennial outlet pool on the downstream side of a culvert on Devereux Creek underneath the railroad, the project site is sufficiently removed from this pool that construction would not pose a significant effect on such sensitive species. Monarch butterflies, (*Danaus plexippus*), a species of local concern, use the eucalyptus woodlands in the area for autumnal roosting. However, surveys conducted for the Hollister/Cathedral Oaks/US Highway 101 interchange determined that no aggregation was occurring in the area of the project site (Caltrans: *Hollister Interchange, Natural Environment Study*, May, 2005).

Red tailed hawks have been observed nesting in the eucalyptus woodlands surrounding the project site (Caltrans; May, 2005) and an inactive red-shouldered hawk nest was observed in a eucalyptus tree in the northern portion of the project site during the Spring, 2010 biological surveys of the property. No active

nesting has been observed at the project site during the field investigations in February and April of 2010 (Watershed Environmental, Inc.; June 24, 2010). Construction of a potential fire station may require the permanent removal of approximately 41 non-native blue gum eucalyptus trees (0.32 acre of eucalyptus woodland habitat) and three non-native carrot wood trees and several small non-native olive trees (0.04 acre of ornamental landscape trees). There are also approximately 15 blue gum eucalyptus trees growing in the Hollister Avenue road right-of-way adjacent to the project site that will likely be removed (Watershed Environmental, Inc.; June 24, 2010). Since a specific time frame has not been set for construction of a fire station or vegetation/tree removal, the potential still exists for disturbance of active raptor nests, and other bird nests in trees and shrubs within and adjacent to the project site to occur (Watershed Environmental, Inc.; June 24, 2010). Such construction related impacts on raptor nest sites would be considered potentially significant.

- b,e) A preliminary biological resources constraints survey was conducted by City staff in October of 2007. Although the project site is suitable to support native grasses, the Gaviota tarplant (*Hemizonia increscens spp.*), a federally listed endangered species, and Santa Barbara honeysuckle (*Lonicera subspicata*), a California Native Plant Species (CNPS) 1B listed species, no such sensitive plant species were observed onsite. The results of these staff observations were confirmed in February and April of 2010 when the City's consulting biologist, Watershed Environmental, conducted additional surveys of the site for preparation of a biological assessment and found that "Of the five vegetation community types identified and mapped on the property, only the 0.12 acres of coastal sage scrub and the 0.27 acres of disturbed non-native annual grassland with scattered coastal sage scrub contain any native plant species. None of the native plant species occurring on the project site are considered sensitive, rare, threatened or endangered" (Watershed Environmental, Inc.; June 24, 2010).

There are no native trees such as coast live oaks, western sycamores, arroyo willows, cottonwoods, etc. on the project site. However, as noted above, a 0.12 acre area dominated by native California sagebrush (*Artemisia californica*) and coyote brush (*Baccharis pilularis*), as well as well as one dominant non-native annual herb, black mustard (*Brassica nigra*) exists in the northwest corner of the project site (Watershed Environmental Inc.; June 24, 2010). Other native sage scrub species found onsite within this plant community are bee plant, small-flowered melic (*Melica imperfecta*), poison oak (*Toxicodendron diversilobum*), and green everlasting (*Gnaphalium californicum*) in low numbers and are not considered to be dominants (Watershed Environmental Inc.; June 24, 2010). Given its species make-up, this area is defined as coastal sage scrub community and is considered an environmentally sensitive habitat area (ESHA).

According to the Santa Barbara County Fire Department and the applicant, the size of the project site and its configuration could not accommodate a potential fire station and its associated facilities, as well as implementation of a 100-foot defensible space perimeter around the station per Fire Department standards, if this area of coastal sage scrub was avoided and protected from construction and long-term operations.

- Conservation Element Policy CE 1.7 mandates that if avoidance of ESHA is not feasible, then resulting impacts to ESHA shall be fully mitigated. As there are no feasible alternatives for construction and operation of a fire station on the project site. The loss of such habitat would be considered a potentially significant impact.
- c) No wetlands meeting either a Federal Clean Water Act Section 404 definition or the City/California Department of Fish and Game/Coastal Act one-parameter definition have been observed onsite, either during field investigation by City staff in October of 2007 or by the City's consulting biologist, Watershed Environmental in February and April of 2010. While a topographic depression does exist at the southeast corner of the project site that could potentially support hydrophytic vegetation if it had an adequate water supply, no evidence of such hydrology or the presence of any hydrophytic vegetation has been observed by City staff or the consulting biologist during any field reconnaissance in either 2007 or 2010. Furthermore, the Milpitas fine sandy loam soils found onsite are not listed on the California Hydric Soils list (NRCS; 1995). As such, project impacts on wetland resources in the area would be considered none existent.
- d) The project site is part of a larger approximately 15½ open tract of land on the north side of Hollister that provides potential raptor foraging habitat as well as habitat for common wildlife species such as ground squirrels, gophers, lizards, raccoons, skunks, etc. (*Sandpiper Golf Course and Residential Project EIR; 94-EIR-009*). The loss of these open areas would not affect in a significant manner raptor foraging because the vegetation communities onsite are common in the area and are not considered high-quality wildlife habitat due to the isolated location from other wildlife habitat (Watershed Environmental Inc.; June 24, 2010). Loss of these open areas would also not affect any sensitive and/or special status species, any migratory species, or curtail any existing, important wildlife movement corridors (e.g. stream channels, ESHA corridors connecting two larger habitat areas, etc) since the physical features that normally support such corridors do not exist onsite and the property is physically isolated from other natural areas to the southeast (Ellwood Mesa) and northwest (Bell Canyon). Furthermore, the property is in close proximity to the Sperling Preserve/Ellwood Mesa and surrounding open space parcels owned by the City, consisting or roughly 300+ acres in total, as well as the 400+ acre Coal Oil Point Reserve to the east. Given the possibility for future development of the Haskell's Land project, and the project's proximity to the Sperling Preserve/Ellwood Mesa, the loss of the project site as undeveloped land for common wildlife species as a result of construction of a fire station would be considered adverse but less than significant.
- f) There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that would conflict with the proposed project.

Cumulative Impacts

Given that the proposed project could result in potentially significant impacts on biological resources onsite as well as in the vicinity of the project, project contributions to

cumulative impacts on biological resources would also be considered potentially significant.

Required Mitigation Measures

1. Commencement of any construction/site clearing and preparation activities shall not occur during the avian/raptor nesting season generally defined as beginning on February 1st and ending on August 31st unless an avian/raptor nesting survey conducted by a City approved biologist and funded by the applicant verifies that no such nesting is occurring within 500 feet of any area where construction, grading, and/or site clearing work is scheduled to commence. Construction beginning prior to February 1st may continue during the nesting season since it is assumed that any nesting activity that begins subsequent to the commencement of construction is due to birds/raptors that are acclimated to such disturbances. **Plan Requirements and Timing:** The applicant shall submit the name and qualifications of the biologist that will conduct such survey work to the City for staff review and approval. The results of the survey shall be submitted to the City for staff review and approval prior to the issuance of any grading or building permits.

Monitoring: City staff shall conduct periodic site inspections to verify compliance with any restrictions on construction activity posed by either this mitigation measure and/or the biological survey prepared prior to commencement of construction.

2. During construction, washing of concrete, paint and equipment shall be restricted to a designated area(s) where polluted water and materials can be contained for removal from the site. **Plan Requirements and Timing:** The designated wash-out area(s) shall be noted on all plans submitted for any LUP, grading, or building permit and shall be reviewed and approved by City staff prior to issuance of ministerial permits for construction.

Monitoring: City staff shall verify compliance in the field during all construction activities.

3. The applicant shall prepare a plan for off-site mitigation for the loss of 0.12 acres of coastal sage scrub at a minimum 2:1 ratio at the City owned Ellwood Mesa/Sperling Preserve. **Plan Requirements and Timing:** The required habitat restoration plan shall; 1) verify quantitatively the acreage of coastal sage scrub that will be removed from the project site, 2) describe the site selection criteria where restoration/mitigation will occur, 3) describe the existing conditions in the restoration/mitigation area, 4) identify the site preparation and planting methods to be used, 5) develop a planting pallet using locally obtained coastal sage scrub plant materials for the restoration/mitigation program, 6) provide a maintenance schedule; mitigation goals, objectives, and success criteria, and 7) prepare a description of the monitoring methods and reporting that will be used to document and measure the progress of the restoration/mitigation effort. The habitat restoration/mitigation performance standard shall be a minimum 80 percent native herb and shrub cover, with no more than 15 percent non-native

weeds (excluding non-native annual grasses) to be achieved within five (5) years after initial planting. The habitat restoration plan shall be reviewed and approved by Planning and Environmental Services staff prior to issuance of any LUP.

Monitoring: City staff shall monitor all restoration efforts for the five (5) year restoration period.

Residual Impact

With implementation of these mitigation measures, project specific residual impacts on biological resources, as well as the project’s contribution to cumulative impacts on biological resources would be considered less than significant.

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?				■	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		■			
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				■	
d. Disturb any human remains, including those interred outside of formal cemeteries?		■			

Existing Setting

The project site is located within the Santa Barbara Channel cultural area which has experienced human habitation going back as far as 8,000 years ago. Areas adjacent to the coast such as the project site and close to creeks were typically sites of permanent village settlements. Because the project site is close to Devereux and Bell Canyon Creeks, and is in close proximity to the ocean bluffs, it is considered to be in an area with a high potential for the presence of prehistoric archaeological and cultural resources (*Sandpiper Golf Course and Residential Project EIR*; 94-EIR-009). The project area for the purposes of this initial study is defined as a ½-mile radius centered on the project site. No archaeological sites were identified within the project site during a Phase I investigation conducted under contract to the City by MacFarlane Archaeological Consultants (MacFarlane Archaeological Consultants; *Phase 1 Archaeological Resource Survey; Proposed Goleta Firehouse Feasibility Study, 7952 Hollister Avenue, July 14, 2010*). The research conducted by the City’s consulting archaeologist identified four (4) archaeological sites within a ½-mile radius of the project site (CA-SBa-70, CA-SBa-1717, CA-SBa-3634H, and CA-SBa-3495).

CA-SBa-70 is located north of US Highway 101 and east of the junction of Hollister and the freeway. The site was first located by Rogers prior to 1929 and listed as Winchester #1. The site consisted of habitation debris. One partially subterranean circular structure about 12 to 18 ft in diameter was found. Fragmentary human remains were also present along with flakes, hammer-stones and manos.

CA-SBa-1717 is located in an open field north of US Highway 101, east of Winchester Canyon Road, and northeast of Winchester Canyon Restaurant and parking lot. The site consists of a shell scatter containing *Haliotis* sp. (abalone), *Mytilus* sp. (mussel) and *Ostrea* sp. (oyster). No evidence of lithic detritus or artifacts was present. The site had been previously disturbed by disking and portion of the site destroyed by construction of a mobile home park. The site was recorded by Robert Pence in 1981.

CA-SBa-3634H consists of three historic paving stones located along the Union Pacific Railroad right-of-way just west of Ellwood Union School between Hollister Avenue and US 101. The site was recorded by Ivan Strudwick in 2001. Strudwick indicates the paving stones occur sporadically along the tracks and are abundant in the vicinity of Refugio Beach State Park. The paving stones located near Ellwood are not associated with any feature or railroad related culvert. The granite pavers are hand-hewn and were used in the 1800s to pave streets with heavy vehicular traffic. Along the railroad they are used as footings to support ballast or to add structural support to bridge abutments, culverts and drainages. Their use in the construction of concrete culverts with impressed dates of 1943 just west of Refugio Beach State Park (SBa-88) suggest they were imported from elsewhere prior to World War II.

CA-SBa-3495 is located south of Hollister Avenue and east of the entrance to the Sandpiper Golf Course. The site consists of a medium density shell and lithic scatter. The site is highly disturbed on the surface from golf cart and foot traffic and possibly from grading of the course. The site was recorded by Pfeiffer and Berkens (SAIC; 1999) in 1998. Subsurface testing by SAIC in 1999 indicates no subsurface deposit at this location. Modern cultural debris was recorded as deep as 60 cm. (about 24 inches) below the surface. The deposit may represent imported redeposit of cultural materials and was evaluated by SAIC as an insignificant cultural deposit.

Thresholds of Significance

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

Project Specific Impacts

- a,c) The project site has no structures on it nor any know historic resources. A search of the inventories of the State Historic Property Data Files, National Register of Historic Places, National Register of Determined Eligible Properties,

California Historical Landmarks, California Points of Historic Interest, California OHP Archaeological Determinations of Eligibility and the Caltrans State and Local Bridge Surveys yielded no property evaluation(s) within the search radius of ½-mile radius centered on the project site (MacFarlane Archaeological Consultants; July 14, 2010). Much of the area of potential effect of a fire station consists of a previously graded pad and excavations for the former gas station, pumps and tanks. The closest historic structure to the project site is the Barnsdall Gas Station, built in 1929 and located over 1,000 feet to the east on the south side of Hollister Avenue. Construction and operation of a fire station would have no impact on this historic resource. The project site is underlain by quaternary alluvium and older alluvium, both geologic formations with a low potential for the presence and recovery of significant paleontological resources (Caltrans; *Hollister Interchange, Natural Environment Study*, May, 2005). As such, project impacts on historic/prehistoric resources and/or paleontological resources/unique geologic features would not occur as a result of construction.

- b,d) All pertinent prehistoric, ethno-historic and historic information was reviewed for the project by the City's consulting archaeologist. This review included archive records, published reports and unpublished manuscript materials and maps. Research materials were evaluated at the California Archaeological Site Inventory, Central Coast Information Center of the Office of Historic Preservation at the Department of Anthropology, University of California, Santa Barbara (MacFarlane Archaeological Consultants; July 14, 2010). This institution maintains files for the Santa Barbara County area and current information pertaining to extant prehistoric and historic archaeological sites is available there for review. Other sources of map and archive data reviewed by the consulting archaeologist included the University of California, Map and Imagery Laboratory, Santa Barbara Public Library and the Santa Barbara Historical Society, Gledhill Library. No prehistoric or historic archaeological sites were identified within the project site as a result of this records search and no indication of any extant prehistoric or historical resources were observed during a surface survey of the property conducted by the consulting archaeologist (MacFarlane Archaeological Consultants; July 14, 2010).

However, due the location of a recorded prehistoric site just southeast of the parcel, an extended Phase 1 survey was conducted. An intensive systematic walkover survey of the project site was conducted by two archaeologists walking in parallel linear transects about 5 meters apart. Transects of opportunity were also utilized in and around trees and other vegetation (MacFarlane Archaeological Consultants; July 14, 2010). The portion of the parcel on which the former gas station was located was found to consist of a graded (cut/fill) pad. Extensive disturbance to the parcel has occurred due to removal of subsurface gas and oil storage tanks as well as from soil remediation and stabilization activities. Some grading elsewhere within the parcel was also evident. In addition the parcel has been subjected to surface disturbance resulting from fire retardation activities including vegetation clearance (MacFarlane Archaeological Consultants; July 14, 2010). The ground surface visibility at the time of the survey varied from poor to good (20 to 65%) due to the presence of seasonal grasses, forbs and eucalyptus leaf detritus. This visibility, however, was

substantially augmented by extensive rodent activity on site which exposed surface and subsurface soils at the top of burrows scattered across the soil surface. Visibility was further augmented by archaeologists who removed swaths of grasses by shovel during the course of the survey in order to increase visibility of the ground surface. No indication of a prehistoric or historical site, artifacts or other remains older than 50 years was observed during the survey. However, due to the location of previously recorded prehistoric sites and area geology indicating the presence of alluvial and eolian soil overlying marine terrace deposits of Pleistocene age, an extended Phase 1 survey consisting of the excavation of 17 backhoe trenches was conducted (MacFarlane Archaeological Consultants; July 14, 2010).

The first trench (Trench 1) was excavated a short distance from the site of the previously buried underground fuel storage tanks (already removed) within the confines of the graded construction pad former gas station to establish a baseline. Once the depth of construction fill was documented, six additional trenches were excavated outside of the original graded pad on May 8, 2010. Excavated soils were screened and examined but no prehistoric or historic cultural materials were observed in any soil sample from any of the seven trenches (MacFarlane Archaeological Consultants; July 14, 2010). Given the results of the records search, surface survey, and subsurface trenching, the potential development of this property would not be expected to result in any significant impact on any extant cultural or archaeological resources.

Cumulative Impacts

As project specific impacts on extant archaeological, cultural, and historic resources are considered less than significant or would not occur, project contributions to cumulative impacts on extant archaeological, cultural, or historic resources would also be considered either less than significant or non-existent.

Recommended Mitigation Measures

1. A City-approved archaeologist and local Chumash observer shall monitor the initial grading and excavation activities until such time as sufficient subsurface soil has been uncovered/excavated to ascertain that no prehistoric archaeological/cultural resources are located on the project site. **Plan Requirements and Timing:** This requirement shall be printed on all plans submitted for any LUP, building, grading, or demolition permits. The applicant shall enter into a contract with a City approved archaeologist and Native American representative and shall fund the provision of onsite archaeological/cultural resource monitoring during initial grading, excavation, and/or demolition activities prior to LUP issuance.

Monitoring: City staff shall conduct periodic field inspections to verify compliance during ground disturbing activities.

2. In the event archaeological remains are encountered during grading, work shall be stopped immediately or redirected until the City-approved archaeologist and local Chumash observer can evaluate the significance of the find pursuant to Phase 2 investigation standards set forth in the City Archaeological Guidelines. The Phase 2 shall be funded by the applicant. If remains are found to be significant, they shall be subject to a Phase 3 mitigation program consistent with City Archaeological Guidelines. The Phase 3 shall be funded by the applicant. **Plan Requirements and Timing:** This requirement shall be printed on all plans submitted for any LUP, building, grading, or demolition permits.

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

Residual Impact

Residual project specific, as well as project contributions to cumulative impacts on extant archaeological/cultural/historic resources in the area would be considered less than significant or non-existent.

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?			■		
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				■	

The analysis provided in this section is derived from information available from various state agencies, boards, and associations. Sources include:

- *CAPCOA – California Air Pollution Control Officers Association; CEQA & Climate Change; January 2008*
- *CARB - California Air Resources Board (ARB); Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act, Preliminary Draft Staff Proposal; October 24, 2008*
- *Department of Justice, Office of the California Attorney General; Global Warming Measures; December 9, 2008*
- *Governor’s Office of Planning and Research; CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act Review; June 2008*
- *Governor’s Office of Planning and Research; OPR Proposed CEQA Guidelines Amendments; April 2009*

- *ICF Jones and Stokes; Goleta General Plan/Coastal Land Use Plan Supplemental Environmental Impact Report; July 2009*
- *Sacramento Metropolitan Air Quality Management District; CEQA Guide; June 2009*

Background

International and Federal legislation has been enacted to deal with climate change issues. The Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. In 1988, the United Nations and the World Meteorological Organization established the Intergovernmental Panel on Climate Change (IPCC) to assess the scientific, technical, and socioeconomic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation. The IPCC consists of 600 scientists from 40 countries. In February 2007, it issued a report on global climate change stating that they are about 90% certain that people are the cause of global warming. The report also states that global atmospheric concentrations of carbon dioxide, methane, and nitrous oxide have significantly increased since pre-industrial times (1750); that warming of the climate system is unequivocal; and that changes in climate are now affecting physical and biological systems on every continent.

The IPCC's best estimates are that the average global temperature rise between years 2000 and 2100 could range from 0.6 degrees Celsius (1.08 degrees Fahrenheit) with no increase in GHG emissions above 2000 levels, to 4.0 degrees Celsius (7.2 degrees Fahrenheit) with a substantial increase in GHG emissions (IPCC, 2007). Large increases in global temperatures could have massive deleterious impacts on the natural and human environments.

According to the 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 state law defines GHG to include the following: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride (Health and Safety Code, Section 38505g). Many human activities add to the levels of most of these naturally occurring gases. CO₂ is released to the atmosphere when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned. N₂O is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels. CO₂ and N₂O are the two GHGs released in greatest quantities from mobile sources burning gasoline and diesel fuel. Methane, a highly potent GHG, results from off-gassing associated with agricultural practices and landfills, as well as other sources.

Climate change could impact the natural environment in California in the following ways:

- 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;
- An 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.

These changes in California's climate and ecosystems could occur at a time when California's population is expected to increase from 34 million to 59 million by the year 2040 (California Energy Commission; 2005). As such, the number of people potentially affected by climate change, as well as the amount of human-related GHG emissions, is expected to significantly increase. Similar changes would also occur in other parts of the world, with regional variations in resources affected and vulnerability to adverse effects.

Worldwide, California is estimated to be the 12th to 16th largest emitter of CO₂ and is responsible for approximately 2% of the world's CO₂ emissions. California is the second largest emitter of GHG emissions in the United States (behind Texas). In 2004, California's gross GHG emissions were 492 million metric tons (MMT) of CO₂ equivalent (CO₂E) (California Energy Commission; 2006).

Evolving Regulatory Setting

In 2005, Governor Arnold Schwarzenegger issued California Executive Order S-3-05 establishing the following emission targets for California: 1) reduce GHG emissions to 2000 levels by 2010; 2) reduce GHG emissions to 1990 levels by 2020; and 3) reduce GHG emissions to 80 percent below 1990 levels by 2050. Executive Orders are binding on State agencies. Accordingly, S-3-05 will guide State agencies' efforts to control and regulate GHG emissions but will have no direct binding effect on local efforts.

In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide greenhouse gas (GHG) emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also includes guidance to institute emission reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions. AB 32 demonstrates California's commitment to reducing the rate of GHG emissions and the state's associated contribution to climate change, without intent to limit population or economic growth. Although AB 32 did not amend CEQA, it identifies the environmental problems in California caused by global warming (Health and Safety Code, Section 38501a).

Senate Bill (SB) 97, enacted in 2007, amends the CEQA statute to establish that GHG emissions and their effects are a prominent environmental issue that requires analysis under CEQA. This bill directed the Governor's Office of Planning Research (OPR) to prepare, develop, and transmit to the California Natural Resources Agency (Resources Agency) guidelines for the feasible mitigation of GHG emissions or the effects of GHG

emissions by July 1, 2009. The Natural Resources Agency is required to certify or adopt those guidelines by January 1, 2010. On April 13, 2009, OPR submitted to the Resources Agency proposed amendments to the State CEQA Guidelines for GHG emissions. These proposed CEQA Guideline amendments provide guidance to lead agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents.

As an interim step toward development of required guidelines, OPR published a technical advisory entitled, *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act Review*, in June 2008. OPR recommends that lead agencies make a good-faith effort, based on available information, to estimate the quantity of GHG emissions that would be generated by a proposed project, and to mitigate the impacts where feasible. OPR acknowledges in this document that the most difficult part of the climate change analysis will be the determination of significance. OPR also asked the California Air Resources Board (CARB) technical staff to recommend a method for setting thresholds which would encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the state.

In October 2008, CARB published its *Climate Change Proposed Scoping Plan (Proposed Scoping Plan)*, which is the State's plan to achieve GHG reductions required by AB 32. The *Proposed Scoping Plan* contains the main strategies California will implement to achieve a reduction of 169 million metric tons (MMT) of carbon dioxide equivalent (CO₂e), or approximately 30% from the state's projected 2020 emission level of 596 MMT of CO₂e under a business-as-usual scenario. The *Proposed Scoping Plan* states that land use planning and urban growth decisions will play an important role in the State's GHG reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed to accommodate population growth and the changing needs of their jurisdictions. CARB further acknowledges that decisions on how land is used will have large impacts on the GHG emissions that will result from transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emission sectors. The *Proposed Scoping Plan* was approved by CARB on December 11, 2008.

In addition to the *Scoping Plan*, CARB has also released the *Preliminary Draft Staff Proposal: Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act (CARB Draft Staff Proposal)*. The *CARB Draft Staff Proposal* includes potential interim performance standards for project types and emissions sources including construction, energy, water use, waste, transportation, and total mass GHG emissions. Specific thresholds and performance criteria for these categories have yet to be developed.

SB 375 was signed in September 2008 and aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP). It also establishes new streamlining opportunities for compatible projects under CEQA. SB 375 will likely take several years to become fully implemented due to the complex relationship between state, regional, and local agencies. First, the State must develop the modeling guidelines and the GHG regional reduction targets, then regional agencies must develop their sustainable communities strategies. Only after the State and regional

agencies accomplish their SB 375 responsibilities will cities and counties be required to bring their housing elements into conformity and be able to take advantage of the new CEQA streamlining tools.

Thresholds of Significance

The California Global Warming Solutions Act of 2006 (Assembly Bill 32, Health and Safety Code Section 38500 et. seq.) requires reduction of California's GHG emissions to 1990 levels by 2020. CARB has established this 1990 level at 427 million metric tons of CO₂ equivalent emissions as an attainment goal. Pursuant to AB 32 and other related legislation, various actions have established plans and regulations that identify emission limits and reduction measures.

On December 30, 2009, the Secretary for Natural Resources adopted amendments to the State CEQA Guidelines that address greenhouse gas emissions. On February 16, 2010, the Office of Administrative Law filed the amendments with the Secretary of State. The amendments became effective March 18, 2010.

Establishment of thresholds at the State and/or local level has been a point of discussion and analysis by various agencies and boards (i.e., OPR, CARB, CAPCOA [California Air Pollution Control Officers Association]). Information has been presented on various scenarios including no thresholds, a zero threshold, and a non-zero threshold. Values for a non-zero threshold vary and include the factoring in of performance standards as well as a quantitative threshold in determining significance.

CARB has been requested by OPR to make recommendations for GHG-related thresholds of significance. Consistent with this request, CARB released a *Preliminary Draft Staff Proposal* in October 2008 (*Draft Staff Proposal*), which represents the first step toward developing recommended statewide interim thresholds of significance for GHGs that may be adopted by local agencies for their own use. The *Draft Staff Proposal* focuses on common project types, including industrial, residential, and commercial projects. The collective greenhouse gas emissions from these sectors, together with the transportation sector, represent approximately 80% of the statewide greenhouse gas emissions inventory in 2004. CARB staff believes that thresholds in these important sectors would advance climate objectives, would streamline project review, and would encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the State.

A significant effect on the environment means a substantial, or potentially substantial, change in the environment caused directly or indirectly by the project. The incremental effect of a project can be significant when it is cumulatively considerable; that is, when the effect is added to that of other past, present, and reasonably foreseeable probable future projects that also contribute to the problem (State CEQA Guidelines; 2009).

CARB staff believes that for the sectors evaluated in the *Draft Staff Proposal*, non-zero thresholds can be supported by substantial evidence. Zero thresholds are not recommended because: 1) some level of emissions in the near term and at mid-century would still be consistent with climate stabilization; and 2) current and anticipated

regulations and programs apart from CEQA, will proliferate and increasingly reduce the GHG contributions of past, present, and future projects.

Any non-zero threshold must be sufficiently stringent to make substantial contributions to reducing the State's GHG emission peak, to causing that peak to occur sooner, and to putting California on track to meet its interim (2020) and long-term (2050) emissions reductions targets. CARB staff believes that the preliminary interim approaches outlined in their *Draft Staff Proposal* are consistent with these objectives. This approach relies on an industrial project meeting performance standards (or equivalent mitigation) for construction-related emissions and transportation-related emissions, and with mitigation, emissions of no more than 7,000 metric tons of CO₂e/year from non-transportation sources. Residential and commercial projects would also be required to meet performance standards (or equivalent mitigation) for construction-related emissions and operations-related emissions, and with performance standards or equivalent mitigation, would emit no more than an amount of CO₂e/year that is still being developed (CARB; *Draft Staff Proposal*, 2008).

CAPCOA, (*CEQA and Climate Change*, 2008) looked at options for GHG thresholds. Quantitative thresholds were studied based on capture of 90% or more of likely future discretionary developments. The objective was to set the emission threshold low enough to capture a substantial fraction of future residential and non-residential development that will be constructed to accommodate future statewide population and job growth, while setting the emission threshold high enough to exclude small development projects that would contribute a relatively small fraction to cumulative statewide GHG emissions. A 900 metric ton threshold was selected based on an analysis that included data from four diverse cities (Los Angeles, Pleasanton, Dublin, and Livermore). This threshold would apply to industrial, residential, and commercial projects but it is noted that any adoption of such a threshold would require further investigation. The CAPCOA document also looked at other possible thresholds, including zero thresholds, CARB reporting thresholds, and efficiency-based thresholds, among others. CAPCOA notes that this document is considered a "white paper" and is intended as a resource and not a guidance document. 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. Thresholds are set at 1,100 metric tons per year for non-stationary sources and 10,000 metric tons per year for stationary sources (BAAQMD; June 2010).

OPR indicates that a lead agency should make a good faith effort, based on available information, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. While numerous threshold options have been discussed in various publications, at this time, neither the State of California, the Santa Barbara County APCD, nor the City of Goleta have established or adopted CEQA significance thresholds/screening tables for GHG emissions.

Project Specific and Cumulative Impacts

- a,b) There are a number of modeling tools that can be used to estimate GHG emissions associated with various project types. The most consistently used model for estimating a project's direct impacts is the Urban Emissions Model

(URBEMIS). URBEMIS is designed to model emissions associated with development of urban land uses and attempts to summarize criteria air pollutants and CO₂ emissions that would occur during construction and operation of new development. This model is publicly available and widely used by CEQA practitioners and air districts, including the CARB. Use of this model would ensure consistency statewide in how CO₂ emissions are modeled and reported from various project types (CAPCOA; 2008).

The URBEMIS model does not contain emission factors for GHGs other than CO₂, except for methane from mobile sources, which is converted to CO₂e. This may not be a major problem since CO₂ is the most prevalent GHG for land development projects (CAPCOA; 2008). It also constitutes approximately 84% of all GHG emissions in California and is considered a “reference gas” for relating the amount of heat absorbed to the level of GHGs emitted.

The URBEMIS model also does not calculate GHGs associated with consumption of energy produced offsite (indirect impacts) and may in some instances, result in the double counting of “linked” trips (i.e., the concept that a residential trip and a commercial trip are quite possibly the same trip, resulting in “double-counting”). However, as noted above, this model is still considered appropriate. Therefore, the City’s methodology for quantifying GHG emissions relies upon the URBEMIS 2007 9.2.4 air quality modeling software, which is the most current version available.

Project Short-term Construction Emissions

Construction activities, especially those associated with heavy equipment operations for grading, would contribute to cumulative GHGs and global climate change. The use of heavy trucks, excavators, graders, and smaller equipment as well as unnecessary idling of that equipment, and the transportation of construction workers and materials during the work week to and from the site over months, would result in emission of combustion related pollutants. It is anticipated that construction generated CO₂ emission levels for a 9,000 to 11,000 square foot fire station would be 4,474 lbs/day or 2.03 metric tons per day (equivalent to a yearly emission rate of 741 metric tons per year). Construction activities would temporarily contribute to cumulative GHGs and global climate change over the length of construction.

Project Operational (long-term) Emissions

Emission of combustion related pollutants would occur during operation of a fire station from such sources as fire station-generated traffic, consumption of fossil fuels for water and space heating systems, and other activities such as landscape maintenance and HVAC system leaks. Long-term operational CO₂ emissions, including area source and project generated vehicular emissions for the proposed project are estimated at 206 lbs/day or 0.09 metric tons/day (33 metric tons per year).

Indirect long-term emissions associated with the proposed project and future construction would include energy consumed offsite in order to service the project site (such as utility providers associated with a fire station’s energy and

water demands). For projects of this scale, these indirect emissions are expected to be minor and incremental, would not require the construction of any new utility facility, and would not conflict with programs that utility providers have adopted in order to reduce GHG contributions.

Project Significance

The short-term construction and long-term operational GHG emissions of a fire station would be a small percentage of California's GHG emissions, which were estimated at 492 million metric tons of CO₂e in 2004 (California Energy Commission; 2006). The emissions are also substantially less than any of the previously noted threshold values identified at the State level (CARB; 2008, CAPCOA; 2008, BAAQMD; June, 2010). The project would also not conflict with any plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions (OPR; *Draft CEQA Amendments, 2009*) as a result of imposition of preliminary recommended mitigation measures that could be applied to a future development plan (DP) for a potential fire station as conditions of approval (see below). Therefore, project specific and cumulative impacts associated with climate change/greenhouse gases are considered less than significant.

Recommended Mitigation Measures

1. Energy conservation measures shall be included in any future structures. **Plan Requirements:** The following energy-conserving techniques, that substantially exceed the minimum Title 24 energy conservation requirements, shall be incorporated unless the applicant demonstrates their infeasibility to the satisfaction of City staff:
 - a) Use of photovoltaic systems;
 - b) Duct systems shall maintain a thermal envelope via insulation to R-8;
 - c) Passive cooling strategies such as passive or fan aided cooling plan designed into the structure and/or a roof opening for hot air venting or installation of underground cooling tubes;
 - d) High efficiency outdoor lighting and/or solar powered lighting;
 - e) Installation of air conditioners and refrigeration units that use non-ozone depleting chemicals;
 - f) Installation of low NOx residential water heaters and space heaters meeting the minimum efficiency requirements of applicable APCD rules;
 - g) Installation of Energy Star roofs, furnaces, and appliances;
 - h) Use of water-based paint on exterior surfaces;
 - i) Use of solar-assisted water heating for swimming pools and tankless hot water on demand systems if their energy efficiency is demonstrated to exceed that of a central storage tank water heating system;
 - j) Use of passive solar cooling/heating;
 - k) Use of energy efficient appliances;
 - l) Use of natural lighting;
 - m) Installation of energy efficient lighting;

- n) Provide education on energy efficiency;
- o) Use of water-efficient landscapes; water-efficient irrigation systems and devices; and use of reclaimed water (if available);
- p) Installation of cool pavements
- q) Encouragement of the use of transit, bicycling, and walking by providing infrastructure to promote their use;
- r) Provision of segregated waste bins for recyclable materials;
- s) Zero waste/high recycling standards; and
- t) Prohibition against the installation and use of wood burning fireplaces.

Timing: These requirements shall be shown on plans prior to LUP and/or building permit issuance.

Monitoring: Staff shall verify compliance prior to final inspection of any future structures.

2. The applicant shall ensure that any future fire station meets the intent of the U.S. Green Building Council's criteria for certification using the appropriate LEED rating system at the "Certified" level or higher. The following items shall be provided to verify compliance:
 - a) The appropriate LEED rating system checklist demonstrating that the fire station meets the selected LEED rating system at the "Certified" level or higher.
 - b) Proof that a LEED accredited professional is part of the fire station design team.
 - c) A signed declaration from the LEED accredited professional member of the team stating that the plans and plan details have been reviewed and that the plans meet the intent of the criteria for certification of the appropriate LEED rating system at the "Certified" level or higher.
 - d) A complete set of plans stamped and signed by a licensed architect or engineer that includes a copy of the checklist and aforementioned signed declaration, and identifies the measures being provided for LEED compliance.

Plan Requirements and Timing: The checklist shall be copied onto a plan sheet and included in the plan index and submitted prior to LUP and/or building permit issuance.

Monitoring: The City shall verify compliance prior to final inspection of any future structures.

Other mitigation measures for reduction of greenhouse gas emissions are described in the Air Quality and Traffic/Transportation sections. No other mitigation measures are required or recommended.

Residual Impact

With implementation of these mitigation measures, residual GHG impacts as a result of project implementation would remain 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:					
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			■		
ii. Strong seismic ground shaking?			■		
iii. Seismic-related ground failure, including liquefaction?			■		
iv. Landslides?			■		
b. Result in substantial soil erosion or the loss of topsoil?		■			
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			■		
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			■		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				■	

Existing Setting

The project site is at an elevation of 120 feet above msl. The site gently slopes from north to south to an elevation of 114 feet above msl. The project site is underlain by Quaternary alluvium with a thickness of less than 200 feet. The alluvium is derived from the erosion of the Santa Ynez Mountains to the north and overlies unconsolidated deposits of Santa Barbara and Monterrey formations as well as Vaqueros sandstone (Holguin, Fahan and Associates; *Site Assessment Report; Former Chevron Service Station*, February 18, 2009). Soils onsite consist of Milpitas fine sandy loam. The

closest earthquake fault to the project site is the More Ranch Fault which is considered potentially active (*City of Goleta General Plan/Coastal Land Use Plan*, October, 2006). Borings conducted as part of the site assessment related to the former gas station onsite to a depth of 100 feet below grade (fbg) encountered no groundwater (Holguin, Fahan and Associates; February 18, 2009).

Thresholds of Significance

A significant impact on geology/soils would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. The City's *Environmental Thresholds and Guidelines Manual* assumes 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 are considered significant if the project would expose people and/or structures to major geological hazards such as earthquakes, seismic related ground failure, or expansive soils capable of creating a significant risk to life and property.

Project Specific Impacts

- a,c) 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. The California Uniform Building Code has designated this area a Seismic Zone 4. The closest faults with reported historic seismic activity are associated with offshore faults in the Santa Barbara Channel. The closest Alquist-Priolo Earthquake Fault however is the More Ranch Fault located approximately 2,500 feet to the south of the project site. Groundwater onsite is below a depth of 100 feet (Holguin, Fahan and Associates; February 18, 2009) and therefore the project site is not considered to be subject to significant risk of liquefaction or seismic settlement. The project site is relatively flat and is not subject to any landslide risk. Given the project site's location within Seismic Zone 4, all structural and foundation elements of a future fire station will be subject to Seismic Zone 4 design standards pursuant to the 2007 California Uniform Building Code which are intended to reduce the risk of seismic activity to acceptable levels. Such potential geological hazards associated with the proposed project are considered less than significant.
- b) The project site abuts the UPRR ROW on its northern side. The railroad is located in a deep cut that is heavily eroded. In the northeast corner of the project site, slope erosion has extended well inside the northern property line, and if left in an unabated condition, such erosion will continue to consume portions of the property. In order to accommodate a future fire station, the eastern two thirds of the property would be cleared and approximately 1,500 cubic yards of fill would be imported and compacted to elevate the building pad approximately two (2) feet and allow for positive drainage away from the eroded embankment along the northern property line.

Furthermore, as future construction would increase the amount of impervious acreage onsite, it would correspondingly increase the volume of stormwater

runoff during rain events over baseline levels. If this increased volume stormwater beyond baseline levels were allowed to flow down the steeply eroded railroad embankment on the project site's northern side, it could substantially exacerbate the already serious erosion that is occurring on this slope. Therefore, potential erosion impacts posed by future construction on the southern slope of the railroad embankment, as well as slope instability posed by such erosion on the project site itself, would be considered potentially significant.

- d) Soils encountered during prior subsurface investigations onsite included silt-sand mixtures to a depth of 40 fbg, silty sand and sand from 40 to 55 fbg, and clayey sand from 55 to 100 fbg (Holguin, Fahan and Associates; February 18, 2009). These soils are not considered to be sufficiently expansive to pose a significant risk to life and property. As such, geological hazards related to expansive soils onsite would be considered less than significant.
- e) A future fire station would be served by the Goleta West Sanitary District. No septic system is proposed. As such, no geological hazard related to the use of septic systems in inadequate soils would occur as a result of future construction.

Cumulative Impacts

As the project poses a potentially significant project specific erosion risk, its contribution to the cumulative risk of erosion in the Goleta Valley would also be considered potentially significant. All other project contributions to potential cumulative geological hazards in the area would be considered less than significant.

Required Mitigation Measures

1. The applicant shall limit excavation and grading to the dry season of the year (i.e. April 15th to November 1st) unless a City approved erosion control plan is in place and all measures therein are in effect. All exposed graded surfaces shall be reseeded with ground cover vegetation to minimize erosion. **Plan Requirements and Timing:** This requirement shall be noted on all grading and building plans. Graded surfaces shall be reseeded within four (4) weeks of grading completion, with the exception of surfaces graded for the placement of structures. These surfaces shall be reseeded if construction of structures does not commence within four (4) weeks of grading completion.

Monitoring: City staff shall site inspect during grading to monitor dust generation and four (4) weeks after grading to verify reseeded and to verify the construction has commenced in areas graded for placement of structures.

2. The applicant shall prepare a permanent slope stabilization plan for the northern portion of the project site to prevent continued erosion of the property along its northern limits. **Plan Requirements and Timing:** A permanent slope stabilization plan to remedy existing erosion onsite and prevent future slope erosion along the southerly railroad embankment shall be prepared by a licensed engineer as part of the preliminary grading/drainage plan submitted for any formal development plan application. The approved slope stabilization plan shall

be implemented as approved by the City prior to any final inspection for a future fire station.

Monitoring: City staff shall verify compliance upon receipt of any formal development plan application and ensure completion of all stabilization measures per the approved plan prior to any final inspection of a future fire station.

3. The final grading and erosion control plan shall be designed to minimize erosion.
Plan Requirements: The plan shall include, but not be limited to, the following:

- a) Best management practices (BMPs), such as temporary berms and sedimentation traps (such as silt fencing, straw bales, and sand bags), shall be installed in association with grading. The BMPs shall be placed at the base of all cut/fill slopes and soil stockpile areas where potential erosion may occur and shall be maintained to ensure effectiveness. The sedimentation basins and traps shall be cleaned periodically and the silt shall be removed and disposed of in a location approved by the City.
- b) Non-paved areas shall be revegetated or restored (i.e. geotextile binding fabrics) immediately after grading and installation of utilities, to minimize erosion and to re-establish soil structure and fertility. Revegetation shall include drought-resistant, fast-growing vegetation that would quickly stabilize exposed ground surfaces. Alternative materials rather than reseeding (e.g., gravel) may be used, subject to review and approval by Planning and Environmental Services and Community Services.
- c) Runoff shall not be directed across exposed slopes. All surface runoff shall be conveyed in accordance with the approved drainage plans.
- d) Energy dissipaters or similar devices shall be installed at the end of drainpipe outlets to minimize erosion during storm events.
- e) Site grading shall be completed such that permanent drainage away from foundations and slabs is provided and so that water shall not pond near future structures or pavements.

Timing: Final grading, drainage, and erosion control plans shall be reviewed and approved by the City prior to LUP issuance. BMPs and erosion control measures shall remain in place/shall be implemented for the duration of grading and construction

Monitoring: City staff shall verify compliance during grading and construction activities.

Residual Impact

With implementation of these mitigation measures, residual project specific geological hazards, as well as the project's contribution to cumulative geological hazards in the area would be considered less than significant.

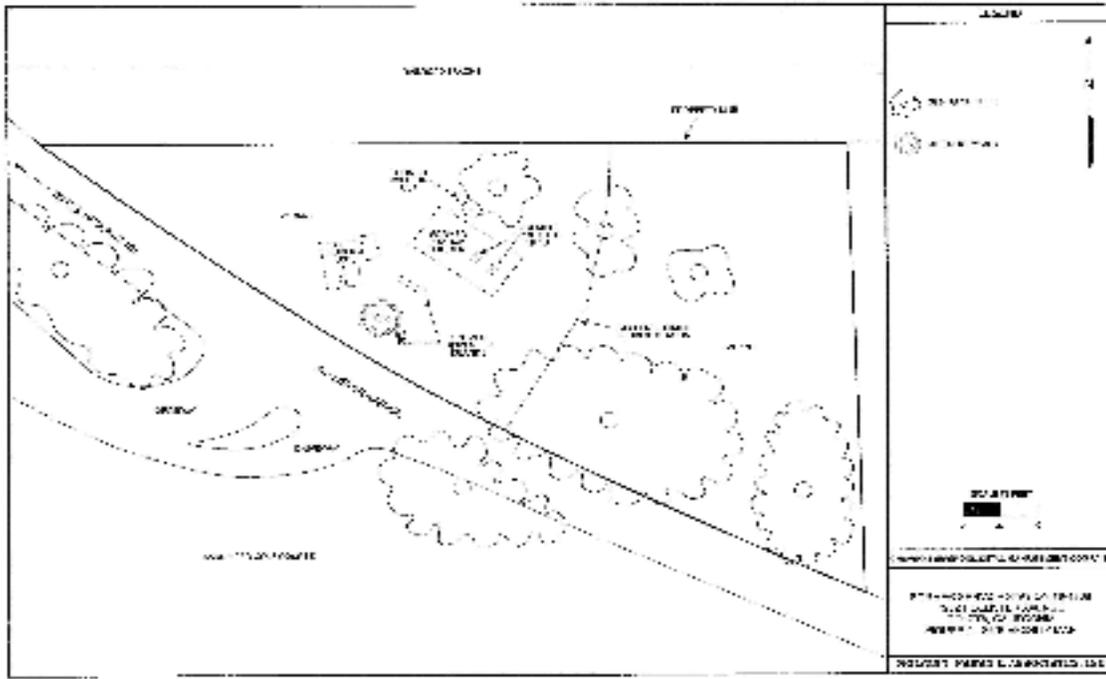
HAZARDS AND HAZARDOUS MATERIALS

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?			■		
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			■		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			■		
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and , as a result, would it create a significant hazard to the public or the environment?		■			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			■		
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			■		
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				■	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				■	

Existing Setting

The project site was formerly the location of a Chevron gas station that was constructed in 1968 and demolished in 1993. The prior gas station included service bays with hydraulic lifts, three underground storage tanks (USTs) for gasoline and one waste-oil UST as shown in Figure 6.

Figure 6



In 1993, leakage from the former USTs was discovered and soil remediation was undertaken between 1994 and 1996 using seven vapor extraction wells. Soil sampling done in 1997 indicated that with exception for the southwestern dispenser island, all other areas of the project site fell below Santa Barbara County Fire Department action levels. Subsequently in 1997 all vapor extraction wells were abandoned and a site closure issued by County Fire (Holguin, Fahan and Associates; February 18, 2009). In 2007 a Phase I environmental assessment was conducted and based on the results of that assessment, further monitoring was recommended. In 2008 additional testing discovered residual hydrocarbon soil contamination that exceeded Fire Department action levels necessitating further remediation in the location of the former southwestern dispenser island as noted in Figure 6 above (Holguin, Fahan and Associates; February 18, 2009). No groundwater contamination however has ever been encountered through these investigative efforts. Based on this testing, it was determined that residual soil contamination above Fire Department action levels is located at the site of the former southwestern dispenser island at depths ranging from 5 to 25 fbg. Such contamination is estimated to involve less than 400 cubic yards of contaminated soil (Holguin, Fahan and Associates; February 18, 2009). The consultant who conducted the testing in 2008 (Holguin, Fahan and Associates) subsequently submitted a Corrective Action Plan (CAP) to County Fire on May 3, 2010 that relied on Soil Vapor Extraction (SVE) to remediate remaining onsite contamination. That CAP was conditionally approved by

County Fire on May 11, 2010. Commencement of remediation activities onsite has already occurred.

The project site lies well to the west (2.6 miles) of the Santa Barbara Municipal Airport (SBMA) and well beyond the one-mile marker. There are no other airports or airstrips within two miles of the project site. The closest school to the project site is Ellwood Elementary located approximately ½ mile to the east. The project site is not listed by the State as a hazardous materials site pursuant to Government Code Section 65962.5 (Cortese List).

Thresholds of Significance

A significant impact with regard to hazards and hazardous materials would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds and Guidelines Manual* addresses public safety impacts resulting from involuntary exposure to hazardous materials. These thresholds focus on the activities that include the installation or modification to facilities that handle significant quantities of hazardous materials, transportation of hazardous materials, or non-hazardous land uses in proximity to hazardous facilities. Section 14.C of the City's adopted *Environmental Thresholds and Guidelines Manual* includes 12 separate criteria for what types of activities and facilities are considered potentially hazardous given the nature of the use involved. Although the proposed project will involve the use and transportation of various materials and waste considered hazardous, the quantities involved do not meet the criteria set forth in Section 14.C. Therefore, the City's risk based thresholds are not particularly applicable to this particular project. However, for the purposes of this analysis, the proposed project would be considered to pose a significant impact if it results in the exposure of people to a variety of hazards or hazardous materials as listed above.

Project Specific Impacts

- a-c) The Fire Department transports and stores limited quantities of paint, cleansers, gasoline, and O₂ as part of their normal operations. The quantities of these materials are so small that requirements for a Hazardous Materials Business Plan (HMBP) are not triggered. Potential support facilities include a compressed air station to fill compressed air tanks used by firefighters in emergency operations as well as fuel storage onsite. The California Occupational Safety and Health Administration (CalOSHA) regulates compressed air station operations while the County Fire Department is responsible for regulating and permitting above ground fuel storage. Given the small amount of hazardous materials used in daily fire station operations, as well as CalOSHA regulatory requirements for compressed air stations and Fire Department regulatory and permit requirements for above ground fuel storage, the potential risk to the public and the environment resulting from an accident or accidental release of such materials would be considered less than significant. This includes the potential risk associated with the presence of the Ellwood Elementary School which is located approximately ½ mile to the east on Hollister Avenue.

- d) As noted above, the project site was previously the site of a gas station which experienced leaking USTs. According to the most recent testing conducted (Holguin, Fahan and Associates; 2008), no groundwater contamination has occurred but there may be up to 400 cubic yards of contaminated soil above Fire Department action levels still present onsite. The Fire Department has opened a Leaking Underground Fuel Tank (LUFT) case on the project site and Chevron has obtained County Fire approval of a CAP to remediate the existing contamination through the use of SVE technology. Commencement of work pursuant to the Fire Department approved CAP has already occurred. Given the presence of contaminated soil onsite at depths as shallow as five (5) feet and requiring remediation pursuant to County Fire Department action levels, potential impacts posed by such contamination would be considered potentially significant.
- e,f) The Santa Barbara Municipal Airport lies approximately 2.6 miles to the east of the project site and there are no private airstrips anywhere in the vicinity of this part of the City. Therefore, potential project impacts on either operations at the Santa Barbara Municipal Airport or any private airstrips on the South Coast would be considered less than significant.
- g,h) Construction and operation of a fire station is considered to be a critical component of the future provision of adequate emergency services to Western Goleta. The need for a fire station is so great that General Plan/Coastal Land Use Plan Policy PF 3.2 specifically mandates the development of this facility in the area of the project site as soon as funding becomes available. Given the pressing need for such a facility and its ability to provide for emergency services in a currently underserved portion of the City and surrounding unincorporated area, the proposed project would not result in any adverse impacts associated with the implementation of emergency action plans and defense against wildland fires.

Cumulative Impacts

Project contributions to cumulative hazards impacts associated with soil contamination in the area would be considered potentially significant. All other adverse project contributions to cumulative hazards and hazardous materials would be considered less than significant.

Required Mitigation Measures

1. Commencement of construction activities, including grading, for a fire station shall not occur until the Fire Department has issued a site closure letter for the property, or advised the City of Goleta in writing that construction can commence without adversely affecting completion of all required remediation activities. **Plan Requirements and Timing:** Prior to issuance of any LUP for construction, the applicant shall obtain a written site closure determination for the current LUFT case or written notification from County Fire that project construction can commence without adversely affecting completion of all required remediation activities.

Monitoring: City staff shall verify compliance prior to issuance of any LUP for construction.

2. A Worker Awareness Program shall be prepared to acquaint workers on the hazards and potential exposure to contaminated soil, for any construction activities that take place prior to issuance of a site closure letter. **Plan Requirements:** The program shall identify measures that would minimize exposures as well as medical procedures to be employed in the event of an exposure. The applicant shall ensure that all workers are properly briefed and that proper safety procedures are being implemented throughout the grading and construction period. **Timing:** The Worker Awareness Program shall be reviewed and approved by the City prior to LUP issuance.

Monitoring: City staff shall ensure completion of worker briefing and shall periodically site inspect to verify compliance with safety procedures.

Residual Impact

With implementation of these mitigation measures, all residual, project specific hazards and hazardous materials impacts, as well as project contributions to cumulative hazards and hazardous material impacts in the area would be considered less than significant.

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?			■		
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			■		
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		■			
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		■			

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

Existing Setting

The project site is located at an elevation of 120 feet above mean sea level (msl). Based on previous site assessments, the site is underlain by sand and silty sand from the surface to approximately 30 feet below grade (fbg). The site is currently vegetated with no impervious surfaces. The site topography generally slopes toward the south with the exception of a small area in the north east corner of the property that slopes north towards the UPRR right of way. During rainfall events, stormwater runoff from the site flows to the south and is collected and conveyed under Hollister Avenue via an existing drainage culvert located at the southeast corner of the site. In the northeast corner of the site runoff from a small area flows northward over an exposed embankment down to the UPRR tracks. This has caused significant erosion and localized head cutting into this portion of the property. This railroad embankment is very steep and heavily eroded along the entire parcel frontage. There are no streams or other water bodies onsite and the project site is outside of any 100-year flood zone. Water would be provided by the Goleta Water District and sewage disposal would be provided by the Goleta West Sanitary District.

Thresholds of Significance

A significant impact on hydrology and water quality would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds and Guidelines Manual* 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) All sewage effluent generated by a fire station would be collected by the Goleta West Sanitary District and conveyed to the Goleta Sanitary District's sewage treatment on William Moffett Place adjacent to the Santa Barbara Municipal Airport. Besides landscape irrigation tailwater, the only other source of wastewater discharge from the project site would be wash water from periodic washing of fire trucks. However, since much of the truck cleaning is done onsite using "dry cleaners," vehicle washing would actually occur less frequently than it would for typical residential properties (Glenn Fidler, Capitán, Santa Barbara County Fire Department, September 11, 2009). Hence, project related impacts involving the discharge of wastewater from a future fire station would be considered less than significant.
- b) The project site lies within the West Sub-basin of the Goleta Groundwater Basin which is not an area where significant recharge to groundwater supplies used for urban and agricultural use typically occurs. Groundwater in this area of the Goleta Groundwater Basin is generally quite deep and not suitable as a source of potable water. Furthermore, a majority of the project site will be left in a pervious state. Therefore, project impacts related to groundwater re-charge would be considered less than significant.
- c,d) The only existing drainage pattern onsite consists of a series of deeply eroded, almost vertical channels at the northeast corner of the project site that cut down the steep railroad embankment along the northern property line. In places these erosion features have cut deeply into the project site, and without some type of remediation/slope stabilization the continued flow of stormwater runoff through these drainage features will result in further, substantial erosion of the project site as well as exacerbating the existing erosion pattern of the railroad embankment. As such, potential drainage impacts resulting from future construction would be considered potentially significant.
- e,f) In its current condition, stormwater is not controlled in any manner and flows either to the low spot on the property at its southeast corner or down the existing eroded drainage channels along the railroad embankment. Stormwater runoff volumes for the pre-development condition for the 10, 25, 50, and 100-year storm events have been preliminarily estimated by the City's Community Services Department as 1.22 cubic feet/second (cfs) for the 10-year event, 1.65 cfs for the

25-year event, 1.91 cfs for the 50-year event, and 2.15 cfs for the 100-year event.

Future construction of a 9,000 to 11,000 square-foot fire station would result in the creation of approximately 20,000 square-feet of new impervious surfaces. Runoff from the impervious surfaces would be directed to bio filters, landscaped detention basin(s) and/or underground storage facilities in order to mitigate offsite hydro-modification impacts pursuant to the City's storm water management plan. Low impact design best management practices such as using pervious pavement and disconnecting hardscape surfaces can reduce the effective impervious area to less than 5%. Besides a fire station itself, based on the Conceptual Site Plan, impervious surfaces would potentially include firefighter and visitor parking, a concrete work area on the north side of the fire station where equipment clean-up and fire engine washing could periodically occur, and concrete driveway aprons for the circulation of fire fighting vehicles onsite. The potential introduction of this much impervious surface to the project site would result in a corresponding increase in post-development stormwater runoff volumes. Pursuant to Water Quality Control Board regulations, the post-development runoff volumes must be controlled so as to remain at or below pre-development levels.

Although no vehicle maintenance involving fueling or the use of lubricating oils or hydraulic fluids is intended to occur onsite, the potential introduction of new impervious surface (such as parking, work area, and driveway) would result in the potential for the introduction of parking/driveway petroleum pollutants into stormwater runoff from the project site. Such impacts on stormwater quality, as well as the anticipated increase in post-development stormwater runoff volumes would be considered potentially significant.

- g-i) The project site sits at an elevation well above any natural water channel in the area and is not within any 100-year floodplain as mapped by FEMA. The property is not in an area that could be affected by any dam or levee failure. As such, the project does not pose any flooding impacts associated with the 100-year floodplain of any existing water body.
- j) The project site is located at an elevation of 120 feet above msl. Per the City's General Plan/Coastal Land Use Plan, the inland extent of any tsunami run-up is limited to 40 feet above msl. Therefore, the project site would not experience adverse effects from any future tsunami event.

Cumulative Impacts

Because the potential fire station and associated impervious surfaces poses potentially significant, project specific impacts associated with stormwater erosion, stormwater runoff volumes, and possible degradation of stormwater quality, project contributions to associated cumulative hydrological and water quality impacts would also be considered potentially significant.

Required Mitigation Measures

1. The applicant shall obtain proof of exemption or proof that a National Pollutant Discharge Elimination System Storm Water Permit from the California Regional Water Quality Control Board has been applied for by registered mail. **Plan Requirements and Timing:** The applicant shall submit proof and City staff shall review and approve documentation prior to LUP issuance.

Monitoring: City staff shall review the documentation prior to LUP issuance.

2. The applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP) covering all phases of grading operations. **Plan Requirements:** The SWPPP shall be prepared by a licensed civil engineer and incorporate all appropriate Best Management Practices (BMPs) necessary to mitigate short-term construction impacts. The plan may include, but is not limited to, the following BMPs:
 - a) Temporary berms and sedimentation traps (such as silt fencing, straw bales, and sand bags); the BMPs shall be placed at the base of all cut/fill slopes and soil stockpile areas where potential erosion may occur and shall be maintained to ensure effectiveness; the sedimentation basins and traps shall be cleaned periodically and the silt shall be removed and disposed of in a location approved by the City;
 - b) Non-paved areas shall be revegetated or restored (i.e. geotextile binding fabrics) immediately after grading and installation of utilities, to minimize erosion and to re-establish soil structure and fertility; revegetation shall include drought-resistant, fast-growing vegetation that would quickly stabilize exposed ground surfaces; alternative materials rather than reseeding (e.g., gravel) may be used, subject to review and approval by Planning and Environmental Services and Community Services;
 - c) Runoff shall not be directed across exposed slopes; all surface runoff shall be conveyed in accordance with the approved drainage plans;
 - d) Energy dissipaters or similar devices shall be installed at the end of drainpipe outlets to minimize erosion during storm events;
 - e) Grading shall occur during the dry season (April 15th to November 1st) unless a City approved erosion control plan is in place and all erosion control measures are in effect; erosion control measures shall be identified on an erosion control plan and shall prevent runoff, erosion, and siltation; all exposed graded surfaces shall be reseeded with ground cover vegetation to minimize erosion; graded surfaces shall be reseeded within four (4) weeks of grading completion, with the exception of surfaces graded for the placement of structures; these surfaces shall be reseeded if construction of structures does not commence within four (4) weeks of grading completion.

Timing: The final drainage/stormwater quality protection plan shall be submitted to City staff for review and approval prior to LUP issuance.

Monitoring: City staff shall verify that the SWPPP has been implemented per the approved final plan prior to commencement of grading.

3. The applicant shall prepare a final drainage/stormwater quality protection plan consistent with the City's Storm Water Management Plan that identifies all Best Management Practices (BMPs). **Plan Requirements:** The final drainage/stormwater quality protection BMPs plan shall be prepared by a licensed civil engineer. The plan may include, but is not limited to, the following BMPs:
- a) A final drainage analysis that provides final estimates on pre/post development stormwater runoff volumes, required storage capacity, and specifications on all elements of the drainage control system;
 - b) Regular maintenance and cleaning of catch basins and detention basins;
 - c) Routine cleaning of streets, parking lots, and storm drains;
 - d) Stenciling of all storm drain inlets to discourage dumping by informing the public that water flows to the ocean;
 - e) Development of an integrated pest management program for landscaped areas of the project, emphasizing the use of biological, physical, and cultural controls rather than chemical controls;
 - f) Provision of educational flyers to residents/commercial tenants regarding proper disposal of hazardous water and automotive waste; and
 - g) Provision of trash storage/material storage areas that are covered by a roof and protected from surface runoff.

Timing: The final drainage/stormwater quality protection plan shall be submitted to City staff for review and approval prior to LUP issuance.

Monitoring: City staff shall verify that drainage/stormwater quality protection plan has been constructed/installed per the approved final plan prior to final inspection of any future structures.

4. The applicant shall prepare a maintenance agreement that addresses maintenance requirements for all improvements associated with the stormwater quality protection/BMPs described in the final drainage/stormwater quality protection plan. **Plan Requirements:** At a minimum, the maintenance agreement shall include requirements that all inline stormdrain filters shall be inspected, repaired, and cleaned per manufacturer specifications and at a minimum prior to September 30th of each year. Additional inspections, repairs, and maintenance shall be performed after storm events as needed throughout the rainy season (November 1st to April 15th) and/or per manufacturer specifications. Any necessary major repairs shall be completed prior to the next rainy season. Prior to September 30th of each year, the applicant shall submit to the City for its review and approval a report summarizing all inspections, repairs, and maintenance work done during the prior year. **Timing:** The applicant shall submit the required maintenance agreement to City staff for review, approval, and execution prior to LUP issuance.

Monitoring: City staff shall periodically verify compliance with the provision of the agreement and respond to instances of non-compliance with the agreement.

5. The applicant shall prepare a preliminary grading and drainage plan that ensures that no runoff from the project site flows northward toward the steep embankment along the UPRR tracks. **Plan Requirements and Timing:** The required preliminary grading/drainage plan shall be prepared by a licensed engineer and submitted with any formal; development plan application for a fire station.

Monitoring: City staff shall verify compliance, including confirmation that all stormwater runoff from a fire station would be directed southward and away from the steep embankment along the UPRR tracks.

6. Stormwater runoff shall be detained on the project site in a manner that ensures that the rate of offsite discharge for the post-developed condition does not exceed that for the pre-development condition. **Plan Requirements and Timing:** The drainage plan shall be prepared by a licensed engineer and shall include provisions for the onsite detention of stormwater runoff so as to prevent the post-development rate of stormwater discharge offsite from exceeding the pre-development condition. The required stormwater detention plan shall include a drainage study with flood routing calculations, prepared by a licensed engineer that demonstrates the adequacy of the proposed stormwater detention improvements.

Monitoring: City staff shall verify compliance prior to receipt of any formal development plan application for a fire station.

Residual Impact

With implementation of the aforementioned mitigation measures, residual project specific hydrological and water quality impacts as well as the project's contribution to cumulative hydrological and water quality impacts within the City would be considered 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?				■	
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?		■			

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				■	

Existing Setting

The project site lies at the western entrance to the City on Hollister Avenue within the Coastal Zone. With completion of Cathedral Oaks/Hollister/101 interchange, the project site sits at the NE corner of the intersection of Hollister and Cathedral Oaks. The project site is designed as visitor serving in the City’s General Plan/Coastal Land Use Plan and zoned C-1 (Limited Commercial). To the south of the project site lies the Sandpiper Golf Course which is designated as open space/active recreation and zoned REC.

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,c) The project site does not physically divide any existing neighborhood or community. There are no habitat or natural community conservation plans that apply to the project site. Associated land use and planning impacts would not occur as a result of project implementation.

- b) The proposed project would result in the implementation of General Plan/Coastal Land Use Plan Policy PF 3.2 which mandates the construction of a new fire station in this area to serve the western portion of the City.

Although a fire station is mandated along the Hollister corridor in Western Goleta, the project site is designated Visitor Serving Commercial and the property is zoned C-1 (limited commercial). Neither this land use designation under the General Plan/Coastal Land Use Plan or the property’s current zoning of C-1 allow for a public institutional use such as a fire station. Therefore, any formal development plan (DP) application submitted for a fire station will have to include a request for a general plan amendment and rezoning to establish a land use classification and zoning designation for the property that would permit construction of a fire station.

Cumulative Impacts

Project contributions to cumulative land use and planning impacts would be considered beneficial in that a fire station is considered a critical element in the City’s plans to provide for adequate public safety services to serve all regions within the City.

Required/Recommended Mitigation Measures

No mitigation is required or recommended. The necessary general plan amendment and rezoning that would need to be included with any formal DP application would involve legislative acts to be taken by the City Council.

Residual Impact

None.

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?				■	
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				■	

Existing Setting

From 1968 to 1993 the subject property was the site of a former service station. Before that it was part of larger agricultural operations in the Ellwood area. Since 1993 the site has been left in an undeveloped condition. There are no known mineral resources on the project site.

Thresholds of Significance

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

Project Specific Impacts

a,b) There no known mineral resources of importance to the region or the state onsite and the project site is not designated under the City's General Plan/Coastal Land Use Plan as an important mineral resource recovery site. Associated impacts as a result of project implementation would not occur.

Cumulative Impacts

As there are no project specific impacts on mineral resources, project contributions to cumulative impacts on mineral resources in the area would also not occur.

Required/Recommended Mitigation Measures

No mitigation is required or recommended.

Residual Impact

None.

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?		■			
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			■		
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		■			
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		■			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			■		
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				■	

Existing Setting

The project site lies within the 65-69 dB(A) CNEL noise contour along the railroad and US 101. The project site is located approximately three miles west of the Santa Barbara Municipal Airport and outside of any current or anticipated future airport noise contour of 60 dB(A) CNEL or more. There are no private airstrips anywhere in the vicinity of the project site.

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. Generally speaking, an increase in noise levels of 1 dB is barely perceptible while a change of 3 dB or more is clearly perceptible to someone with normal hearing.

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. A-weighted noise is weighted to better represent this characteristic of human hearing. Therefore, noise levels experienced by people are typically denoted as dB(A).

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 or 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

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. Additional thresholds are contained in the City's *Environmental Thresholds and Guidelines Manual*. The City's adopted thresholds assume that outdoor CNEL noise levels in excess of 64 dB(A) are considered to pose significant noise impacts on sensitive receptors.

Project Specific Impacts

- a) The project site is located across Hollister Avenue from the Sandpiper Golf Course and adjacent to the site of the future Haskell's Landing residential project (101 units) if ultimately approved by the California Coastal Commission. Both Sandpiper Golf Course and any future residential development that may occur at Haskell's Landing would be considered sensitive noise receptors under the City's General Plan/Costal Land Use Plan. "Normally acceptable" CNEL noise levels for residential development are considered to be within the 50-60 dB(A) range and for golf courses between the 50-70 dB(A) range. Noise generating uses at fire stations include vehicular traffic (both firefighters commuting to and from work and fire engines conducting routine operations), and normal operational noise such as facility and equipment maintenance and outdoor communications associated with departmental operations during daylight hours. For instance, loud speakers to keep on-duty firefighters aware of departmental operations are only turned on during the day when firefighters are involved in day-to-day outdoor activities such as vehicle and equipment maintenance. Fire engine sirens are only used during emergencies and only when necessary for traffic safety. A fire station would also have an emergency power generator onsite which would be

- used during power outages as well as periodically run for maintenance purposes. Finally, drying of hoses on windy days can result in noise generated by brass fitting colliding together that can be audible to adjacent sensitive receptors. From the perspective of neighboring sensitive noise receptors, the most impactful noise source associated with the proposed station would be the emergency power generator. While the exact model generator to serve the facility has yet to be chosen, Fire Department staff have advised City staff that Cummins diesel generators are usually chosen to provide County fire stations with back-up power (personal communiqué, Captain Glenn Fidler, Santa Barbara County Fire Department, September 22, 2009). According to the Cummins website (<http://cumminspower.com/www/literature/technicalpapers/PT-7015-NoiseSolutions-en.pdf>), diesel driven generators in an unmitigated condition can generate noise levels measured one-meter from the source at 100 dB(A). However, attenuation through generator design as well as the use of attenuation enclosures can substantially reduce such noise levels. Noise attenuation also occurs with distance. However, until the Fire Department selects a specific model of diesel generator and identifies the specific attenuation techniques that can be feasibly incorporated into the design of the facility, potential noise impacts associated with the proposed emergency power generator on existing sensitive noise receptors (Sandpiper Golf Course) and possible future residential development (Haskell's Landing) would be considered potentially significant.
- b) Fire station operations would not result in any significant ground borne vibrations that could affect nearby sensitive receptors such as the Sandpiper Golf Course or potential future residential development in the area (Haskell's Landing). Such project generated impacts would be considered less than significant.
- c) As noted above, typical fire station operations could involve noise generating activities that would be considered potentially significant for nearby sensitive noise receptors. Therefore, project impacts on ambient noise levels, especially as expressed as CNEL, would be potentially significant.
- d) Project construction and the operation of construction equipment typically involves noise sources generating noise levels of 95 dB(A) or more, measured 50 feet from the noise source. Assuming an attenuation rate of 6 dB(A) each time the distance from the noise source is doubled, sensitive receptors within 1,600 feet of the construction site would be considered impacted. Both the Sandpiper Golf Course and site for possible future residential development abutting the fire station property on its east are well within 1,600 feet of the project site. Hence, project construction noise impacts on these existing and possibly future sensitive noise receptors would be considered potentially significant.
- e,f) The project site is over three miles west of the Santa Barbara Municipal Airport located well outside of even the 60 dB(A) airport noise contour. There are no private airstrips anywhere in the vicinity of the project site. Hence, airport noise impacts on the proposed project would be considered either less than significant or non-existent.

Cumulative Impacts

Given that construction and the use of an emergency power generator pose potentially significant, project specific noise impacts, the project's contribution to such cumulative noise impacts would also be considered potentially significant.

Required Mitigation Measures

1. All noise-generating construction activities shall be limited to Monday thru Friday, 8:00 a.m. to 5:00 p.m. Construction shall generally not be allowed on weekends and state holidays. Exceptions to these restrictions may be made in extenuating circumstances (in the event of an emergency, for example) on a case by case basis at the discretion of the Director of Planning and Environmental Services. The applicant shall 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 shall be provided by the applicant and posted on site. Such signs shall be a minimum size of 24" x 48." All such signs shall 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: City staff shall monitor compliance with restrictions on construction hours, and shall investigate and respond to all noncompliance complaints.

2. The following measures shall be incorporated into grading and building plan specifications to reduce the impact of construction noise:
 - a) All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system.
 - b) The applicant shall ensure that contractors implement appropriate additional noise mitigation measures including but not limited to changing the location of stationary construction equipment, shutting off idling equipment, and installing acoustic barriers around significant sources of stationary construction noise.

Plan Requirements and Timing: All of the above mitigation measures shall be noted on all plans submitted for any LUP and/or building permit(s).

Monitoring: City staff shall verify compliance prior to any LUP or building permit(s) issuance as well as conducting periodic field inspections.

3. The development plan for a fire station shall incorporate appropriate attenuation measures, including housing the proposed emergency power generator within a structure, to ensure that generator noise levels at any point along the project site property line do not exceed 60 dB(A). **Plan Requirements and Timing:** As part of the plans for a future fire station development plan application, the applicant shall ensure that an acoustical engineer verifies that the design of any generator enclosure, as well as any generator itself, will ensure that generator noise levels measured at any point along the project site property line do not exceed 60 dB(A).

Monitoring: City staff shall verify compliance with this mitigation measure upon receipt of any formal development plan application for the proposed fire station.

Recommended Mitigation

4. To minimize noise from potential hose drying operations, especially on windy days when brass hose fittings clash together, any hose drying tower to be incorporated into a fire station design shall be enclosed so that drying hose lengths are not exposed to the wind. **Plan Requirements and Timing:** An enclosed hose drying tower shall be incorporated into the design of a fire station at the time a formal development plan application for the facility is submitted.

Monitoring: City staff shall verify the inclusion of this improvement in the formal development plan application at the time of its receipt.

Residual Impact

With implementation of these mitigation measures, residual project specific, as well as project contributions to cumulative noise impacts would be considered less than significant.

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)?			■		
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				■	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				■	

Existing Setting

A fire station at the project site, like the rest of the County’s fire stations, would likely be staffed by three shifts comprised of three-person crews. Staffing for a new fire station would potentially involve the hiring of approximately of nine more firefighters by the County. A fire station at the project site would not involve the extension of any new roads, water, or sewer lines into any area not already served by such infrastructure.

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) A new fire station may necessitate an increase of approximately nine County firefighters. Such an increase in area employment by the County Fire Department would only have a de minimis impact on population growth in the area. A new fire station at this location would not involve the construction of infrastructure such as roads, sewer, or water lines that could have a growth inducing effect in western Goleta. Hence, the growth inducing potential of the project would be considered less than significant.
- b,c) The project site is currently undeveloped and construction of a fire station at this location would not result in the loss of any existing housing or displacement of current city residents. No such population or housing impacts would occur as a result of project implementation.

Cumulative Impacts

As no project specific, potentially significant impacts would occur as a result of project implementation, project contributions to cumulative population and housing impacts would be considered less than significant as well.

Required/Recommended Mitigation Measures

No mitigation is required or recommended.

Residual Impact

None.

PUBLIC SERVICES

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

Existing Setting

A fire station is needed in the western Goleta area to provide for improved fire and emergency services to an area that is currently underserved with regards to such services. To staff a new fire station approximately nine firefighters (three shifts of three-person crews each) may be needed beyond current Fire Department staffing levels.

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* includes thresholds of significance for potential impacts on area schools. Specifically, under these thresholds any project that would generate enough students to generate the need for an additional classroom using current State classroom size standards, would be considered to result in a significant impact on area schools. Those classroom standards are as follows:

- ✓ Grade K-2—20 students/classroom
- ✓ Grade 3-8—29 students/classroom
- ✓ Grades 9-12—28 students/classroom

Project Specific Impacts

a) *Fire Protection*

As noted in the Public Facilities Element of the City's General Plan/Coastal Land Use Plan, emergency and fire protection services are provided by the Santa Barbara County Fire Department. While there are currently three fire stations within the City, western Goleta is considered underserved with a longer response time than the typical urban standard of five (5) minutes. Western Goleta includes a number of dense residential neighborhoods, an oil/gas processing facility, and a major destination resort. Construction and operation of a fire station in this location would substantially improve the provision of fire protection and emergency services to this portion of the City, as well as provide for substantially better emergency response for traffic accidents on U.S. Highway 101 and better fire protection for outlying areas in the unincorporated County. Current National Fire Protection Association (NFPA) guidelines call for minimum four-person engine crews. All engine and ladder truck companies in Goleta are currently staffed with only three-person crews. An on-duty firefighter to population ratio of 1:2,000 and a fire engine to population ratio of 1:16,000 is considered "ideal" but currently the County Fire Department does not meet these guidelines. Although a fire station would not remedy the existing deficiency in the number of on-duty firefighters/shift under standards established by the NFPA guidelines, the provision of three-person on-duty crews 24/7 in this area of the City would significantly improve fire protection services in the City and surrounding unincorporated area. Environmental impacts resulting from construction and operation of this much needed facility are identified and discussed throughout this document.

Police Protection

Given that County Fire and City Police are both emergency responders, a fire station in this part of the City would be considered a benefit to existing police services since a new station would provide additional emergency crews to coordinate with City police during emergency responses. Therefore, no altered or new police facilities would be needed as a result of construction and operation of a fire station in this location.

Schools

A fire station would potentially involve approximately nine additional firefighters employed within the City. At this time it is not known how many potentially new firefighters would reside within the boundaries of the Goleta Union and/or Santa Barbara High School Districts but due to the low number of potential new Fire Department employees involved, any potential increase in student enrollment in the area would be considered de minimis and as such, not require the construction of any altered or new school facilities.

Parks

As noted above, a fire station would potentially involve approximately nine additional firefighters employed within the City. At this time it is not known how many of those firefighters would reside within the City of Goleta but due to the low number of potential new Fire Department employees involved, any potential increase in demand for parks resulting from fire station construction and operation would be considered de minimis and as such, would not require the need for any expanded or new public parks.

Other Public Facilities

As with schools and parks, the low number of potentially new Fire Department employees resulting from construction and operation of a fire station in this location would not result in any significant increase in demand for public facilities such as the City's library, community center, museums, etc. Therefore, construction and operation of a new fire station within the City would not result in the need for any new or altered public facilities not already discussed.

Cumulative Impacts

As no significant, adverse project specific impacts on public facilities would occur as a result of project implementation, project contributions to cumulative impacts on public services would be considered less than significant.

Required/Recommended Mitigation Measures

No mitigation is required or recommended.

Residual Impact

None.

RECREATION

Would the project:	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?			■		
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				■	

Existing Setting

The project site lies across Hollister Avenue from the Sandpiper Golf Course and entrance to Haskell’s Beach. The Sperling Preserve/Ellwood Mesa Open Space is located approximately ½ mile to the east on Hollister Avenue. Girsh Park at the Camino Real Marketplace is located approximately 1½ miles to the east off Hollister Avenue.

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) Using a fairly common standard of 4.7 acres of park space/1,000 people (Santa Barbara County Department of Parks and Recreation), the potential addition of approximately nine new fire department employees to the County’s workforce as a result of construction of a new fire station within the City would not generate any new, significant demand and/or use of existing neighborhood and regional parks or recreational facilities that could lead to substantial physical deterioration of such community resources. Such impacts are considered less than significant.
- b) Although recreational amenities such as weight rooms and basketball hoops are common fitness oriented amenities at fire stations, the provision of such amenities at a new fire station would have no adverse physical effect on the environment or sensitive resources.

Cumulative Impacts

As the project would pose any significant, project specific impact on demand for recreational facilities or services, its contribution to the cumulative demand for such facilities and services would also be considered either less than significant or non-existent.

Required/Recommended Mitigation Measures

No mitigation is required or recommended.

Residual Impact

None.

TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			■		
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			■		
c. 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?				■	
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		■			
e. Result in inadequate emergency access?				■	
f. Result in inadequate parking capacity?				■	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				■	

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 Hollister Avenue at the northeast corner of the future Cathedral Oaks/Hollister intersection to be constructed as part of the new Cathedral Oaks/Hollister/US 101 interchange. U.S. Highway 101 is a four-lane, north-south interstate highway that connects the City of Goleta to Santa Barbara, Carpinteria, and Ventura to the south and Buellton, Lompoc, and Santa Maria to the north. Hollister Avenue and Cathedral Oaks Roads are two-lane arterials in the vicinity of the project site that provide the primary east-west routes through the City on either side of the freeway.

There are no City street intersections within the vicinity of the project site that currently operate below a level-of-service (LOS) C (General Plan/Coastal Land Use Plan Transportation Element, Table 7-1). Without implementation of planned transportation improvements the General Plan/Coastal Land Use Plan estimates that under buildout conditions, the following intersections within the service area of the proposed fire station would fall below acceptable service levels (generally LOS C):

- ✓ Storke/Hollister—LOS E
- ✓ Hollister/Cannon Green—LOS F
- ✓ Hollister/Pacific Oaks—LOS D

Thresholds of Significance

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

- 1) 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.

LEVEL OF SERVICE (including the project)	INCREASE IN V/C (greater than)
A	.20
B	.15
C	.10
<hr/>	
OR THE ADDITION OF	
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 will 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,b) Based on data collected by Fire Department representatives, fire stations in Goleta typically have between three and five callouts per day. This translates into six to ten average daily trips (ADTs) involving fire engines and other fire department vehicles. In addition, there is a shift change each morning between 7:00 and 8:00 AM involving three firefighters leaving the facility and their three replacements entering the facility for the next 24 hour shift. This adds six additional ADT per day to the traffic volume generated by a typical Goleta fire station. Hence, in a worst case scenario it can be assumed that potential fire station generated ADTs would be less than 20 ADT. Since none of the potential firefighter commute trips would occur during the PM peak hour; and callouts, which can occur at any time, operate under emergency procedures that allow fire engines and emergency response vehicles to go around or through intersections as necessary to avoid delays normally associated with traffic congestion, it can be assumed that PM peak hour trip generation for a new fire station in this location would have no significant impact on any intersection in the City. Therefore, project generated traffic impacts on any roadway or City intersection resulting from construction of a new fire station in this location would be considered less than significant.
- c) The project site is 2.6 miles west/northwest of the Santa Barbara Municipal Airport and outside of the Airport's Approach Zone. As such, the proposed fire station would have no impact on air traffic operations or air traffic safety.
- d) Hollister Avenue in the vicinity of the project site is a two-lane arterial with a posted speed limit of 45 MPH. The vertical curve of Hollister east of the project site is gently sloping upward to its apex opposite the potential driveway entrance to a new fire station at this location as shown on the conceptual site plan and then transitions to a downward sloping vertical curve until its intersection with the Highway 101 interchange. In this area Hollister Avenue has a horizontal curve on a gentle radius to the northwest.

The Caltrans *Highway Design Manual* establishes minimum stopping sight distances for various posted roadway speeds to ensure that vehicles entering the traffic flow can see and be seen by oncoming traffic far enough in advance to ensure adequate traffic safety. Pursuant to the *Highway Design Manual*, a minimum stopping sight distance of 360 feet is necessary for all roadways with a posted speed limit of 45 MPH (Caltrans; *Highway Design Manual, January 4, 2007, Table 201.1*). Based on an inspection of the site by City staff, there is 500+ feet of stopping sight distance from the potential fire station driveway location looking to the west along Hollister. However, although the stopping sight distance available to the east on Hollister meets the 360' standard, it is partially obscured by existing eucalyptus trees on the property's frontage on Hollister Avenue just east of the potential fire station driveway entrance. As such, the marginal stopping sight distance available for oncoming west-bound traffic on

Hollister from the potential fire station driveway entrance would be considered to pose a potentially significant traffic safety impact.

- e,f) The Conceptual Site Plan provides for eight (8) potential firefighter parking spaces and three (3) potential visitor parking spaces, one of which would be handicapped accessible. As there would likely be no more than six (6) firefighters onsite at the daily shift change, the number of potential parking spaces is considered sufficient to meet all potential personal vehicle parking demand. Any fire engines and emergency response vehicles would be parked within bays in the fire station. Potentially large concrete aprons as shown on the conceptual site plan would provide for fire engine circulation through the site without the need for any backing movements. As such, potential fire engine parking and access is considered adequate and functional and hence, construction and operation of a fire station at the project site would not pose any emergency vehicle access or parking demand impacts.
- g) A fire station at the project site would not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Cumulative Impacts

Because project specific traffic safety impacts regarding the adequacy of the stopping sight distance to the east are considered potentially significant, project contributions to cumulative traffic safety impacts would also be considered potentially significant.

Required Mitigation Measures

1. Formal plans for a fire station at the project site shall include a stopping sight distance analysis that demonstrates how adequate stopping sight distance shall be provided and maintained. **Plan Requirements and Timing:** The site plan accompanying any formal development plan application for a proposed fire station shall identify which existing eucalyptus trees would need to be removed and which would only need to be trimmed to ensure that a minimum stopping sight distance of 360 feet in both directions from the fire station driveway entrance onto Hollister Avenue is maintained at all times. In addition, the location of any required warning signage of a fire station's presence to drivers on Hollister Avenue shall be noted on the submitted plans.

Monitoring: City staff shall verify compliance upon receipt of any formal development application.

Recommended Mitigation Measures

2. Any site plan submitted in support of any formal DP application shall include a bicycle rack installed onsite. **Plan Requirements and Timing:** City staff shall verify the inclusion of at least one bicycle rack onsite on any site plan accompanying a formal DP upon receipt of said application.

Monitoring: City staff shall verify compliance at the time of any formal development plan submittal.

Residual Impact

With implementation of these mitigation measures, residual project specific, as well as project contributions to cumulative traffic/transportation and circulation impacts would be considered 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?		■			
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		■			
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		■			
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?		■			
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		■			
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			■		
g. Comply with federal, state, and local statutes and regulations related to solid waste?			■		

Existing Setting

Sewage disposal service for a fire station on the project site would be provided by the Goleta West Sanitary District (GWSD) and water service would be provided by the Goleta Water District (GWD). Solid waste collection and disposal would be provided by Allied Waste Services. Solid waste collected from the project site would be transported by the Santa Barbara County Public Works Department 20 miles to the west to the

Tajiguas landfill which is operated by the County. Stormwater runoff from the project site either sheet flows onto Hollister, overland to a low spot in the southeast corner of the property, or northward toward the steep embankment along the railroad.

Thresholds of Significance

A significant impact on utilities and service systems would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, under the City's *Environmental Thresholds and Guidelines Manual*, a project that would generate 196 tons of solid waste/year, after receiving a 50% credit for source reduction, recycling, and composting, would result in a project specific, significant impact on the City's solid waste stream. Any project generating 40 tons/year, after receiving a 50% credit for source reduction, recycling, and composting would be considered to make an adverse contribution to cumulative impacts to the City's solid waste stream.

Project Specific Impacts

- a,b,e) Sewage disposal for a fire station at the project site would be provided by the GWSD. The GWSD currently has 2.25 million gallons per day (mgd) of unused capacity at the Goleta Sanitary District's (GSD) sewage treatment plant located off William Moffet Place adjacent to the Santa Barbara Municipal Airport. An updated land use survey and future wastewater projections analysis was completed in 2006 for both the GSD and GWSD. Per that study, GWSD wastewater generation factors are estimated at 184 gallons/day per equivalent residential unit (ERU) (*City of Goleta General Plan/Coastal Land Use Plan EIR, September, 2006*). Although neither the GWSD or the City have an adopted wastewater generation factor specific to institutional uses such as a fire station, potential staffing levels at such a station would be equal to the average household size within the City (three people) which therefore can be equated to one (1) ERU. Applying the GWSD's ERU generation factor, estimated wastewater generation for a fire station would equate to 184 gallons/day (gpd) or 0.008% of remaining unused GWSD capacity in the GSD's main treatment plant. However, until a letter of *Sewer Service Availability* is issued by the GWSD, it cannot be assumed that sewer service from the District will ultimately be available for a fire station. Hence, associated impacts on sewer service availability would be considered potentially significant.
- c) Currently there are no drainage improvements on the project site. New drainage control facilities would have to be constructed to ensure that; a) the post-development discharge rate does not exceed the pre-development condition, b) all stormwater runoff is discharged offsite in a non-erosive manner, and c) adequate BMPs pursuant to the City's adopted Stormwater Management Program are incorporated into the drainage control improvements to ensure proper water quality protection measures are implemented before the runoff is discharged offsite. Therefore, project impacts associated with the provision of adequate drainage improvements would be considered potentially significant but are addressed under the discussion of Hydrology and Water Quality above.

- d) A fire station would be served by the Goleta Water District. Applying the water demand duty factors for Goleta Valley large lot development from the City's *Environmental Thresholds and Guidelines Manual* of 0.70 acre feet/acre/year (AFY), it is estimated that a fire station would on average consume 0.90 AFY of potable water. This anticipated consumption level for potable water could be reduced through connection to the existing recycled water main in Hollister for use in landscape irrigation.

The GWD operates under the Wright Judgment that prohibits overdrafting of the Goleta Groundwater Basin (GGWB). The District draws its water supply from Lake Cachuma (9,322 acre feet/year or AFY), the State Water Project (4,500 AFY), the GGWB (2,350 AFY), and wastewater reclamation (3,000 AFY) for a total yearly supply of 19,172 AFY for a normal rainfall year (Goleta Water District; *Goleta Water District Water Supply Assessment*, May 22, 2008). Average current demand for GWD water (2007) is 15,554 AFY (Goleta Water District; May 22, 2008) leaving a remaining, unused water supply at this time of 3,618 AFY in a normal rainfall year. The anticipated 0.90 AFY increase in water demand resulting from a fire station represents 0.06% of this currently available supply over current yearly demand for District water. While a fire station represents a de minimis increase in water demand, until an *Intent to Serve* letter is issued by the GWD, provision of an adequate water supply for a new fire station is not guaranteed. However, intent to serve letters are not usually issued until a development proposal has been approved and the developer has applied for and paid tap fees. As such, standard procedure to ensure that adequate water is available to serve a fire station for environmental review purposes as well as for the approval of development entitlements, is to have the applicant obtain a *Water Service Classification* letter from the GWD. Therefore, until at least a water service classification letter is issued by the GWD, project impacts on the local water supply would be considered potentially significant.

- f,g) Solid waste generated by development to the north of Hollister is collected by Allied Waste Services and transported to the County's landfill at Tajiguas. The City does not have a solid waste generation factor for institutional uses such as a fire station. However, solid waste generated by a fire station would be similar to that expected for one ERU as the occupancy factor for both the ERU and a fire station would be the same (three people). Per the City's *Environmental Thresholds and Guidelines Manual*, solid waste generation for one ERU is estimated to be 2.86 tons/year, based on an occupancy load of three people. According to the City's *Environmental Thresholds and Guidelines Manual*, any project that generates 196 tons/year or more, after receiving the 50% source reduction and recycling credit, is deemed to pose a significant impact on the landfill's capacity and ability of the County to handle its long-term solid waste stream. Due to the fact that estimated solid waste generation for a fire station is less than three (3) tons/year, project specific impacts on landfill capacity at Tajiguas as well as the County's ability to handle its long-term solid waste stream are considered less than significant.

Cumulative Impacts

As the proposed project poses potentially significant impacts associated with water demand and sewage disposal, as well as requires new stormdrain facilities, project contributions to cumulative impacts on the GWD's water supply, GSD sewage treatment capacity, and the City stormdrain system would be considered potentially significant as well. Although the anticipated solid waste flow generated by a fire station would not be considered a project specific, potentially significant impact, any increase in the solid waste stream would be considered to pose an adverse contribution to cumulative impacts on landfill capacity and the County's ability to handle its long-term solid waste stream.

Required Mitigation Measures

As noted above, mitigation to address potentially significant impacts associated with project drainage are identified in the discussion of Hydrology and Water Quality.

1. A Connection Permit from the Goleta West Sanitary District shall be obtained. **Plan Requirements and Timing:** The Connection Permit shall be provided to the City prior to LUP issuance.

Monitoring: The Connection Permit shall be on file with the City prior to LUP issuance.

2. A Can and Will Service (CAWS) letter from the Goleta Water District shall be obtained. **Plan Requirements and Timing:** The CAWS letter shall be provided to the City prior to LUP issuance.

Monitoring: The CAWS letter shall be on file with the City prior to LUP issuance.

3. As part of any formal development plan application submittal, the applicant shall apply to the GWD for recycled water service for onsite irrigation purposes. **Plan Requirements and Timing:** Application for the provision of recycled irrigation water, as well as provision for such service on the submitted composite utilities plan, shall be included in any formal development plan application for a fire station.

Monitoring: City staff shall verify compliance prior to receipt of any formal development plan application.

4. Outdoor water use shall be minimized. **Plan Requirements:** The following measures shall be implemented in the final landscape plan:
 - a) The final landscaping shall use native and/or drought tolerant species;
 - b) Drip irrigation or other water-conserving irrigation shall be installed;
 - c) Plant material shall be grouped by water needs;

- d) Turf shall constitute less than 20% of the total landscaped area if proposed under the final landscape plan;
- e) No turf shall be allowed on slopes of over 4%;
- f) Extensive mulching (2" minimum) shall be used in all landscaped areas to improve the water holding capacity of the soil by reducing evaporation and soil compaction; and
- g) Soil moisture sensing devices shall be installed to prevent unnecessary irrigation.

Timing: The final landscape plan shall include these requirements and shall be reviewed and approved by City staff and DRB. The applicant shall implement all elements of the final landscape plan prior to final inspection of any future structures.

Monitoring: Prior to final inspection, City staff shall verify installation according to plan.

5. Indoor water use shall be minimized. **Plan Requirements:** The following measures shall be incorporated into building plans:

- a) all hot water lines shall be insulated;
- b) re-circulating, point-of-use, or on-demand water heaters shall be installed;
- c) self regenerating water softening shall be prohibited in all structures; and
- d) lavatories and drinking fountains shall be equipped with self-closing valves.

Timing: Building plans shall include these requirements. Indoor water conserving measures shall be implemented prior to occupancy clearance.

Monitoring: Prior to final inspection of any future structures, City staff shall inspect to verify installation according to the approved plans.

6. Reclaimed/non-potable water, if available, shall be used for all dust suppression activities during grading and construction. **Plan Requirements and Timing:** This measure shall be included as a note on all plans submitted for any LUP, grading, and/or building permit. Evidence of availability, or lack thereof, shall be provided to the City prior to LUP issuance.

Monitoring: City staff shall site inspect to ensure that reclaimed/non-potable water is being used for dust suppression, if available.

7. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal (e.g., concrete and asphalt). During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite. **Plan Requirements and Timing:** This requirement shall be printed on all plans submitted for any LUP, grading permit, and/or building permit. Materials shall be recycled as necessary throughout construction. All materials shall be recycled prior to occupancy clearance.

Monitoring: City staff shall verify compliance through all phases of permitting and construction.

Recommended Mitigation Measures

8. The applicant shall develop and implement a Solid Waste Management Program. The program shall identify the amount of waste generation estimated for a new fire station. **Plan Requirements:** The program shall include, but is not limited to, the following measures:

- a) Provision of a recyclable materials storage area of at least 50 SF within the project site that is approved by the solid waste service provider.
- b) Implementation of a green waste source reduction program focusing on recycling of all green waste generated onsite.
- c) Development of a Source Reduction Plan (SRP), describing the recommended program(s) to be implemented to reduce solid waste and the estimated reduction of solid waste disposed of by a fire station. For example, the SRP may include a description of how construction waste may be used for fill instead of sending such waste to the landfill, or a detailed set of office procedures such as use of duplex copy machines and purchase of office supplies with recycled content.
- d) Implementation of a program to purchase materials that have recycled content for fire station construction and/or operation (i.e., plastic lumber, office supplies, etc.). The program could include requesting suppliers to show recycled materials content. To ensure compliance, the applicant shall develop an integrated solid waste management program, including recommended source reduction, recycling, composting programs, and/or a combination of such programs.

Timing: The applicant shall submit a Solid Waste Management Program to the City for review and approval prior to LUP issuance. All program components shall be implemented prior to occupancy clearance and shall be maintained in perpetuity.

Monitoring: Prior to final inspection of any future structures, City staff shall ensure compliance with the Solid Waste Management Plan.

Residual Impact

With implementation of these mitigation measures, residual project specific, as well as residual project contributions to cumulative impacts on utilities within the City would be considered less than significant.

MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?		■			
b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?				■	
c. 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.			■		

14. PREPARERS OF THE INITIAL STUDY/DRAFT MITIGATED NEGATIVE DECLARATION, CONTACTS, AND REFERENCES

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16. ATTACHMENTS

A. Project Conceptual Site Plan

ATTACHMENT A
Project Conceptual Site Plan