

## EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed Fire Station 10 Project (project) and the project alternatives, the environmental impacts associated with the project and alternatives, and required and recommended mitigation measures.

### Project Synopsis

#### Lead Agency

City of Goleta  
Planning & Environmental Review  
130 Cremona Drive, Suite B  
Goleta, California 93117

#### Project Applicant

City of Goleta  
Neighborhood Services and Public Safety Department  
130 Cremona Drive, Suite B  
Goleta, California 93117

### Project Description

A detailed description of the applicant's proposal is included in Section 2.0, *Project Description*. The key characteristics of the proposed project are summarized below.

#### Project Objectives

The proposed project would address a deficiency of localized and community-wide emergency and fire protection service in the western City of Goleta area. This facility would enable the Santa Barbara County Fire Department (SBCFD) to improve fire protection services in the City and surrounding unincorporated areas. This project would enable SBCFD operating the facility to achieve the following objectives:

- Add a new three-person fire station crew on duty around the clock;
- Meet the National Fire Protection Association (NFPA) five-minute for fire service response time throughout western Goleta;
- Improve the western Goleta area fire fighter-to-population ratio to an acceptable level of less than 1: 4,000;
- Substantially improve emergency response times for fires, accidents, and emergency medical response calls in the western portions of the City and surrounding unincorporated areas of Santa Barbara County; and
- Substantially enhance and improve water rescue capabilities by the Fire Department for the western Goleta area with the ability to launch certain types of water rescue watercraft at nearby Haskell's Beach, rather than relying on the existing sole launch point at the Goleta Pier.

### Project Location and Overview

The 1.21-acre Fire Station 10 Project site is located at 7952 Hollister Avenue (APN 079-210-075) and a 0.30-acre right-of way (ROW) easement along Hollister Avenue at the northeast corner of the Hollister/Cathedral Oaks intersection; it is considered the western entrance, or “gateway,” to the City.

### Construction

Development of Fire Station 10 would include relatively minor grading including cut and fill of between 5 and 7 feet to obtain the finished floor elevation. All grading would be balanced on-site. A soldier pile concrete wall topped with an attached concrete masonry wall would be constructed along the northern Project site boundary to stabilize this existing slope and be completed without encroachment into UPRR right-of-way. Existing eucalyptus woodland totaling 56 eucalyptus trees, as well as other vegetation would be removed from the Project site. Preliminary construction including rough grading and site preparation would occur over an approximately 4-month period. Subsequent Fire Station 10 facility construction would occur over a 12- to 14-month period. It is anticipated that Project construction would begin September 2019 and the fire station would begin operations by early 2021.

### Proposed Operations

The approximately 11,600 s.f., one-story Fire Station 10 would provide three drive-through bays for fire trucks and associated apparatus. Associated exterior infrastructure would include: a bifurcated (250-gallon gasoline and 1,000-gallon diesel) above-ground fuel tank, an emergency diesel powered generator on the edge of a paved turn-around area on the western portion of the Project site, and a horizontal hose drying rack (approximately 3 feet tall) with slats along the entire top of the structure, located north of the apparatus bays in the northeast corner of the Project site. Additional exterior structures would include a trash and recycling enclosure and storage area on the northern Project boundary. Parking areas would provide nine employee spaces at the back of the Project site, and seven public parking spaces adjacent to Hollister Avenue.

Fire Station 10 interior uses would provide the following fire-fighting staff amenities: four bedrooms with individual bathrooms; a communal kitchen; dining area; fire station captain’s office; day room; workout area; laundry room with extractor units; an engineering workshop; a breathing apparatus repair and high-pressure bottle-filling workshop; and a turnout storage area. The building would also include a small community training room and reception area. A mechanical/electric room would be located above the three apparatus bay areas on a mezzanine level.

Three firefighters would be on duty at all times, with the 24-hour shift change occurring at 8:00 a.m. There would be on average five fire engine response calls during each 24-hr shift, though there is no predictable pattern as to when these emergency responses would occur (Division Chief Martin Johnson, SBCFD, personal communication 2017).

### Architecture

The Fire Station 10 structure would include a maximum roof height of 32-feet. The architectural style is a Modern Western architectural style that would utilize the materials and forms of California Ranch traditions, including short towers and cupulas. The architectural elements reflect some of the early vernacular forms of the Goleta Valley. These include water towers, barn-like mass & volumes and low-profile ranch houses. The roof forms are broken-up into staggered gables and a hipped roof to lower the apparent height of the apparatus bay. The exterior finishes and features also relate to the building's residential/agrarian context through the use of traditional items, such as board and batt wood siding, and an architectural projection element suggesting a historic water tower that includes a plaster base, splayed walls, and small window pane articulations.

### Stormwater Drainage and Utilities

Fire Station 10 would incorporate best management practices (BMPs) to reduce stormwater runoff from the site, consistent with the City of Goleta's Storm Water Management Plan. All proposed on-site impervious surface development would drain to stormwater control measures consisting of a bioretention basin with a maximum 1.5-foot depth west of the Fire Station 10 entrance, or to a permeable paver parking lot (Flowers & Associates, Inc., 2017, Appendix I). The bioretention basins would utilize a sand/compost planting medium designed to filter runoff at a rate of at least 5 inches per hour (Everett King, City of Goleta NPDES Coordinator, personal communication 2017). A minimum of 30 inches of "Class 2" permeable material, which typically has porosity of approximately 40 percent, would provide storage and more treatment below the soil mix.

### Landscaping

The areas adjacent to and around the structure and exterior facilities would be landscaped with a mixture of native and drought tolerant plantings. Screening vegetation along the northern and eastern property boundary, including large 24- to 36-inch box specimen Monterey cypress, Coast live oak, and New Zealand Christmas trees, would achieve a height of between 30 to 80 feet and would replace 56 trees to be removed. The linear arrangement of large screen trees would be complemented by native and drought-tolerant shrubs reaching 12 to 20 feet high. The landscaping would provide a visual separation between the fire station institutional uses and The Hideaway residential development to the east, and southerly views from US 101 and residential neighborhoods to the north.

### Access

Fire Station 10 ingress and egress would be from two access points along Hollister Avenue. Driveway access to the public parking area on the eastern portion of the site would also lead to fire department staff parking in the back of the facility, and would continue to a turnaround area located on the far western portion of the Project site where engine fueling would occur. Fire Station engines would access Hollister Avenue from a separate three-apparatus by egress driveway in the center of the Project site.

### Lighting

Lighting at the Fire Station 10 entrance would be limited to the immediate vicinity sufficient to create a visually welcoming gateway. The public parking lot and public entry would be lit for safety, but would use shielded overhead lighting. The Apparatus Bay apron would require down-lighting at the front and rear overhang or would be down lit from the walls. Low level path lighting or bollards on motion sensors would illuminate walkways to employee parking and accessory site buildings. Accessory buildings and areas (such as the fuel station, hose drying rack, and truck turn-around) would require overhead lighting only when operations require and would be turned off when not in use. All other lighting would be shielded to avoid all glare extending offsite.

### Utilities

Proposed Fire Station 10 Project utility service providers are summarized in Section 2.0, *Project Description*. The water supply system would be connected to water mains on Hollister Avenue. A recycled water line in Hollister Avenue would provide recycled water for landscaping irrigation and other non-potable uses. All electrical distribution lines, fiber optic lines, cable television lines, phone lines, gas lines, water lines, and sewer lines would be undergrounded. Other components of the Fire Station 10's utility infrastructure, such as backflow preventers, transformers, water meter assemblies, gas meters, power meters, and cable TV pedestals would be installed above ground. Mechanical equipment would be located on the mezzanine level within the Fire Station 10 structure. A short radio antenna would be erected to relay and receive communications from the station to fire engine crews in the field. The antenna would be located on the Fire Station 10 building rather than requiring a separate pole.

### Project Sustainable Design Features

The proposed Fire Station 10 Project would be designed to Leadership in Energy and Environmental Design (LEED) Silver standards that would incorporate various resource-efficient project design features to reduce water and energy consumption, and to reduce air pollutant/greenhouse gas emissions associated with operation of the project. These include: energy efficiency measures (achieving the California Energy Commission Title 24 Building Energy Efficiency Standards); water conservation strategies that reduce indoor and outdoor water use by 20 percent; and architectural and site design features to increase building efficiency and promote pedestrian circulation.

### Project Background & Outreach

The Fire Station 10 project was identified by the City to address emergency services in western Goleta. The City completed a Mitigated Negative Declaration for its site selection decision in 2010. Since that time, the City has also had regular outreach with neighbors and interested parties about the Fire Station 10 project. The City held public outreach meetings in November 2016 and March 2017, and Design Review Board consideration in June 2017. The Notice of Preparation

(NOP) for this document was distributed on August 8, 2017 with a public hearing to comment on the NOP held on August 29, 2017.

### **Alternatives**

As required by CEQA Guidelines Section 15126.6, the EIR examines a reasonable range of alternatives to the proposed project. The alternatives, described and evaluated in Section 5.0, include the following:

- **No Project Alternative.** This alternative evaluates what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.
- **Alternative Site Locations:** Five alternative site locations were preliminarily addressed within the NFPA five-minute for fire service response time for western Goleta. All but one, the Santa Barbara Shores site on the Sperling Preserve, were determined to be infeasible as they did not meet SBCFD fire station siting criteria.

The No Project Alternative would be the overall environmentally superior alternative, but would not achieve the Project's basic project objectives. Therefore, the proposed Project would be the environmentally superior alternative to the only other feasible alternative location that is capable of achieving most of the basic project objectives.

### **Summary of Impacts and Mitigation Measures**

Table ES-1 summarizes the identified environmental impacts for each issue area studied in the EIR, recommended mitigation measures (if any), and the level of significance after mitigation. Class I impacts are defined as significant, unavoidable adverse impacts which require a statement of overriding considerations to be issued per CEQA Guidelines § 15093 if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under CEQA Guidelines § 15091. Class III impacts are considered less than significant impacts. Class IV impacts are those for which there would be no adverse impact, or the Project's impact would be beneficial.

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

Impact	Mitigation Measures	Significance After Mitigation
<p><b>Class I - Significant and Unavoidable</b></p> <p>A Statement of Overriding Considerations would be adopted for each of the following impacts pursuant to CEQA Section 15093(b) supported by substantial evidence in the record.</p>		
<p><b>AES-1.</b> Removal of mature eucalyptus trees would temporarily degrade scenic views along designated scenic corridors until establishment of replacement screening landscaping.</p>	<p>None available.</p>	<p>Significant.</p>
<p><b>NOI-1:</b> Construction of the Project would result in the generation of short-term noise levels potentially impacting adjacent sensitive receptors. Though standard mitigation measures would reduce this impact, rotary auger drilling activities would generate significant and unavoidable impacts.</p>	<p><b>NOI-1(a):</b> Pursuant to City of Goleta guidelines, all noise-generating construction activities shall be limited to Monday through Friday, 8:00 a.m. to 5:00 p.m. Construction shall not be allowed on weekends and state holidays except for 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.</p> <p><b>Plan Requirements and Timing:</b> Two signs stating these restrictions shall be provided by the applicant and posted on-site prior to commencement of construction. Signs shall be a minimum of 24" x 48" in size. The signs shall be in place prior to beginning of and throughout all grading and construction activities. Violations may result in suspension of permits.</p> <p><b>Monitoring:</b> City staff shall monitor compliance with restrictions on construction hours, and shall investigate and respond to all noncompliance complaints.</p>	<p>Significant.</p>

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
	<p><b>NOI-1(b):</b> Temporary noise barriers shall be used and located as needed to block line-of-sight between project construction equipment, particularly solidier wall drilling, and the eastern property boundary (Hideaway residential development) to feasibly reduce effects of construction noise on these sensitive receptors.</p> <p><b>Plan Requirements and Timing:</b> The sound walls shall be designed by a registered engineer and included on the grading plan, and reviewed and approved by City staff prior to approval of any Land Use Permit for the Project. The measure shall be implemented during construction.</p> <p><b>Monitoring:</b> City staff shall verify as to plan in the field during construction.</p> <p><b>NOI-1(c):</b> The following measures shall be incorporated into grading and building plan specifications to reduce the impact of construction noise:</p> <ul style="list-style-type: none"> <li>a) All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system.</li> <li>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.</li> </ul> <p><b>Plan Requirements and Timing:</b> All of the above mitigation measures shall be noted on all plans submitted for any Land Use Permit and/or building permit(s).</p>	

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
	<p><b>Monitoring:</b> City staff shall verify compliance prior to any Land Use Permit or building permit(s) issuance as well as conducting periodic field inspections.</p>	
<p style="text-align: center;"><b>Class II - Potentially Significant but Feasibly Mitigated</b></p> <p>Findings would be adopted for each of the following impacts pursuant to CEQA Section 15091(a)(1) indicating that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects, as supported by substantial evidence in the record.</p>		
<p><b>AES-4:</b> The proposed Project would introduce new sources of lighting and glare to an undeveloped parcel that currently has none.</p>	<p><b>AES-4.1: Lighting Specifications.</b> Any exterior 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 except to light the flag pole. Lighting fixtures shall be appropriate for the architectural style of the structure and surrounding area.</p> <p><b>Plan Requirements and Timing:</b> 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 the Planning and Environmental Review Director, or designee, before the City issues a building permit for construction.</p> <p><b>Monitoring:</b> Before the City issues a certificate of occupancy, City staff, shall inspect exterior lighting features to ensure that they have been installed consistent with approved plans.</p>	<p>Less than significant.</p>
<p><b>BIO-3:</b> Potential active raptor nests and other bird</p>	<p><b>BIO-3:</b> Vegetation removal including clearing and grubbing and tree trimming shall avoid the bird nesting season</p>	<p>Less than significant.</p>

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
<p>nests that could be established in trees and shrubs within and adjacent to the project site would be adversely impacted if construction were to occur during the bird breeding season between February 1 and August 15.</p>	<p>(February 1st– August 31st) as feasible to ensure protection of breeding birds potentially on-site and directly east and north of the Project site during the site preparation and construction. If avoidance of the bird nesting feasible is infeasible, pre-construction breeding bird surveys shall be performed by a qualified, City-approved biologist. Nesting bird pre-construction surveys shall occur within the area to be disturbed and extend outward 500 ft. or to the property boundary. If any occupied bird nests or cavity roosts are found, the biologist shall determine an appropriate buffer zone that considers the bird species, nest location, nest height, existing pre-construction level of disturbance in the vicinity of the nest, and proposed construction activities. A buffer ranging in size from 100 ft. for nesting passerine species to 500 ft. for nesting raptors shall be determined and demarcated by the biologist with bright-orange construction fencing, flagging, construction lathe, or other means to mark the boundary, unless a smaller buffer is considered adequate based on the factors listed above.</p> <p><b>Plan Requirements and Timing:</b> 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.</p> <p><b>Monitoring:</b> 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.</p>	
<p><b>CR-1:</b> Based on surface and subsurface</p>	<p><b>CR-1:</b> A City-approved archaeologist and local Chumash observer shall monitor the initial grading and excavation</p>	<p>Less than significant.</p>

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
<p>archaeological investigations conducted on-site, no intact archaeological resources are present. Proposed ground disturbances would not likely disturb unknown cultural resources, but the vicinity is considered sensitive.</p>	<p>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.</p> <p>In the event archaeological remains are encountered during grading, work shall be stopped immediately or redirected until the City-approved archaeologist and 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. If human remains are identified, the finds shall be handled consistent with Public Resources Code 5097.98.</p> <p><b>Plan Requirements and Timing:</b> This requirement shall be printed on all plans submitted for any CDP, building, grading, or demolition permits. The applicant shall enter into a contract with a City approved archaeologist and local Chumash observer and shall fund the provision of onsite archaeological/cultural resource monitoring during initial grading, excavation, and/or demolition activities prior to LUP issuance.</p> <p><b>Monitoring:</b> City staff shall conduct periodic field inspections to verify compliance during ground disturbing activities. 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.</p>	
<p><b>GEO-1:</b> The north-facing Project slope exceeds 20% grade and is susceptible to failure and severe erosion.</p>	<p><b>GEO-1: Geotechnical Design Considerations.</b> Consistent with recommendations in the Leighton Consulting, Inc. (2017) <i>Geotechnical Exploration</i> report (Appendix E), the applicant shall prepare a permanent slope stabilization plan for the northern portion of the Project site to prevent continued</p>	<p>Less than significant.</p>

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
	<p>erosion and slope instability. The plan shall include construction of a soldier pile wall at the mid-slope property line, and placement of fill behind the wall in order to achieve additional buildable space. The recommendations in the <i>Geotechnical Exploration</i> report pertaining to slope mitigation shall be incorporated into the proposed Project grading and building plans. These recommendations include:</p> <ul style="list-style-type: none"> <li>• Review of final civil and structural plans and specifications by a California licensed Geotechnical Engineer.</li> <li>• Coordination with the pile installer, as extending the piles from the current elevation of the property line to the finished grade level will require special construction methods and structural details.</li> <li>• Incorporation of specific design earth pressures in association with concrete pile construction.</li> <li>• Embedment of piles to a minimum depth of 5 feet below the lowest adjacent railroad grade at the toe of slope.</li> <li>• Backfill of the retaining wall with granular, non-expansive soil.</li> <li>• Construction of retaining wall backdrain, which would direct water away from the wall and toward drainage devices.</li> <li>• Incorporation of proper seismic design parameters.</li> <li>• Incorporation of proper temporary excavation slope gradients and shoring.</li> </ul> <p><b>Plan Requirements and Timing:</b> A permanent slope stabilization plan to remedy existing erosion and potential slope instability along the northern site boundary shall be prepared by a licensed engineer as part of the preliminary</p>	

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
	<p>grading/drainage plan submitted for any formal development plan application. The approved slope stabilization plan shall be implemented as approved by the Planning and Environmental Review Director or designee before issuance of grading and building permits.</p> <p><b>Monitoring:</b> The Project Geotechnical Engineer must observe all pile or pier installation, in accordance with the California Building Code.</p>	
<p><b>LU-1:</b> Implementation of the Project has the potential to conflict with adopted plans or policies governing local land use, including the City’s General Plan/Coastal Land Use Plan, or interfere with the objectives of the California Coastal Act for development within the Coastal Zone. However, with implementation of mitigation, the Project would be consistent with all applicable policies.</p>	<p><b>BIO-3</b> (in Section 4.2 Biological Resources) would reduce potential impacts to nesting birds and active and historical raptor nest sites if they were to exist prior to Project construction, and would ensure consistency with City policies for the protection of these nest sites.</p> <p><b>Plan Requirements and Timing:</b> See related discussion for Impact BIO-3.</p> <p><b>Monitoring:</b> See related discussion for Impact BIO-3.</p> <p><b>CR-1</b> (in Section 4.3 Cultural Resources) would ensure that a City-approved archaeologist and local Chumash observer would be present for all grading and excavation activities to monitor for potential discovery of unknown archeological or historic remains until it is determined that no prehistoric archaeological/cultural resources are located on the Project site.</p> <p><b>Plan Requirements and Timing:</b> See related discussion for Impact CR-1.</p> <p><b>Monitoring:</b> See related discussion for Impact CR-1.</p> <p><b>GEO-1</b> (in Section 4.4 Geological Resources) would ensure that Project development would conform with the recommendations of the Project geotechnical report and ensure that appropriate slope stability features are installed in</p>	<p>Less than significant.</p>

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
	<p>accordance with the California Building Code to ensure protection of the site from significant geological hazards.</p> <p><b>Plan Requirements and Timing:</b> See related discussion for Impact GEO-1.</p> <p><b>Monitoring:</b> See related discussion for Impact GEO-1.</p> <p><b>NOI-1(a), NOI-1(b), and NOI-1(c)</b> (in Section 4.7 Noise) would reduce short-term construction noise impacts and would ensure implementation of standard City-mandated construction noise attenuation measures including scheduling during weekdays only, constructing temporary sound barriers on the eastern property boundary, and ensuring construction equipment mufflers are in proper working order.</p> <p><b>Plan Requirements and Timing:</b> See related discussion for Impact NOI-1.</p> <p><b>Monitoring:</b> See related discussion for Impact NOI-1.</p>	
<p><b>TRANS-5:</b> Short-Term Construction Traffic. Construction of the Project would generate short-term construction-related traffic along roads within the Project area. Short-term increases in construction-related traffic would be temporary, and would be feasibly mitigated by standard City conditions.</p>	<p>The following City standard measure would be implemented:</p> <p><b>TRANS-5.1:</b> Construction Transportation and Parking Plan. The applicant shall submit a construction transportation and parking plan that addresses construction traffic, routes, traffic management plans within the public right-of-way, and parking for construction workers. Parking shall be provided on-site or at additional off-site locations that are not on public streets.</p> <p><b>Plan Requirements and Timing:</b> The Construction Transportation and Parking Plan shall be reviewed and approved by City Public Works and Planning and Environmental Departments prior to issuance of final LUP and building permits.</p> <p><b>Monitoring:</b> City staff shall verify compliance with the approved Construction Transportation and Parking Plan per the approved plans during construction.</p>	<p>Less than significant.</p>

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
<p><b>Class III – Adverse, But Less Than Significant</b>                      Environmental Impacts that do not Require Mitigation. Standard conditions of approval may be identified.</p>		
<p><b>AES-2:</b> Removal of the established eucalyptus trees as experienced from designated scenic corridors would be replaced by establishment of mature vegetation over the long-term, contributing to views along designated scenic corridors such that scenic views would be maintained.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p><b>AES-3.1:</b> Mature eucalyptus trees would be removed, but their scenic value is low and there are no other scenic resources on the Project site.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p><b>AES-3.2:</b> Fire Station 10 development would replace presently undeveloped land, but proposed structures and landscaping would be compatible with that of surrounding development.</p>	<p>None required. However, the following standard permitting requirements would be applied:</p> <p><b>AES-3.2.1: Height Limitations.</b> The height of structural development shown on the Design Review Board (DRB) approved plans considered through Advisory Review shall not exceed the mean height and peak height shown on approved project exhibit maps.</p> <p><b>Plan Requirements and Timing:</b> Finished grade shall be consistent with the approved final grading plan. Height limitations shown on DRB approved plan sets considered</p>	<p>Less than significant.</p>

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
	<p>through Advisory Review shall be adhered to during any future construction.</p> <p><b>Monitoring:</b> City staff shall verify compliance prior to issuance of a Coastal Development Permit/Land Use Permit or building/grading permit(s).</p> <p><b>AES-3.2.2: Composite Utility Plans.</b> The applicant shall submit a composite utility plan for City staff 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.</p> <p><b>Plan Requirements and Timing:</b> Detailed plans showing all external / roof mounted mechanical equipment shall be submitted for review and approval by the Planning and Environmental Review Director, or designee, prior to Coastal Development Permit/Land Use Permit issuance.</p> <p><b>Monitoring:</b> City staff shall verify installation of all external / roof mounted mechanical equipment per the approved plans prior to Fire Station 10 occupancy.</p> <p><b>AES-3.2.3: Screening of Utility Connections.</b> All new utility service connections and above-ground mounted equipment such as backflow devices, etc. 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</p>	

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
	<p>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 completely screened from view.</p> <p><b>Plan Requirements and Timing:</b> The plans submitted for City staff and advisory DRB design review approval shall identify the type, location, size, and number of utility connections and above-ground mounted equipment as well as how such equipment would be screened from public view and the color(s) that it would be painted so as to blend in with the project design and surrounding area.</p> <p><b>Monitoring:</b> 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 DRB approved plans.</p> <p><b>AES-3.2.4: Landscaping.</b> Approximately 75 percent of landscaping on the project site shall consist of drought-tolerant native and/or Mediterranean type species that adequately complement the project design and integrate the site with surrounding land uses.</p> <p><b>Plan Requirements and Timing:</b> 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 on an advisory basis by the DRB and Planning and Environmental Review Director, or designee, prior to Coastal Development Permit/Land Use Permit issuance.</p> <p><b>Monitoring:</b> City staff shall inspect the site to ensure that landscaping has been installed consistent with the DRB approved final landscape plan.</p>	

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
	<p><b>AES-3.2.5: Landscape Installation and Maintenance Agreement.</b> The applicant shall install required landscaping and water-conserving irrigation systems per the final landscape plan as well as permanently maintain required landscaping.</p> <p><b>Plan Requirements and Timing:</b> The applicant shall install approved landscaping and water conserving irrigation systems per the approved Memorandum of Understanding and Maintenance and Responsibility Agreement between the City of Goleta and Santa Barbara County Fire District (March 2016).</p> <p><b>Monitoring:</b> City staff shall inspect the site to ensure that landscaping has been installed consistent with the DRB approved landscape plan.</p> <p><b>AES-3.2.6: Design of Trash / Recycling Enclosure(s).</b> The applicant shall provide a trash/recycling enclosure(s) that is compatible with the architectural design of the project, 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.</p> <p><b>Plan Requirements and Timing:</b> The enclosure(s) shall be shown on final project plans and shall be reviewed and approved on an advisory basis by the Planning and Environmental Review Director, or designee, and the DRB prior to Coastal Development Permit/Land Use Permit issuance.</p>	

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
	<p><b>Monitoring:</b> City staff shall inspect the site to ensure that the required trash/recycling enclosure(s) has been installed consistent with the DRB approved final project plans.</p> <p><b>AES-3.2.7: Trash Control.</b> The applicant shall prevent construction and/or employee trash from blowing offsite by providing covered receptacles on-site before 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.</p> <p><b>Plan Requirements and Timing:</b> This requirement shall be noted on all plans prior to Coastal Development Permit/Land Use Permit issuance. Trash control shall occur throughout all grading and construction activities.</p> <p><b>Monitoring:</b> City staff shall periodically inspect throughout grading and construction activities to verify compliance with this requirement.</p>	
<p><b>BIO-1:</b> The Project would result in habitat loss for wildlife resulting from the substantial removal of vegetation within the Project site.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p><b>BIO-2:</b> Proposed Project increases in noise and light potentially affecting wildlife in the Project vicinity would not be substantial when</p>	<p>None required.</p>	<p>Less than significant.</p>

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
compared to existing surrounding urbanization uses.		
<b>BIO-4:</b> The proposed Project would have less than significant impacts to non-ESHA vegetation communities.	None required.	Less than significant.
<b>BIO-5:</b> The proposed Project would have less than significant direct and indirect impacts to sensitive wildlife species.	None required.	Less than significant.
<b>GEO-2:</b> On-site slope repair, grading, and construction would potentially temporarily increase soil erosion on the Project site. Implementation of BMPs and a SWMP would minimize on-site soil erosion over the long term.	None required.	Less than significant.
<b>HAZ-1:</b> Fire Station 10 development would occur on property previously occupied by a service station with leaking fuel dispensers, which could potentially create a	None required.	Less than significant.

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
significant hazard to the public or the environment.		
<p><b>LU-2:</b> Implementation of the Project has the potential to affect the “Quality of Life” for existing land uses within the Project vicinity. The proposed Project could also be considered a positive factor in “Quality of Life”, as it would improve currently deficient levels of public services (emergency fire department response).</p>	None required.	Less than significant.
<p><b>NOI-2:</b> Long-term noise impacts associated with the Project would incrementally increase the frequency of very short duration peak nuisance noise occurrences for area residents, but would not result in the exceedance of established City noise thresholds.</p>	None required.	Less than significant.
<p><b>NOI-3:</b> Operation of the Project would result in increases in traffic and associated noise. However, associated</p>	None required.	Less than significant.

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
increases in noise would be negligible and would not exceed any adopted thresholds.		
<b>TRANS-1:</b> Implementation of the Project would result in the generation of negligible new traffic that would result in less than significant decreases in existing operations.	None required.	Less than significant.
<b>TRANS-2:</b> Implementation of the Project would result in the development of two new driveways along a major arterial roadway. Required sight distance stopping lengths are adequate and would not result in unsafe roadway conditions.	None required.	Less than significant.
<b>TRANS-4:</b> Congestion Management Program Impacts. Project implementation would generate negligible net new traffic and would not conflict with applicable congestion management plans or programs.	None required.	Less than significant.

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
<p><b>AQ-1:</b> Construction of the Project would result in the generation of short-term air pollutant emissions that would be below the Santa Barbara County Air Pollution Control District (SBCAPCD) guideline threshold of 25 tons/year for ROC or NO<sub>x</sub> construction-related emissions.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p><b>AQ-2:</b> Operation of the Project would result in the generation of long-term air pollutant emissions from area sources, energy use, and vehicular trips to and from the site that would be below the threshold of significance for ROC, NO<sub>x</sub>, and PM<sub>10</sub> adopted by SBCAPCD for both stationary and mobile source emissions.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p><b>AQ-3:</b> Construction or operation of the Project would not result in</p>	<p>None required.</p>	<p>Less than significant.</p>

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
generation of objectionable odors that would affect a substantial number of people.		
<b>AQ-4:</b> Implementation of the proposed Project would not exceed Ozone Plan projections or result in inconsistency with applicable air quality plans or policies.	None required.	Less than significant.
<b>EC-1:</b> Construction and operation of the Project would result in a net increase in regional energy demand. However, the Project includes several energy conserving design features and net increases in demand would not constitute wasteful or inefficient use of supplies, nor would increases in demand from the Project constrain existing supplies or services.	None required.	Less than significant.
<b>EC-2:</b> The Project would include several energy conservation design features which would meet	None required.	Less than significant.

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
<p>or exceed applicable City-adopted energy conservation standards. The Project would not result in inconsistency with any City, State, or Federal standards or policies adopted for energy conservation.</p>		
<p><b>GHG-1:</b> The Project would generate temporary, as well as long-term operational GHG emissions, which would incrementally contribute to climate change, but would not exceed applicable quantified GHG emissions thresholds.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p><b>GHG-2:</b> Implementation of the proposed Project would be consistent with applicable policies of the City of Goleta Climate Action Plan and would be consistent with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p><b>HWQ-1:</b> Project grading and construction activities</p>	<p>None required.</p>	<p>Less than significant.</p>

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
<p>would subject soil surfaces to erosion with the potential to discharge sediments and various pollutants into receiving waters. However, compliance with National Pollutant Discharge Elimination System (NPDES) requirements would minimize discharge of pollutants and ensure appropriate management of site runoff during construction of the Project.</p>		
<p><b>HWQ-2:</b> Site Drainage. The Project would alter on-site drainage patterns and increase impermeable surfaces, increasing site runoff. Implementation of the Project would include construction and design of on-site storm water drainage facilities that would manage storm water runoff consistent with the City’s Storm Water Management Plan.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p><b>HWQ-3:</b> Project operations would result in the potential to adversely</p>	<p>None required.</p>	<p>Less than significant.</p>

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
<p>affect water quality due to polluted runoff and sedimentation, but proposed on-site storm water control measures would manage, retain, and treat site runoff, ensuring polluted urban runoff does not leave the site or adversely affect the quality of receiving waters.</p>		
<p><b>UT-1:</b> Additional Demand for GWED Water Supplies. The Project would result in a net increase in water demand by approximately 1.17 acre-feet per year (AFY), which could be accommodated by existing and projected available Goleta Water District (GWD) supplies. No infrastructure improvements would be required, and impacts to water supplies and infrastructure would not be significantly adverse.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p><b>UT-2:</b> The Project would result in the generation of an estimated 391 gallons per day (gpd) of</p>	<p>None required.</p>	<p>Less than significant.</p>

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
<p>wastewater which would be collected and conveyed through Goleta West Sanitary District (GWSD) sewer infrastructure to the Goleta Sanitary District (GSD's) wastewater treatment plant. Adequate capacity is available to serve the Project's anticipated wastewater demands without the need for additional new conveyance or treatment infrastructure.</p>		
<p><b>UT-3:</b> The Project would result in the generation of an estimated 2.85 tons of waste per year which would be collected and disposed of at the Tajiguas Landfill. The facility has capacity available to serve the Project's solid waste demands without resulting in failure to comply with existing regulations or requiring construction of new facilities.</p>	<p>None required.</p>	<p>Less than significant.</p>

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts (Continued)**

Impact	Mitigation Measures	Significance After Mitigation
<b>Class IV – No Impact and/or Beneficial Impacts</b> No impact and/or beneficial impacts would result.		
<b>PS-1:</b> The proposed Project would increase the fire protection services from the Santa Barbara County Fire Protection District serving the western Goleta area, and improve service ratios and response times.	None required.	Beneficial.
<b>TRANS-3:</b> Implementation of the Project would modify the existing pedestrian, bicycle, and public transit configuration within the Project area and/or on the Hollister Avenue Project boundary. The provision of additional pedestrian sidewalks and crosswalks would be a beneficial impact.	None required.	Beneficial.