



## CITY OF GOLETA

DRAFT

### MITIGATED NEGATIVE DECLARATION

for the

### MEDICAL OFFICE BUILDING for the GOLETA VALLEY COTTAGE HOSPITAL

September 20, 2010  
10-MND-002

**PUBLIC COMMENT PERIOD:** The public comment period begins on September 20, 2010 and ends on October 19, 2010 at 5:00 P.M. All interested persons are encouraged to submit written comment. All letters should be addressed to City of Goleta, Planning and Environmental Services, 130 Cremona Drive, Suite B, Goleta, CA 93117, to the attention of Cindy Moore, Senior Planner. Tel: (805) 961-7547; Fax (805) 961-7551. **All comments must be received no later than October 19, 2010 at 5:00 PM.** Please limit comments to environmental issues.

**CITY OF GOLETA  
DRAFT MITIGATED NEGATIVE DECLARATION**

1. **PROJECT TITLE:** Goleta Valley Cottage Hospital Medical Office Building; Case Number 08-185-DP
2. **LEAD AGENCY NAME AND ADDRESS:** City of Goleta, 130 Cremona Drive, Suite B, Goleta, CA 93117
3. **CONTACT PERSON AND PHONE NUMBER:** Cindy Moore, Senior Planner, (805)961-7547
4. **APPLICANT:**

Goleta Valley Cottage Hospital 351 South Patterson Avenue Santa Barbara, CA 93111	Suzanne Elledge Suzanne Elledge Planning and Permitting Services 800 Santa Barbara Street Santa Barbara, CA 93101
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5. **PROJECT LOCATION:** The proposed project site is located at 5333 Hollister Avenue; APN 065-090-023.

**Vicinity Map**



**6. PROJECT DESCRIPTION:**

The 2.014 acre project site involves one parcel identified as Assessor's Parcel Number 065-090-023, located at 5333 Hollister Avenue in Goleta. The existing

medical office building (MOB) was originally built on this parcel at approximately the same time that the Goleta Valley Cottage Hospital (GVCH) was built on the adjoining parcel, between 1963 and 1964. While the MOB and GVCH are on separate parcels, the two uses have a symbiotic relationship and have been closely associated with each other since they commenced operations in the 1960's.

**Development Plan**

The project includes a request to allow the demolition and replacement of the existing two-story, 41,724 square foot MOB and associated infrastructure with a new two-story, 52,000 square foot MOB and associated infrastructure. To eliminate any disruption to existing MOB operations during construction, the new MOB would be constructed on the same parcel, but east of the existing MOB. Once the new MOB is complete, the existing MOB would be demolished.

The following table provides a summary of the proposed site improvements, building and landscaping.

**PARCEL/ZONING SUMMARY INFORMATION**

<b>Medical Office Building - 5333 Hollister Avenue, APN 065-090-023</b>			
<b>Project Statistic</b>	<b>Existing</b>	<b>Future</b>	<b>Net Change</b>
Floor Area (gross)	41,724 SF	52,000 SF <sup>1</sup>	+10,276 SF
Footprint (building coverage)	20,920 SF	26,000 SF	+ 5,080 SF
Number of Stories	Two-stories	Two-stories	No change
Maximum Building Height	19'6"	38'6"	+19'
Setback from North (Hollister frontage)	11' from PL 69' from centerline	15' from PL 73' from centerline	+4' from PL +4' from CL
Setback from East (South Patterson frontage)	252' from PL (approx)	15' from PL 57' from CL	237' (approx)
Interior Setback from south PL (from hospital parcel)	44' (approx)	15' from PL	29' (approx)
Setback from west PL (More Ranch Road frontage)	28' (approx)	300' (approx)	272' (approx)

*Site Improvements*

Building setback requirements from the common property boundary between the hospital and MOB have been respected in the proposed Development Plan, but site improvements (i.e. grading, drainage, landscaping) have been designed as though the project was situated on one parcel sharing parking and access. Most

<sup>1</sup> Proposed not-to-exceed size.

of the parking for the project will be provided in a 393-space parking lot to be shared by, and located between, the hospital and the MOB.

During construction of the MOB, additional parking is available in a 376-space temporary parking lot located across Patterson Avenue on a portion of what is commonly referred to as the "Hollipat" site. This parking will be used to satisfy the demand of the hospital and MOB as well as construction workers until site improvements associated with both projects are completed.

Other site improvements include a realigned access point from Patterson Avenue to the main parking area to be shared by the hospital and MOB. Total earthwork quantities for the project are estimated to be approximately 112 cubic yards (CY) of excavation (cut) and 1,417 CY of fill for a net import of 1,305 CY. New onsite utility services and storm drains are proposed. Improvements to More Ranch Road and Patterson Avenue are also being made in association with the hospital reconstruction.

The new building is larger than the existing MOB by approximately 10,276 SF, with the total floor area limited to no more than 52,000 SF. Like the existing two-story MOB, the new building would be a two-story structure although the height would be increased as noted in the table above.

#### *Proposed Landscaping*

Significant landscaping will be added to the MOB site with implementation of the project. Among the proposed landscape improvements are approximately 80 new trees to be planted on the MOB parcel and along street frontages (using a minimum size of 15-gallon). The preliminary landscape plan for the site depicts a plant palette adapted to the Mediterranean climate that would survive with minimal watering after establishment. Plant materials have been selected for specific characteristics such as low allergy potential, ability to attract birds and butterflies, ability to screen utility areas and shade parking areas. A grove of fruitless olive trees would be planted in the area of the existing MOB once it is demolished. Walking paths provide pedestrian connections from the bus stop along Hollister Avenue through an olive grove to the parking lot and hospital.

The Development Plan includes a request for modifications to standards of the Article III, Inland Zoning Ordinance, as follows:

1. A modification from the required side yard setback to allow for no setback from the southern property line for the location of parking spaces rather than the 15 feet required (Section 35-232.8.2);
2. A modification from the required number of parking spaces to allow 16 spaces rather than the 260 spaces required (Section 35-232.12);

3. A modification for landscaping along the southern property line to allow no landscaping along the property line rather than the 5 feet required (Section 35-263.3); and,
4. A modification from the maximum height limit to allow a 38'-6" building rather than the 35-foot maximum building height limit required (Section 35-232.11).

**7. APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES: None**

**8. SITE INFORMATION:**

<b>Site Information</b>	
Existing General Plan Land Use Designation	Office/Institutional (I-OI)
Zoning Ordinance, Zone District	Professional/Institutional (PI); Hospital Overlay
Site Size	2.01 acres (gross/net)
Present Use and Development	Medical Office Building
Surrounding Uses/Zoning	North: Hollister Avenue South: Goleta Valley Cottage Hospital zoned PI East: South Patterson Avenue West: Santa Barbara Corporate Center zoned PI
Access	Existing: South Patterson Avenue Proposed: Realigned, from South Patterson Avenue
Utilities and Public Services	Water Supply: Goleta Water District Sewage: Goleta Sanitary District Power: Southern California Edison Natural Gas: Southern California Gas Company Cable: Cox Cable Telephone: Verizon Fire: Santa Barbara County Fire Department (Station #12) School Districts: Goleta Union Elementary and Santa Barbara High School Districts

**9. ENVIRONMENTAL SETTING**

*Topography and Soils*

The project site is flat and already developed with a 41,724 SF medical office building, parking, and associated landscaping at the southwest corner of the Hollister Avenue/South Patterson Avenue intersection. Soils onsite are comprised entirely of Elder sandy loam.

*Fauna, Flora, and Surface Water Bodies*

As noted above, the entirety of the project site as well as the surrounding properties to the south and west, are developed with the GVCH and a business park. The nearest mapped environmentally sensitive habitat area (ESHA) is the riparian corridor of Maria Ygnacio Creek approximately 450' east of South Patterson Avenue. The project site and neighboring properties to the south and west are landscaped in a variety of mature ornamental species.

*Archaeological Sites*

The project site lies at an elevation of approximately 40 feet above mean sea level (msl) and approximately 500 feet west of Maria Ygnacio Creek. Although the project site lies in proximity to the creek, 18 previous cultural/archaeological surveys have been conducted on properties within a radius of ½ mile from the project site and no cultural or archaeological resources of significance have been identified (*Phase I Archaeological Resource Survey, Goleta Valley Cottage Hospital*, prepared by Heather Macfarlane; June 11, 2007). No historic or prehistoric archaeological resources or landmarks were identified on the project site as a result of the aforementioned Phase I survey (Macfarlane; June 11, 2007).

*Surrounding Land Uses*

The project site is bordered on its northern side by Hollister Avenue and on its eastern side by South Patterson Avenue. To the south is the GVCH and to the west is the Santa Barbara Corporate Center, a business park development. To the north of Hollister Avenue is a variety of commercial uses zoned Neighborhood Commercial (CN) and to the east across South Patterson is the temporary GVCH parking lot on land zoned PI/DR-20 and DR-25. To the east of the temporary GVCH parking lot lies Maria Ygnacio Creek.

*Existing Development*

An existing two-story, 41,724 SF medical office building occupies the westerly half of the property while the easterly half of the property is comprised of lawn and landscaping. This existing building would be removed after construction of the proposed medical office building.

**10. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

- Aesthetics
- Agriculture and Forestry Resources

- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- 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.

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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?			■		
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 located in the eastern end of the Old Town neighborhood on the southwest corner of the Hollister Avenue/South Patterson Avenue intersection. This is an urbanized section of the City that includes the existing GVCH and associated 41,724 SF medical office building, the Patterson Center retail commercial complex, the Santa Barbara Corporate Center business park, La Sumida Gardens multi-family residential project, and a variety of other surrounding residential, commercial, office and institutional development. Although heavily urbanized, the existing development benefits visually from extensive landscaping, including a mix of native and ornamental mature trees. Hollister Avenue and South Patterson Avenue provide for the two, primary public viewing corridors in the area. The existing development in this area is comprised primarily of one and two story structures with the tallest being the four, 33-foot high buildings comprising the Patterson Center retail development. The bulk and mass of the Patterson Center buildings are reduced through the use of large, mature landscape trees between the buildings and Hollister Avenue, as well as the use of pitched roofs, articulated wall design, and non-rectangular building footprints to get the structures to fit into the confines of the retail center property created by the frontage along Hollister Avenue, as well as the western and eastern boundaries created by the Hollister Avenue/Patterson Avenue and Hollister Avenue/Chapel intersections. The second tallest buildings along this view corridor are the Santa Barbara Corporate Center structures but due to their substantial setback from the street (~200') and extensive parking lot landscaping dominated by large, mature shade trees, these structures have a minimal affect on the visual context of the area, which in this location is dominated by the trees

themselves. Finally, the south side of Hollister Avenue, west of its intersection with Patterson Avenue, is dominated by the existing MOB. This is a long, rectangular two-story structure with a flat roof whose ridge line is 19'6" high measured from finished grade. Figure 1 provides a graphic of the overall visual context of this area looking west along Hollister Avenue.

**Figure 1**



### 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,b) Neither the Hollister Avenue or Patterson Avenue view corridors in this area are designated as a scenic vista nor are they considered a scenic

highway/byway by the State. Therefore, related visual/aesthetic impacts to such resources are considered less than significant.

- c) The associated affects on the visual context and aesthetic quality of the area have been a major topic of concern for the City's Design Review Board (DRB). Originally, the MOB was proposed as a three story, approximately 56,000 SF structure. Concerns expressed by the DRB during their conceptual review of the building included the close proximity to the Hollister Avenue/Patterson Avenue intersection, the size, bulk and scale of the structure, its articulation and massing, lack of subordination to the hospital, lack of character, and disappointment that the sequencing of the project was forcing the acceptance of a size, bulk and scale that was out of proportion.

The DRB reviewed the project at five conceptual review sessions and formed an ad hoc committee which held three meetings on the project. By completion of the DRB's conceptual review, the project had been revised as follows:

- i A two story design with a reduction in square footage of approximately 4,000 SF;
- ii A 15 foot setback from the ROW of Hollister Avenue will be maintained;
- iii The roof line of the proposed MOB will vary by six (6) feet with the tallest elements at 38'6" and the lowest portion of the roof line at 32'6";
- iv An intensive landscaping effort is proposed for the Hollister frontage that would provide for significant screening of the building when the trees reach maturity, as well as soften the visual affect of the building on the Hollister view corridor;
- v A total of 83 new trees would be planted onsite. Of this amount, the area where the current MOB is located would be landscaped with 40 fruitless olives to provide an "orchard" element for the project that could be used by MOB visitors and would further soften the overall visual affect of the project as seen from Hollister Avenue. The remaining trees would be concentrated along the edge of the building and between the building and Hollister Avenue. This represents a significant increase in landscape screening from that which currently exists onsite;
- vi Articulation of the building, especially along Hollister Avenue where the building's footprint "steps" in and out, provides architectural interest and breaks up the bulk and mass of the structure to a degree;
- vii Use of a rounded glass element at the NE corner of the building provides additional architectural interest and helps to reduce any "monolithic" visual affect created by a building of this bulk, mass, and scale in this location; and,

viii The introduction of a one-story element on the north elevation at the Hollister Avenue entrance to the building helps to provide further architectural interest and reduce the structure's bulk and mass.

The subject parcel is currently developed with the existing MOB. This two story structure is 19'6" tall. The proposed MOB would also be two stories but the structure would be 38'6" tall (measured to its highest roof line from finished grade), 19' higher than the existing MOB and 3'6" above the height limit of 35 feet in the PI zone district for the inland area. General Plan Policy LU 4.3(a) allows an increase in the recommended structure height limit from 35 to 45 feet for medical office buildings in the Hospital Overlay, provided that no building exceeds three stories. Therefore, the applicant is requesting a modification to the zone district standard for the 3'6" difference, an increase allowed by the General Plan.

The existing MOB is 41,724 SF, with a building footprint of 20,920 SF. The proposed MOB would be 52,000 SF, an increase of 10,276 SF, with a building footprint of 26,000 SF, an increase of 5,080 SF. The PI zone district has a building coverage limit of 0.4. General Plan Policy LU 4.3(b) also allows an increase in the recommended lot coverage ratio from 0.4 to 0.5 for medical office buildings in the Hospital Overlay. The proposed MOB would be well below both of these limits, with a building coverage of 0.30. This is primarily due to the fact that the existing MOB is proposed to remain in place during construction of the new MOB to eliminate any disruption to existing MOB operations, thus limiting the space available to build. Therefore, the new MOB would be constructed on the only remaining vacant portion of the parcel, east of the existing MOB. Once the new MOB is complete, the existing MOB would be demolished and the area would be planted with olive trees. The project site plan depicting the layout of the proposed development is shown on Sheet A1. For informational purposes only, the resulting floor area ratio (FAR) for the proposed MOB would be 0.59, as compared to the existing MOB FAR of 0.48.

The contemporary architecture includes materials and features such as exterior plaster, a metal panel canopy, Santa Barbara stone cladding, and glass panels and guardrails. The colors selected would compliment the adjacent hospital building. The project design has made use of varied colors, articulation of walls, and an extensive landscape plan to help break up the mass.

However, the doubling of the building height and increase in building size by 25% (10,276 SF), represents a substantial increase in the bulk, mass, and scale of development along this segment of the Hollister corridor, and particularly the Hollister Avenue/Patterson Avenue intersection, due to the

applicant's desire to construct the building on the remaining vacant portion of the site. The majority of the proposed structure would be setback a minimum of 15 feet along Hollister Avenue. While this is similar to the setback for the existing MOB along Hollister Avenue, the setback for the existing MOB from South Patterson Avenue is approximately 255 feet. The proposed building would be setback 15 feet from South Patterson Avenue. Along the Hollister Avenue frontage nearest the intersection with Patterson Avenue, the proposed corner of the building would be setback approximately 40 feet. There is also a courtyard indentation of the proposed MOB along the Hollister frontage which would be setback approximately 45 feet. The proposed MOB would have 30' less building frontage along Hollister Avenue as compared to the existing MOB (262' of frontage of the existing MOB vs 232' for the proposed MOB).

While it is clear from the DRB record that a great deal of progress has been made in the architectural design of the proposed MOB to reduce aesthetic impacts and ensure visual compatibility between the project and the surrounding area, there are a variety of other structural elements needed for the proper functioning of the facility that if not handled in a visually sensitive manner, can result in potentially significant visual impacts. For instance, the placement and screening of utility connections and mechanical equipment (both roof and ground mounted), trash enclosure placement and screening, parking area treatment, and final landscape design on a project's overall aesthetic quality, visual compatibility, and minimization of visual impacts. To address any remaining architectural design issues, the DRB also noted some minor recommendations for further adjustments to the MOB architecture (e.g. recessing windows on the Hollister Avenue frontage by 12" to 18"). Such design alterations, as well as completion of the DRB's review of the final landscaping plan and roof-mounted mechanical equipment screening plan should substantially assist the overall effort to achieve architectural compatibility with the surrounding neighborhood and visual/aesthetic context of the area.

Doubling of building height and increasing building size by 25% relative to the existing MOB would be a substantial increase in the bulk, mass, and scale of development along Hollister Avenue, and particularly the Hollister Avenue/Patterson Avenue intersection due to the applicant's desire to maintain the existing MOB and construct the building on the remaining vacant portion of the site (at which time the existing MOB would be demolished). Therefore, until such design elements of the project have been finalized, potential project visual and aesthetic impacts would be considered potentially significant.

- d) Even though the proposed MOB is well removed from any sensitive biological resource and well within an existing urbanized neighborhood, exterior lighting can, if not properly designed, result in the exposure of nearby properties to excessive light and glare. Such lighting impacts would be considered potentially significant.

### Cumulative Impacts

The Hollister Avenue/Patterson Avenue intersection is an area of the City that will see significant development and redevelopment in the future with construction of the proposed project and already approved GVCH. Such future development will pose a potentially significant change to the visual quality and aesthetic context of this part of the City. The proposed project's contribution to such cumulative visual affects would also be considered potentially significant.

### Required Mitigation Measures

1. The permittee shall receive 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 granted prior to issuance of an LUP.

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

2. The height of structural development shown on final plans shall not exceed the mean height and peak height shown on approved project exhibit maps. Finished grade shall be consistent with the approved final grading plan. Height limitations shown on issued-LUP plan sets shall be adhered to during construction. **Plan Requirements and Timing:** During the framing state of construction and prior to commencement of roofing, the applicant shall submit verification from a licensed surveyor demonstrating that the mean height and peak height conform to those shown on issued-LUP plan sets.

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

3. The permittee 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 occupancy clearance, 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 screened from public view and/or painted in a soft earth-tone color(s) (red is prohibited) so as to blend in with the project. Screening may include a combination of landscaping and/or fencing/walls. Whenever possible, utility transformers shall be placed in underground vaults. 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 the project and surrounding area.

**Monitoring:** Prior to final inspection, 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 the proposed structure and 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 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, 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 which adequately complement the project 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, City staff shall site inspect to ensure that landscaping has been installed consistent with the final landscape plan.

7. The permittee shall enter into an agreement to install required landscaping and water-conserving irrigation systems as well as maintain required landscaping for the life of the project. **Plan Requirements and Timing:** The permittee shall sign the landscape installation and maintenance agreement, including at least a 3-year maintenance period, prior to LUP issuance. Performance securities for installation and maintenance shall be reviewed and approved by City staff prior to LUP issuance.

**Monitoring:** Prior to final inspection, City staff shall site inspect to ensure installation according to approved plan. City staff shall check maintenance as needed. Release of any performance security requires appropriate documentation and City staff signature.

8. Trash/recycling enclosure(s) shall be provided. **Plan Requirements and Timing:** The enclosure shall be compatible with the architectural design of the project, shall be of adequate size for trash and recycling containers (at least 50 SF), and shall be accessible by users and for removal. The

trash/recycling area shall be enclosed with a solid wall of sufficient height to screen the area, shall include a solid gate and a roof, and shall be maintained in good repair in perpetuity. The enclosure(s) shall be shown on project plans and shall be reviewed and approved by City staff and the DRB prior to LUP issuance.

**Monitoring:** Prior to final inspection, City staff shall site inspect to ensure installation according to 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 permittee 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 and Design Review Board (DRB) approval and shall comply with the City of Goleta sign regulations (Article I, Chapter 35 of the Municipal Code). **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/aesthetic impacts, as well as the project's contribution to cumulative visual/aesthetic impacts in the area, would be highly adverse, but less than significant.

**AGRICULTURE AND FOREST RESOURCES**

<p><b>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:</b></p>	<p><b>Potentially Significant Impact</b></p>	<p><b>Less Than Significant With Mitigation Incorporated</b></p>	<p><b>Less Than Significant Impact</b></p>	<p><b>No Impact</b></p>	<p><b>See Prior Document</b></p>
<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>■</p>		
<p>b. Conflict with existing zoning for agricultural use or a Williamson Act contract?</p>			<p>■</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>■</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>■</p>		
<p>e. Result in the loss of forest land or conversion of forest land to non-forest use?</p>			<p>■</p>		

Existing Setting

Native soils onsite consist of Elder sandy loam (EaA), a nearly level soil common on alluvial fans with moderate permeability, slow runoff, and a slight hazard for erosion. Such soils are considered prime (Capability Unit II<sub>s</sub>-4(19)). The site of the proposed MOB is currently vegetated in lawn and landscaping but the remainder of the property is developed with the existing MOB and parking which

was constructed sometime between 1963 or 1964. As such, this property has been developed for urban uses for over 45 years with virtually no area of undisturbed surface prime soils left 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-c) The project site is not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The project site is not zoned for agricultural use nor is it part of a Williamson Act contract. Because none of the project site has been utilized for agricultural purposes in at least four decades, the construction of the replacement MOB would not result in the loss of local farmland.
  
- d-e) There are no lands zoned as forest lands or timberlands on the project site or in its immediate vicinity. The proposed project would not result in any environmental changes that would involve the conversion of forest lands to non-forest uses and therefore the project would have no impact on forest resources in the area.

### Cumulative Impacts

The proposed project would result in no contribution to the cumulative loss of agricultural land and resources within the City.

### Required/Recommended Mitigation Measures

No mitigation is required or recommended.

### Residual Impact

The project would not result in any residual impacts on farmland or agricultural resources.

**AIR QUALITY**

<b>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:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>	<b>See Prior Document</b>
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 (1000 to 2000 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 – Criteria Pollutants*

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.

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

### *Criteria Pollutants*

The criteria pollutants of primary concern include ozone ( $O_3$ ), carbon monoxide (CO), nitrogen oxide ( $NO_2$ ), particulate matter less than 10 microns in diameter ( $PM_{10}$ ), 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  $O_3$ .

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  $PM_{10}$  include grading, demolition, agricultural tilling, road dust, mineral quarries, and vehicle exhaust.

The County currently violates the State 8-hour ozone and  $PM_{10}$  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 ozone and particulate matter standards.

### Thresholds of Significance—Criteria Pollutants

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

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

- interferes with progress toward the attainment of the ozone standard by releasing emissions which equal or exceed the established long-term quantitative thresholds for NO<sub>x</sub> and ROG; or
- equals or exceeds the State or Federal ambient air quality standards for any criteria pollutant (as determined by modeling).

The project is deemed to have a significant impact on regional air quality if emissions related to project operation exceed the significant threshold established by APCD, currently set at a threshold of 25 pounds per day for NO<sub>x</sub> and ROG emissions for motor vehicle trips. Furthermore, if a project's emissions exceed these thresholds, then the project's cumulative impacts would also be considered significant.

The City's thresholds also 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.

APCD no longer has quantitative emission significance thresholds for short-term construction activities because construction emissions from land development projects have been accounted for in the 2008 Clean Air Plan (CAP). Nevertheless, due to the fact that Santa Barbara County is not in compliance with State standards for airborne particulate matter (PM<sub>10</sub>), construction generated fugitive dust (50% of total dust) is subject to the City's standard dust mitigation requirements.

### Project Specific Impacts

The project site (5333 Hollister Avenue) currently includes an existing two-story, 41,724 square foot medical office building and associated infrastructure. The proposed project would result in the construction of a new two-story, 52,000

square foot medical office building and associated infrastructure, followed by demolition of the existing medical office building. A net increase of 10,276 square feet would result. Grading, construction, and demolition would result in new short-term air quality impacts. New air quality impacts associated with both operational and vehicular sources would also occur as a result of an estimated increase in vehicular trips of 357 average daily trips (ADTs; see also Transportation/Traffic section).

The City's methodology for quantifying criteria pollutant emissions relies upon the URBEMIS 2007 9.2.4 air quality modeling software for identifying short-term construction and long-term operational impacts for the pounds/day unmitigated condition.

*Short-Term Construction Impacts:*

- a, b) Short-term air quality impacts generally occur during project grading and demolition. Preliminary earthwork quantities for construction of the proposed MOB are estimated at 112 cubic yards of cut and 1,417 cubic yards of fill (1,305 cubic yards import). As a result of this proposed grading, short-term construction generated PM<sub>10</sub> dust for a facility of this size is projected to be 10.03 lbs/day. As a result of the demolition of the existing MOB following completion of the proposed MOB, short-term construction generated PM<sub>10</sub> dust is projected to be 10.03 lbs/day as well. This project generated fugitive dust is considered an adverse, but less than significant air quality impact.

Fine particulate emissions from diesel equipment exhaust are classified as carcinogenic by the State of California. PM<sub>10</sub> exhaust emissions for heavy equipment involved in project construction of the proposed MOB are estimated at 3.27 lbs/day. PM<sub>10</sub> exhaust emissions for heavy equipment involved in project demolition of the existing MOB are estimated at 3.26 lbs/day. The temporary project generated diesel particulate emissions would have an adverse, but less than significant impact on sensitive receptors.

As noted previously, APCD no longer has quantitative emission significance thresholds for short-term construction activities because construction emissions from land development projects have been accounted for in the 2008 Clean Air Plan (CAP). However, because Santa Barbara County is not in compliance with State standards for airborne particulate matter (PM<sub>10</sub>), mitigation measures are recommended to minimize fugitive dust and particulate emissions.



- d, e) Construction of new parking areas onsite would require application of aggregate concrete (AC aka asphalt) that could create objectionable odors. Such odors would be temporary and localized. APCD Rule 329, a prohibitory rule governing the application of cutback and emulsified asphalt paving materials in the County, would apply to all project paving activities. Therefore, impacts related to objectionable odors affecting a substantial number of people are considered potentially significant.

*Long-term Operational Impacts:*

- a, b) The change in long-term operations and vehicular emissions (area source/operational) estimated to occur over existing baseline levels as a result of project implementation would be 2.47 lbs/day of ROCs and 3.28 lbs/day of NO<sub>x</sub>. This is below the City's threshold of 25 lbs/day. Long-term operational and vehicular emission levels of PM<sub>10</sub> are projected to be 3.62 lbs/day. Therefore, long-term project generated emissions over existing baseline levels of NO<sub>x</sub> and ROCs and long-term project generated PM<sub>10</sub> particulate emissions over existing baseline levels, would be considered adverse, but less than significant. Similar to the short-term construction impacts discussion above, mitigation measures are recommended to minimize fugitive dust and particulate emissions.
- d, e) Based on the nature of the proposed project, the medical office building is not expected to expose sensitive receptors to substantial pollutant concentrations or generate long-term objectionable odors affecting a substantial number of people.

c) Cumulative Impacts

*Criteria Pollutants*

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<sub>x</sub> or ROCs exceed the long term threshold of 25 lbs/day. The proposed project's long-term contribution to NO<sub>x</sub> and ROCs emissions over existing baseline levels associated with the proposed MOB would be far less than this threshold, and therefore the project's contribution to cumulative air quality impacts involving NO<sub>x</sub> and ROCs would be considered less than significant. As noted above, the project's contribution to cumulative PM<sub>10</sub> emissions over existing baseline levels would be considered adverse, but less than significant as a result of the area's current non-attainment status regarding the State standard.

### Recommended Mitigation Measures

1. 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 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 contractor or builder shall 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 contact the designated monitor and perform periodic site inspections to verify compliance.

2. If the construction site is graded and left undeveloped for over four weeks, the permittee 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 for the project.

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

3. During all project grading and hauling, construction contracts must specify that construction contractors shall adhere to the requirements listed below to reduce emissions of ozone precursors and particulate emissions from diesel exhaust:
  - 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.

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

**Monitoring:** City staff shall verify compliance with requirements for printing the aforementioned construction emission requirements on all plans submitted for any LUP, building, or grading permits.

4. 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.
  - c) The permittee 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 property that may be frequented by such vehicles. Such signs will be maintained in their approved location(s) in perpetuity.

**Timing:** These requirements shall be printed all plans prior to LUP issuance. Requirements shall also be printed on grading and building permits. The location and information provided on the sign(s) shall be reviewed and approved by City staff prior to LUP issuance.

**Monitoring:** City staff shall periodically conduct site inspections to verify compliance.

5. The permittee shall prepare, for inclusion in all Leases, an Alternative Transportation/Transportation Demand Management Program which is designed to help reduce emissions associated with project generated vehicular trips. **Plan Requirements and Timing:** The permittee shall ensure inclusion in all future lease or rental agreements the Alternative Transportation/Transportation Demand Management Program and a requirement that the Tenant will comply with the Program. The Alternative Transportation/Transportation Demand Management Program shall include, but not be limited to, the following elements:
  - a) Each tenant shall contact the Metropolitan Transit District (MTD) and Santa Barbara County Association of Governments Traffic Solutions to identify appropriate Transportation Demand Management (TDM) programs that are available to serve employees. Notice of all available

- TDM programs shall be given to all new employees when they are hired.
- b) Notice of MTD bus routes and schedules shall be posted by each Tenant and maintained up-to-date in a central location(s).
  - c) Permittee shall include in the project separate male and female shower facilities which shall be available for use during and after work hours by all employees. Notice by Tenant of these facilities shall be provided to all new employees when hired.
  - d) All employees shall be advised by each Tenant of any ride sharing program or similar successor program administered by the Santa Barbara County Association of Governments Traffic Solutions. Each Tenant shall request that all employees register semi-annually in the ride sharing program and shall make an effort to encourage participation in the program.
  - e) Permittee shall include in the project an employee lunch room which shall include the following amenities; refrigerator, microwave oven, sinks, food preparation tables, and tables/chairs or a contract with the Goleta Valley Cottage Hospital which provides to all tenants and their employees the right to use the cafeteria facilities available in the Hospital.
  - f) Permittee shall provide onsite secure bicycle storage.
  - g) Annual permittee reporting requirements for five years following occupancy clearance and submittal of fee for City review and approval of annual reports.

A pro forma lease/rental agreement including the requirements set forth above incorporating the permittee-prepared Alternative Transportation/TDM Program and the requirement for Tenant compliance with the Alternative Transportation/TDM Program, shall be prepared by the permittee for review and approval by City staff prior to LUP issuance.

**Monitoring:** City staff shall verify receipt of the pro forma lease/rental agreement and an executed contract with the Goleta Valley Cottage Hospital as applicable, prior to LUP issuance. City staff shall verify receipt of the annual reports from permittee.

### Residual Impact

#### *Criteria Pollutants*

With implementation of the above mitigation measures, residual project-specific (criteria pollutants) and cumulative impacts (criteria pollutants) would be 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?			■		
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

The project site is already developed with a 41,724 SF MOB, associated parking, and ornamental landscaping. While typical urban wildlife species (e.g. raccoons, opossums, skunks, etc) may be found on or near the project site, the site would not be considered suitable habitat for supporting any sensitive or endangered animal or plant species.

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-f) There are no candidate, sensitive, or endangered species that utilize the project site. The closest riparian habitat is the Maria Ygnacio Creek riparian corridor, on the east side of Hollister and approximately 500 feet east of the project site. As such, the proposed project would have no significant effect on the creek or any adjoining wetlands, and/or the movement of wildlife species through the riparian corridor. Given the distance between the project site and the nearest environmentally sensitive habitat area (ESHA) which in this instance is Maria Ygnacio Creek, the project would not conflict with any City policies for the protection of such ESHAs, Habitat Conservation Plan, Natural Community Conservation Plan, or any other local, regional, or state conservation plan. Finally, no native trees or other native vegetation would be affected by the proposed project.

#### Cumulative Impacts

As no potentially significant, project specific impacts to biological resources would occur as a result of project implementation, project contributions to cumulative impacts on biological resources in the area would also be considered less than significant.

#### Required/Recommended Mitigation Measures

No mitigation is required or recommended.

#### Residual Impact

Residual impacts on biological resources, as well as residual contributions to cumulative biological resource impacts 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

#### *Prehistoric Setting*

The project site lies within the alluvial plane comprising the coastal terrace of the Goleta Valley at an elevation of 40 feet above mean sea level (msl) and about 500 feet west of Maria Ygnacio Creek. The project site would have been approximately ¼ mile northeast of the prehistoric limits of Goleta Slough which extended to the present 10-foot elevation contour in the Goleta area (*Phase I Archaeological Investigation, Jordano's, Dudek, September, 2008*). Human occupation of the area around the Slough may have occurred as early as 9,000 years ago (*Phase I Archaeological Resource Survey, Goleta Valley Cottage Hospital, APNs 065-090-022 & -023, Heather Macfarlane, June 11, 2007*). The earliest inhabitants of the area known as the Oak Grove Culture engaged in generalized hunting and gathering of seeds for subsistence. Sites of this period are associated with raised terraces and other elevated landforms away from the ocean and near areas of high plant biomass (Macfarlane, 2007). About 5,000 years ago hunting of larger mammals and limited exploitation of marine resources emerged representing the Hunting People cultural period. Sites of this period are represented by sedentary villages and occur throughout the Goleta Valley (Macfarlane, 2007). Somewhere between A.D 800 and A.D. 1100 regional populations began to specialize in the exploitation of marine resources. The ability to more effectively use available marine resources resulted in the development of complex prehistoric societies in the Goleta Valley with high population densities. Sites from this period range from small resource extraction camps, rock shelters, pictographs, and shrines) to major sedentary villages with houses, cemeteries, and ceremonial sites (Macfarlane, 2007). By the time of the first European contact, the Goleta Valley and area around Goleta Slough was



one of the most densely populated areas in all of aboriginal Southern California. The arrival of the Portola Expedition in 1769 marks the end of the protohistoric culture of the native Chumash inhabitants of the area and the beginning of the Mission Period. Induction of the native Chumash into the Mission system during this time had a deleterious effect on the population as a result of the introduction of European diseases and cultural shock brought about through the adaptation to a new lifestyle (Macfarlane, 2007).

### *Historic Setting*

Historically, settlement in the vicinity of the project site was defined by three periods; the Mission Period (AD 1769 to 1830), the Rancho Period (AD 1830 to 1865), and the American Period (AD 1865 to present). The missions during the Mission Period served as the center of Spanish culture in the area and substantially affected settlement patterns, trade, industry, and agriculture in the area. Upon secularization of the mission lands in 1821, the Rancho Period focused primarily on the raising of cattle. Upon statehood in 1850, and the subsequent commencement of the American Period, farming and more intensive land uses replaced cattle raising as the primary economic activity in the area.

### 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) There are no historic resources as defined in Section 15064.5 of the *CEQA Guidelines* onsite and the closest registered site is the Sexton House located at 5494 Hollister Avenue, approximately ¼ mile to the west. As such, project implementation would have no significant impact on historic resources.
- b) A Phase I archaeological survey was prepared for the project (Macfarlane, 2007). The project area for the survey was defined as a ½ mile radius from the project site. One historic archaeological site over ¼ mile from the project site was documented and 18 prior cultural resource surveys have already been conducted within the project area and all have been negative for any prehistoric or historic archaeological resources. A visual survey of all surface areas not covered by buildings, parking areas, and sidewalks

was conducted by the project archaeologist with negative results for the presence of any indications of any archaeological site or resource. A review of historic aerial photographs and topographic quadrangles of the site were also negative for any indications of archaeological resources, and indicate that the property was probably used for agricultural production prior to construction of the hospital and existing MOB in 1966.

Although the literature search and onsite survey proved negative, and the project site has been subject to extensive subsurface disturbance associated with the construction of the GVCH and MOB, the fact that only about 10% of the project site is visible at its surface, there remains at least a theoretical potential that a buried prehistoric site or archaeological resource could be located on the property, due in part to the property's proximity to Maria Ygnacio Creek. This potential is based primarily on historically documented flooding within other areas of Santa Barbara County that has been known to cover over and preserve prehistoric archaeological sites and/or cultural remains (Macfarlane, 2007). Therefore, due to the possible sensitivity of the project site for the occurrence of as yet unknown archaeological and cultural resources, project impacts on such resources would be considered potentially significant.

- c) The project site does not contain any unique paleontological resource or unique geologic feature. No such impacts as a result of project implementation would occur.
- d) Given the results of the Phase I archaeological survey, it is considered highly unlikely that the project site contains the buried remains of any prior human inhabitants. However, given that there is at least a theoretical potential that isolated human remains could be encountered during project grading and excavation, and while the possibility of such disturbance is considered low, such possible disturbance is considered a potentially significant impact.

### Cumulative Impacts

As the project has the potential to result in significant impacts on as of yet unknown archaeological and/or cultural resources onsite, the project's potential contribution to cumulative impacts on archaeological and cultural resources in the area would also be considered potentially significant.

### Required Mitigation Measures

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

With implementation of these mitigation measures, project specific impacts on archaeological/cultural resources, as well as the project's contribution to cumulative impacts on such resources in the area, would be considered 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 located on the coastal plain between the ocean and the Santa Ynez Mountain Range. The Santa Ynez Range is an east-west trending mountain block within the Western Transverse Ranges of California. The Transverse Ranges extend continuously from Point Arguello to Ventura County. The Santa Ynez Mountains and adjacent lowlands are composed almost entirely of sedimentary rocks ranging in age from the late Jurassic to Recent periods. The coastal plain and adjacent foothills are cut by a series of sub-parallel, east-west trending folds and faults (*Geotechnical Engineering Report*, prepared by MNS Engineers Inc., March 19, 2007, updated 2009).

Review of geologic maps and subsurface conditions encountered by the project geotechnical engineer during field exploration for the new hospital (MNS, March 19, 2007, updated 2009) indicate that the hospital project site is underlain by surficial sediment consisting of artificial fill and alluvial deposits to a maximum depth of 100 feet. The Santa Barbara Formation underlies the alluvium onsite and consists of marine sand, silt, and clay. The Santa Barbara Formation unconformably overlies Tertiary-age marine sedimentary rocks that extend to depths of 16,000 feet.

Regional compressive forces acting on the Santa Barbara coastal area have resulted in generally east-west trending folds and faults. Many of the faults are regionally extensive and are considered active. The closest known active or potentially active fault to the project site is the More Ranch segment of the Mission Ridge Fault system which is mapped approximately 3,000 feet to the south (MNS, March 19, 2007, updated 2009).

Groundwater on the new hospital site was encountered at depths ranging from 19 to 25 feet (MNS, March 19, 2007, updated 2009). The upper layers of soil on the new hospital site observed by the project geotechnical engineer consisted of loose to medium dense silty and clayey sands interbedded with silts and clays. Based on laboratory testing the expansion potential of these soils is estimated to be "low" (MNS, March 19, 2007, updated 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) Although the subsurface investigations performed for the new, adjacent hospital did not extend over into the footprint area of the proposed MOB, it is the geotechnical engineer's determination that the MOB area is in very close proximity to the area of the geotechnical study for the new hospital and the sites are likely one in the same from a geotechnical viewpoint,

(MNS, December 23, 2009). Therefore, the findings and recommendations of the reports prepared for the new hospital are applicable to the MOB project, where it was determined that either ground improvement would be required to mitigate seismic settlement of relatively soft and loose soils, or the foundation would require deep foundations which would need to be designed for down drag forces.

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 (MNS, March 19, 2007, updated 2009). The closest Alquist-Priolo Earthquake Fault however is the More Ranch fault located approximately 3,000 feet to the south of the project site, but according to the geotechnical engineer, there is a low potential for surface rupture to affect the project.

However, given the presence of loose to medium dense granular alluvium interbedded with low plasticity, soft to medium stiff silts and clays, with groundwater within 50 feet of the surface, the project site is subject to potential liquefaction during seismic ground shaking.

Given the project's location within Seismic Zone 4, and the project site's susceptibility to seismic ground motion and associated liquefaction, all structural and foundation elements of the proposed MOB will be subject to Seismic Zone 4 design standards pursuant to the 2007 (or future) California Uniform Building Code. Such standards are intended to reduce the risk of seismic activity and liquefaction to acceptable levels. However, until a final project specific geotechnical engineering report is prepared by the geotechnical engineer which includes seismic design parameters and settlement estimates, the potential geologic hazards associated with seismic ground movement and potential liquefaction, are considered potentially significant.

Because the project site is virtually flat topographically, it is not subject to any potential landslide hazard.

- b) The existing site is partially developed. However, during construction the open portion of the site would be cleared of vegetation and upon completion, the existing MOB would be demolished. Estimated earthwork quantities include 112 cubic yards of cut, 1,417 cubic yards of fill, and 1,305 cubic yards of import. Activities associated with ground improvements to mitigate seismic settlement or installation of deep

- foundations, as well as site grading and soil disturbance needed for installation of a new storm drain system for the proposed project could temporarily increase erosion causing increased silt in the surface water runoff and siltation of the storm drain system. Although the topography of the site is flat, grading, excavation, and storage of any stockpiled soils poses a potential for soil erosion due to wind or rainfall to occur. Such erosion impacts are considered potentially significant.
- d) A laboratory expansion index test was performed on a sample of the soils found onsite and determined to be of a “low” potential pursuant to Table 18-1-B of the California Uniform Building Code (MNS, March 19, 2007, updated 2009). As such, potential geological hazards due to expansive soils onsite are considered to be less than significant.
- e) All sewage disposal for the proposed MOB would continue to be provided by connection to the central sewer facilities of the Goleta Sanitary District. Therefore, no geological hazards resulting from the installation of any septic system in unsuitable soils would occur as a result of the proposed project.

### 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 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 project 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 dissipators 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 15<sup>th</sup> to November 1<sup>st</sup>) 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.
- f. Site grading shall be completed such that permanent drainage away from foundations and slabs is provided and so that water shall not pond near proposed 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.

2. All grading and earthwork recommendations from the project geotechnical reports by MNS Engineers, Inc. (2007 and updated 2009), including any updates for seismic design parameters and settlement estimates, shall be incorporated into the final project design, including the Final Grading Plan. Subsurface cone penetration testing shall be performed in the MOB footprint area for confirmation in order to generate the project specific report as required by the geotechnical engineer. All grading activities shall be supervised by a Registered Civil Engineer or Certified Engineering Geologist. **Plan Requirements and Timing:** Final grading, drainage, and erosion control plans shall be reviewed and approved by the City prior to LUP issuance.



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

Residual Impact

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

**GREENHOUSE GAS EMISSIONS**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			■		
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 have 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 percent 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 (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), 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. CO<sub>2</sub> is released to the atmosphere when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned. N<sub>2</sub>O is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels. CO<sub>2</sub> and N<sub>2</sub>O 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, among others:

- 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 CO<sub>2</sub> and is responsible for approximately 2 percent of the world's CO<sub>2</sub> 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 CO<sub>2</sub> equivalent (CO<sub>2</sub>E). (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 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 (ARB) 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, ARB 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 (CO<sub>2</sub>e), or approximately 30 percent from the state's projected 2020 emission level of 596 MMT of CO<sub>2</sub>e 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. ARB 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 the ARB on December 11, 2008.

In addition to the *Scoping Plan*, ARB has also released the Preliminary Draft Staff Proposal: Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act (ARB Draft Staff Proposal). The *ARB 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. The California Air Resources Board has established this 1990 level at 427 million metric tons of CO<sub>2</sub> 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 are effective as of 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, ARB, 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.

The ARB has been requested by the Governor's Office of Planning and Research to make recommendations for GHG-related thresholds of significance. Consistent with this request, the ARB 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. ARB 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 cause 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).

ARB 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. ARB staff believes that the preliminary interim approaches outlined in their *Draft Staff Proposal* are

consistent with these objectives. The 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 CO<sub>2</sub>e/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 CO<sub>2</sub>e/year that is still being developed. (ARB, *Draft Staff Proposal*, 2008).

CAPCOA (California Air Pollution Control Officers Association, CEQA and Climate Change, 2008) looked at options for GHG thresholds. Quantitative thresholds were studied based on capture of 90 percent 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 of the 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, ARB 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 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, nor 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

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 CO<sub>2</sub> 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 ARB. Use of this model would ensure consistency statewide in how CO<sub>2</sub> emissions are modeled and reported from various project types (CAPCOA, 2008).

The URBEMIS model does not contain emission factors for GHGs other than CO<sub>2</sub>, except for methane from mobile sources, which is converted to CO<sub>2</sub>e. This may not be a major problem since CO<sub>2</sub> is the most important GHG from land development projects (CAPCOA, 2008). It also constitutes approximately 84 percent 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.* Project 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 project construction generated CO<sub>2</sub> emission levels for the proposed MOB would be 4,745 lbs/day or 2.15 metric tons per day (equivalent to a yearly emission rate of 785 metric tons per year). It is anticipated that project demolition generated CO<sub>2</sub> emission levels for the existing MOB would be 4,676 lbs/day or 2.12 metric tons per day (equivalent to a yearly emission rate of 774 metric tons per year). Project construction activities would contribute to cumulative GHGs and global climate change.

*Project Operational Emissions.* Emission of combustion related pollutants would occur during project operation from such sources as project-generated traffic, consumption of fossil fuels for water and space heating systems, and other activities such as landscape maintenance and HVAC system leaks.



Direct long-term operational CO<sub>2</sub> emissions for the proposed project are estimated at 1,978 lbs/day or 0.90 metric tons/day (329 metric tons per year). Indirect long-term emissions associated with the proposed project would include energy consumed offsite in order to service the project (such as at utility providers associated with the project'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 project's short-term construction and long-term operational GHG emissions would be a small percentage of California's GHG emissions, which were estimated at 492 million metric tons of CO<sub>2</sub>e in 2004 (California Energy Commission, 2006). The project's emissions are also substantially less than any of the previously noted threshold values identified at the state level (ARB, 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 identified required and recommended mitigation measures that would be applied to the project permit 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 the project. **Plan Requirements:** The following energy-conserving techniques, that substantially exceed the minimum Title 24 energy conservation requirements, shall be incorporated unless the permittee 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 NO<sub>x</sub> 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.

2. The permittee shall ensure that the project 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 project meets the selected LEED rating system at the "Certified" level or higher.
  - b) Proof that a LEED accredited professional is part of the project design team.
  - c) A signed declaration from the LEED accredited professional member of the project 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 issuance and prior to building permit issuance.

**Monitoring:** The City shall verify compliance prior to final inspection.

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 impacts as a result of Greenhouse Gas Emissions would remain 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 Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				■	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
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 use of hazardous materials and generation of medical waste is typical of all medical facilities, including the current and proposed MOB. Such materials include solvents and disinfectants (e.g. chlorine, quaternary ammonium products, phenols, etc) as well as hazardous chemicals, gases, and radioactive materials for diagnostic and treatment purposes. In addition, medical facilities such as the proposed MOB generate hazardous medical and bio-waste that must be disposed of under the supervision of the State Department of Health Services Medical Waste Management Program.

The project site lies to the north 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 Hollister Elementary School located approximately ¾ 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,b) As noted in the discussion of the project's existing setting, the use of hazardous materials and generation of hazardous/medical waste is a normal part of operations for medical facilities such as the proposed MOB. Such use would include routine onsite storage and transport (to and from the facility) of hazardous materials and hazardous medical waste. Whenever hazardous materials are routinely transported, stored, or used there is always a risk of spill or material release that could pose a hazard to the public and/or the environment. To address such concerns, the existing MOB operates under both a Fire Department approved Hazardous Materials Business Plan as well as a Hazardous Medical Waste Management Plan reviewed and approved by the State Department of Health Services. However, because the proposed MOB is 10,726 SF larger than the existing MOB, the project is considered to have the potential to result in the increase in the use, storage, and transport of hazardous materials and/or hazardous medical waste. Such an increase would result in a potential increase in the possible accidental release of hazardous materials and/or exposure of the public to hazardous medical waste over baseline levels which is considered a potentially significant hazardous risk impact.

The existing MOB could have been constructed with asbestos containing materials (pre-1979 structures are considered high risk for containing such materials). The demolition of this structure could impact onsite workers and public health from the potential release of asbestos fibers into the environment. This impact is considered potentially significant.

- c,d) There are no existing or proposed schools within ¼ mile of the project site. The nearest school to the project site is the Hollister Elementary School located approximately ¾ mile to the east. Therefore, the potential hazard to schools in the area resulting from an accidental release of any hazardous material or medical waste would be considered less than significant.

The project site is not listed on the Cortese List (Gov't Code §65962.5) as a hazardous materials site, and as such, project implementation would not result in a significant impact on the public and/or environment due to development on a designated hazardous site.

- e-h) As noted in the discussion of the project's existing setting above, the project site lies to the north of the easterly Approach Zone of the SBMA and is well outside of the approach zone's one-mile marker. The project site does however lie within the Airport Traffic Pattern Zone which is the least restrictive airport safety zone (*Goleta Valley Cottage Hospital Development Project Airport Approach Zone Risk Analysis* prepared by Marine Research Specialists, February, 2008). A risk analysis prepared for the GVCH and MOB projects determined that "both the existing and future GVCH facilities sites would pose a minimal risk to the public..." and are considered acceptable under the City's public safety guidelines as established pursuant to the City's *Environmental Thresholds and Guidelines Manual* (Marine Research Specialists, February, 2008). However, given the proximity of the project site to the approach zone and aircraft traffic pattern, the site could be subject to occasional aircraft overflights as well as some noise annoyance from aircraft flying in the vicinity of the area. A mitigation measure is recommended to require that "Notices of Airport in Vicinity" be made available to future tenants. There are no other airstrips (public or private) in the area.

The proposed MOB would not impair implementation of or physically interfere with any adopted emergency response plan or emergency evacuation plan, and in fact can be considered to improve the delivery of medical services to the City in the event of an emergency. As such, the project would be considered to pose a beneficial impact to the community for the provision of medical services. Finally, the project site is located well within the urban area of the City and far away from any urban/wildland interface subject to wildfire hazards. For instance, during the *Gap* and *Jesusita Fires* that threatened the City within the last year, the area around the project site was never subject to any evacuation order. Given these factors, such project impacts related to public safety would be considered less than significant.

### Cumulative Impacts

Given that the proposed project's potential risk for the release of hazardous materials and/or hazardous medical waste could be potentially significant, the project's contribution to such cumulative risk of exposure of the public and/or environment to hazardous materials and hazardous medical waste would also be considered potentially significant.

### Required Mitigation Measures

1. The permittee shall obtain approval from the Santa Barbara County Fire Department for a Hazardous Materials Business Plan (HMBP) covering the use and storage of all regulated hazardous chemicals and materials to be used and/or stored onsite. **Plan Requirements and Timing:** The Santa Barbara County Fire Department approved HMBP shall be submitted to the City prior to LUP issuance.

**Monitoring:** City staff shall verify compliance prior to LUP issuance.

2. Each Tenant shall arrange for all medical waste disposal, which shall be provided by a licensed medical waste hauler and shall comply with all applicable laws, rules and regulations (including *California Health and Safety Code §117600 et seq.*). **Plan Requirements and Timing:** The permittee shall ensure inclusion of a statement in future lease or rental agreements consistent with the above requirement. A pro forma lease/rental agreement including the above provision shall be prepared by the permittee for review and approval by City staff prior to LUP issuance.

**Monitoring:** City staff shall verify receipt of the pro forma lease/rental agreement prior to any LUP issuance.

3. Prior to demolition of the existing MOB, the permittee shall retain a certified asbestos consultant to conduct asbestos sampling of the structure and then prepare a plan for removal and proper disposal of any asbestos materials.

**Plan Requirements and Timing:** Prior to approval of a land use permit related to the existing structures, the permittee shall determine whether the structure proposed for demolition contains asbestos that is friable or has the potential to become friable during demolition or disposal. If the structure does contain friable asbestos, a contractor that is state certified for asbestos removal must be retained to remove the asbestos. The permittee will be required to complete the "Asbestos

Demolition/Renovation Notification” form (which can be downloaded from the APCD website, [www.sbcpd.org/biz/asbestos.htm](http://www.sbcpd.org/biz/asbestos.htm)) for each regulated structure to be demolished, regardless of whether asbestos is present or not. The completed form shall be mailed to the Santa Barbara County Air Pollution control District no later than 10 working days prior to starting work on the regulated structure. The permittee will also be required to submit to the APCD and EPA Region IX whatever reports APCD may require regarding the removal and disposal of that asbestos.

**Monitoring:** The City of Goleta shall insure compliance with the plan.

#### Recommended Mitigation Measures

4. The permittee shall ensure inclusion of a statement of “Notice of Airport in Vicinity” in the future tenant rental or lease agreements acknowledging the proximate Santa Barbara Airport Approach Zone and location of the site within the Traffic Pattern Zone (Safety Area III) and the Airport Influence Area, making it subject to occasional aircraft overflights and noise annoyance. **Plan Requirements and Timing:** Draft rental or lease agreements including this statement shall be reviewed and approved by the City Attorney and PES prior to approval of land use permits.

**Monitoring:** PES shall ensure inclusion of the statement in the rental or lease agreements.

#### Residual Impact

With implementation of these mitigation measures, residual project hazards and hazardous materials impacts, as well any project contribution to such cumulative impacts, 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?			■		
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, tsunamis, or mudflow?			■		

Existing Setting

Currently, stormwater runoff from the project site is either collected by the roof-drain system and discharged into the existing drive-aisle/parking area on the

south side of the building, or sheet flows across this parking area to a series of drop inlets located on the property line between the hospital and the MOB. From there, stormwater is conveyed to the hospital's stormdrain system before flowing into the City's stormdrain in South Patterson Avenue where it is ultimately discharged into Maria Ygnacio Creek at the eastern terminus of Ekwil Street. The project site lies well outside of the regulatory floodway and 100-year floodplain of Maria Ygnacio Creek but within Zone X as designated on the FEMA FIRM maps (500-year floodplain). All sewage effluent from the existing MOB is handled by the Goleta Sanitary District's (GSD's) collection and treatment system and would continue to do so for the proposed project. Water for the existing MOB is supplied by the Goleta Water District (GWD) which would continue to do so for the proposed project.

### 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) The California Department of Health regulates the disposal of medical waste and issues permits to the MOB for the onsite handling and disposal of medical waste in compliance with the Medical Waste Management Act. The MOB is required to follow specific protocols for handling, transporting, and storing the waste onsite as well as protocols for the pick-up, transportation, and destruction of the waste offsite by licensed haulers. Substances that are not defined as medical waste by the Medical Waste Management Act are disposed of in the sanitary sewer system.

The Goleta Sanitary District (GSD) provides wastewater disposal services to the MOB and operates its treatment facility under a permit from the State Regional Water Quality Control Board. The GSD classifies the MOB as a Class 3 industrial discharger and monitors the hospital twice annually under the District's industrial waste control ordinance. Additionally, the GSD conducts routine cleaning and maintenance of all sewer lines within the District's jurisdiction. The sewer line extending from Patterson Avenue

to Ward Drive is a 15" line that was completely relined in 2007. This line feeds into a 30" concrete trunk line that has a secondary plastic lining. Testing on the 30" line in 2005 indicated the concrete was structurally sound.

However, without appropriate handling of medical waste via implementation of a medical waste management plan, the proposed project could pose a potentially significant impact on water quality in the City's receiving waters.

- b) Project implementation would develop the current landscaped area to the east of the existing MOB. Once the new MOB is constructed, the existing MOB would be demolished and replaced with an "olive grove" type landscaped area. The change in impervious area would be as follows:

	Existing	Proposed	Net Change
Bldg Footprint	20,920 SF	26,000 SF	+5,080 SF (+24%)
Paved Area	33,430 SF	23,165 SF	-10,265 SF (-31%)
Landscaped Area	33,380 SF	38,565 SF	+5,185 SF (-16%)

Source: Michael Cassata, Suzanne Elledge Planning & Permitting Services, November 10, 2009.

Based on the data from the applicant's preliminary hydrology report, the proposed project would result in a net increase in pervious area of 5,554 SF or 6% of the total project site. Using these changes in pervious versus impervious surfaces, the preliminary hydrology report estimates that stormwater runoff for the 10-year storm event would increase by 1 cubic foot/second (CFS), there would be no (-0- CFS) increase in stormwater runoff for the 25 and 50 year events, and 1 CFS for the 100-year event. The project site lies within the Central Sub-basin of the Goleta Groundwater Basin (GGWB). The Central Sub-basin allows for only minor recharge into the GGWB due to the type of sediments found there (*City of Goleta General Plan/Coastal Land Use Plan FEIR*, September, 2006). Given the de minimis change in stormwater runoff volumes and increase in pervious surface, as well as the project's location in the Central Sub-basin of the GGWB, project impacts on groundwater recharge are considered less than significant.

- c-e) As noted above, the change in the volume of stormwater runoff is quite minimal. The project proposes a new, onsite stormdrain system to serve the new GVCH and MOB and abandonment of the existing stormdrain

system along the southern property line of the MOB parcel. Elements of this new system include the following:<sup>2</sup>

- 1) Runoff from much of the site would flow through the proposed “olive grove” landscape feature to be constructed in the location of the existing MOB, where it would receive biofiltration before being captured in a series of grate inlets and conveyed via a new underground stormdrain to a large stormdrain manhole on the northwest corner of the proposed parking area next to More Ranch Road that would also serve the new GVCH.
- 2) The remainder of the project’s runoff would flow across the proposed parking area adjoining the MOB site to the south where it would be captured in a series of curb inlets. These curb inlets would also be connected to the same stormwater manhole via stormdrains in the new parking area between the MOB and GVCH.
- 3) Two, 250-foot long, 6” diameter perforated drain lines in stone bedding would connect to this vault at its bottom, thereby capturing lower flows for percolation and storage. The applicant’s engineer has indicated that such a system would provide for approximately 4,000 cubic feet of stormwater storage which would be sufficient to accommodate the change in stormwater runoff volumes between the pre- and post-development condition. A larger, 18” stormdrain would connect to this manhole at an elevation above the 6” perforated pipes and would transmit high flows directly to a second manhole 250’ to the south (the 6” perforated lines would also connect at a lower elevation to this same southerly manhole).
- 4) From this southerly manhole, combined stormwater runoff from the MOB and GVCH would be conveyed via a new 24” stormdrain to an existing manhole in More Ranch Road that connects via an existing 24” stormdrain to the City’s stormdrain in South Patterson Avenue. The City’s stormdrain system then discharges into Maria Ygnacio Creek at the eastern terminus of Ekwill Street.
- 5) All new inlets connected to this stormdrain system would have FloGard Series Catch Basin Insert Filters installed to provide for removal of sediment, debris, trash, and oils/grease from low stormwater flows (first flush) ([www.dumooresystems.com/Catch-Basin-Filters.asp](http://www.dumooresystems.com/Catch-Basin-Filters.asp)).

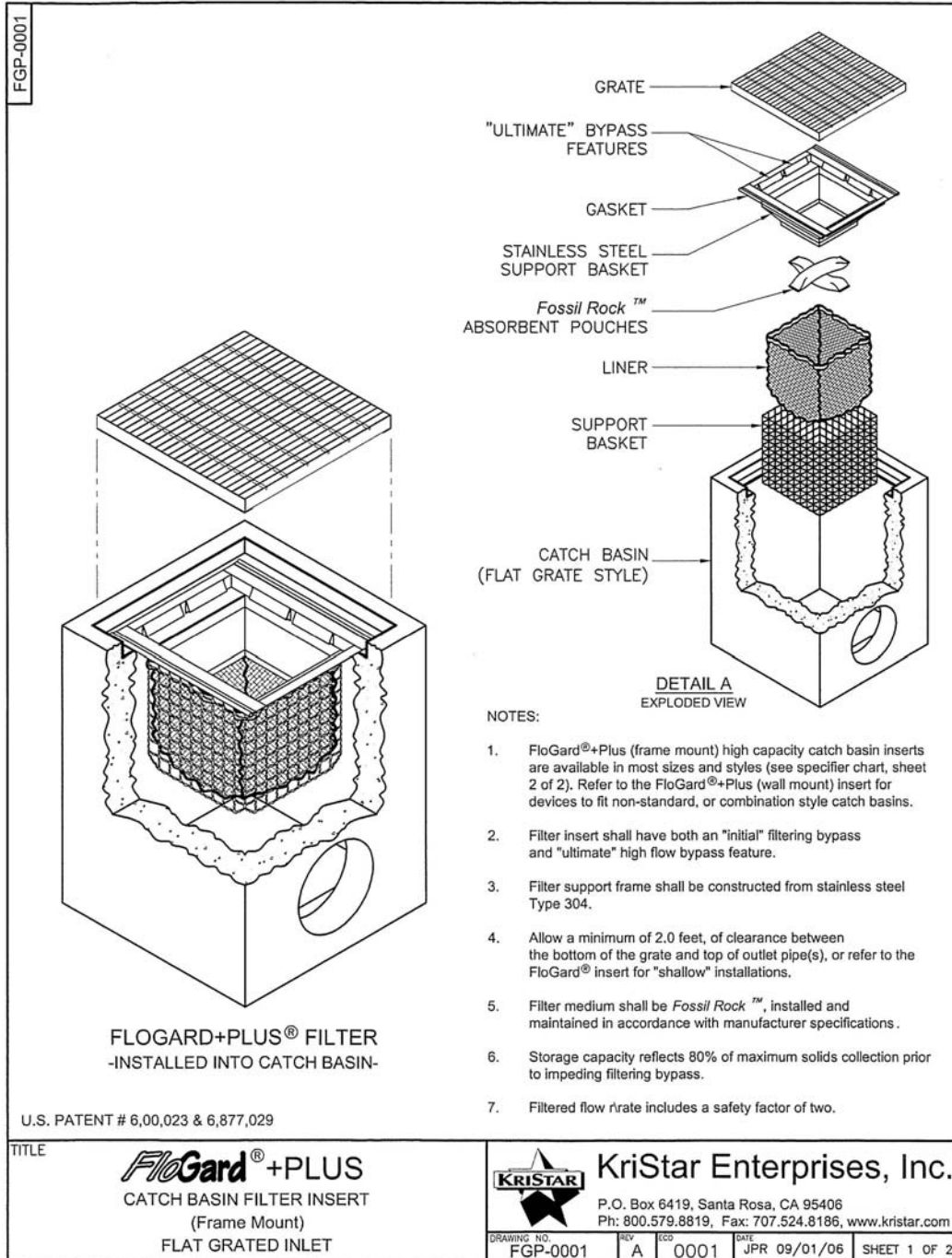
This proposed drainage system would not alter any existing, offsite drainage pattern in the area or result in any increase in flooding potential. The storage capacity of the proposed 6” perforated stormdrains and associated percolation potential would ensure that the post development

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<sup>2</sup> *Partial Civil Site Plan – North, Sheet C1.3*, Hospital Designers, Inc, dated April 17, 2009.

- stormwater discharge rate would not exceed that of the existing (pre-development) rate for the current MOB. In fact, the upgrade of the existing, unfiltered drop inlets to inlets with catch basin insert filters capable of removing sediment, trash, debris, and oil/grease could significantly improve the water quality of the stormwater discharged offsite and into the receiving waters of Maria Ygnacio Creek. Therefore, project impacts on drainage patterns and stormwater volumes would be considered less than significant.
- f) Currently, none of the drop inlets that collect stormwater onsite for conveyance into the City's stormdrain system have any type of filtration incorporated into them. Therefore, any trash, debris, sediment, or petroleum products picked up by stormwater as it flows over the existing parking area/drive aisle on its way to the stormdrain flows into the stormdrain system and ultimately the receiving waters of the City's creeks, Goleta Slough, and offshore waters. As noted above, under the proposed project all inlets would be fitted with catch basin insert filters capable of removing sediment, trash, debris, and petroleum products from low flow (first flush) stormwater runoff (please refer to Figure 2 below).

Figure 2



In addition, much of the stormwater generated onsite would be routed through landscaped areas to the west of the proposed MOB prior to

collection by these new inlets/catch basins. Without such filtration prior to offsite discharge, and/or proper maintenance of these catch basin filter inserts and bioswales, stormwater generated by the proposed project could pose a potentially significant impact on water quality in the City's receiving waters.

- h,i) As noted above, the project site lies within FEMA's designated Zone X (500-year floodplain or 0.2% chance of occurrence in any given year) and well out of both the 100-year floodplain and regulatory floodway of Maria Ygnacio Creek. There are no levees or dams upstream of the project site on Maria Ygnacio Creek that could pose a potentially significant risk to populated areas downstream in the event of a dam or levee failure. Therefore, potential exposure of people and property to flooding risks associated with the proposed project would be considered less than significant.
- j) The project site lies outside of the tsunami hazard area (generally at an elevation of  $\geq 40'$  above msl) as mapped in the City's General Plan/Coastal Land Use Plan EIR (*City of Goleta General Plan/Coastal Land Use Plan FEIR*, September, 2006). The coastal bluffs to the south of the project site are at an elevation of 80' msl and the project site is over 1.5 miles away from the mouth of Goleta Slough (*Geotechnical Engineering Report for the Goleta Valley Cottage Hospital*, MNS Engineering, March 19, 2007, updated 2009). Given these parameters, the potential risk of experiencing a tsunami at the project site is considered less than significant.

### Cumulative Impacts

Given potentially significant, project specific impacts on water quality of both stormwater runoff generated by the facility, project contributions to such cumulative impacts in the area would also be considered potentially significant. All other project contributions to cumulative hydrology/water quality impacts would be considered less than significant.

### Required Mitigation Measures

Mitigation of potentially significant impacts on the quality of effluent and wastewater discharged into the public sewer system would be mitigated to less than significant levels through implementation of Mitigation Measure #2 as identified in the discussion of Hazards and Hazardous Materials above. Mitigation for potentially significant impacts on stormwater quality is noted below.

1. Catch basin filter inserts capable of capturing sediment, trash, debris, and petroleum products from low flow (first flush) stormwater runoff shall be installed in each stormwater inlet/catch basin to be connected to the stormdrain system serving the project site. **Plan Requirements and Timing:** Catch basin filter inserts shall be specified for installation in all project stormwater inlets/catch basins shown on the final grading/drainage plan. The specifications for such inserts shall be reviewed and approved by City staff prior to issuance of any LUP for the project. All catch basin filter inserts for the curb inlets in the proposed parking area serving both the proposed MOB and GVCH as identified on the approved grading/drainage plan shall be installed prior to occupancy clearance for the MOB. All catch basin filter inserts to be installed in the inlets proposed for the “olive grove” landscape feature to be constructed in the location of the existing MOB shall be installed upon completion of that portion of the project stormdrain system.

**Monitoring:** The project engineer shall verify installation of all approved catch basin filter inserts in writing per the timing requirements noted above.

2. The permittee 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 permittee 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.

3. The permittee shall prepare a Storm Water Management Plan (SWMP) covering all phases of grading operations. **Plan Requirements:** The SWMP 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 dissipators 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 15<sup>th</sup> to November 1<sup>st</sup>) 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 SWMP has been implemented per the approved final plan prior to commencement of grading.

4. The permittee 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;
- 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.

5. The permittee 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 30<sup>th</sup> of each year. Additional inspections, repairs, and maintenance shall be performed after storm events as needed throughout the rainy season (November 1<sup>st</sup> to April 15<sup>th</sup>) and/or per manufacturer specifications. Any necessary major repairs shall be completed prior to the next rainy season. Prior to September 30<sup>th</sup> of each year, the permittee 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 permittee 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.

6. The permittee shall prepare and submit a stormwater easement providing access for stormwater discharged offsite in perpetuity to the stormdrain system on the Goleta Valley Cottage Hospital property. **Plan Requirements and Timing:** The required stormwater easement shall be submitted for review and approval by City staff prior to issuance of any LUP for the project. The City approved easement shall be recorded and a copy of the recorded document provided to the City prior to any occupancy clearance.

**Monitoring:** City staff shall verify compliance prior to issuance of any LUP for the project and/or any occupancy clearance.

Residual Impact

With implementation of these mitigation measures, residual project impacts, as well as project contributions to cumulative impacts on hydrology and water quality 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?			■		
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?			■		

Existing Setting

The project site lies in the eastern end of Goleta's Old Town in an urbanized area that is developed with a mix of residential, commercial, business park, and institutional uses. To the northwest of the project site in this neighborhood are multi-family residential developments including the Sumida Gardens apartments. The project site is bordered on the north by Hollister Avenue, on the east by South Patterson Avenue, on the west by the Santa Barbara Corporate Center business park, and on the south by the GVCH. Maria Ygnacio Creek lies over 500' to the east of the project site. The project site is designated as Office/Institutional with a Hospital Overlay in the City's General Plan/Coastal Land Use Plan (GP/CLUP) and is zoned Professional/Institutional (PI).

### 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 proposed project would replace the existing MOB onsite with a new MOB. No physical division of any established community or neighborhood would occur. The project would result in the continuation of an existing institutional use in the community within a modernized and more functional new building. There are no habitat conservation or natural community conservation plans that would be affected by this project.
  
- b) The GP/CLUP specifically acknowledges the GVCH and supporting MOB project site through the use of a Hospital Overlay on both parcels. General Plan Land Use Policy LU 4.3 establishes recommended development standards applicable to the proposed MOB including a maximum height limitation of 45 feet and a maximum lot coverage limitation of 0.5. The proposed MOB building height is 38'6" and the lot coverage ratio is 0.3.

The proposed project is consistent with the applicable requirements of the City's Inland Zoning Ordinance (Article III, Chapter 35 of the Municipal Code) including permissible uses and lot coverage. Modifications are requested to the setbacks, landscaping, height and parking standards.

The request for modifications to the setback and landscaping requirements are a function of the property line running through the shared parking area between the hospital and the MOB parcels.

Because the proposed MOB is at a height of 38'6", it exceeds the maximum allowable building height of 35' in the PI zone district. The applicant is requesting a modification to this height limitation pursuant to Section 35-317.8 of the City's Inland Zoning Ordinance, an increase allowed by the General Plan.

Pursuant to the City's parking requirements for medical office buildings, the proposed project would require a minimum of 260 spaces (1 space/200 SF). The proposed MOB project includes a total of 16 parking spaces. Parking for the proposed MOB would be provided via joint use of the parking area located between the new hospital and the MOB. Pursuant to City parking standards, the hospital and MOB in combination would require 375 spaces as noted in Table 6:

**Table 6**

Land Use	Size	City Parking Ratio	Parking Requirement
Hospital	52 beds; 265 employees	1 space/2 beds 1 space/3 employees	26 spaces <u>89 spaces</u> 115 spaces
MOB	52,000 SF	1 space/200 SF	260 spaces
<b>Total spaces</b>			<b>375</b>

As noted in Table 6, the minimum City parking requirement for the GVCH and MOB in combination would be 375 spaces and under the proposed hospital/MOB project, 338 spaces would be provided in the parking area between the new structures, with an additional 55 spaces provided south of the new hospital, for a total of 393 spaces. Since construction of both the new GVCH and MOB would be phased so that the existing structures could remain in use until their replacements are completed, adequate parking for each phase of the project is also necessary to serve both construction workers as well as employees and patients/visitors of these medical facilities. To provide for construction phase parking, the GVCH has constructed a 376 space parking lot across South Patterson Avenue. In addition, a parking demand study of the existing GVCH and MOB was conducted by the applicant's traffic engineer who determined that maximum parking demand at the existing facilities represents only 76% of the total existing parking supply, or 279 parked cars at any given point in time (ATE, May, 21, 2008). Table 7 provides a comparative analysis of parking demand versus parking supply during each phase of GVCH/MOB construction:

**Table 7**

Phase <sup>3</sup>	Parking Supply			Parking Demand			Reserve
	Hospital Site	Temporary Lot	Total	Hospital/MOB	Construction (a)	Total	
1	369	-0-	369	279	9	288	+81
2	119	376	495	279	17	296	+199
3	81	376	457	279	128	407	+50

<sup>3</sup> Construction phasing would include the following:  
 Phase 1—Build temporary parking lot (already completed)  
 Phase 2—Begin demo on existing GVCH  
 Phase 3—Build new GVCH, MOB, new parking lot (393 spaces) infrastructure, and utilities  
 Phase 4—Demo existing GVCH  
 Phase 5—Demo existing MOB  
 Phase 6—Demo temporary lot across S. Patterson

4	106	376	482	279	51	330	+152
5	57	376	433	279	26	305	+128
6	393	-0-	393	375 (b)	-0- (c)	375	+18

- a) Assumes 85% drive rate for construction workers
- b) City Zoning Ordinance requirement
- c) Construction parking during Phase 6 (temporary parking lot demolition) would be accommodated at the temporary lot

Source: *Goleta Valley Cottage Hospital, Revised Traffic, Transportation, and Parking Study*, ATE, May 21, 2008

Based on this phasing plan and existing/estimated parking demand, adequate parking to serve construction activities as well as employees and patients/visitors of the medical campus would be provided during all phases of project construction. A reciprocal parking and access easement between the GVCH and MOB parcels to ensure that parking on one parcel remains available for use by visitors to the adjacent parcel was recorded on April 26, 2010. One additional mitigation measure is recommended to facilitate conjunctive use of access on the project site and the adjacent parcels to the west (APN 071-140-074 and 071-140-078).

Subject to a shared parking agreement with the GVCH and with approval of the requested modification to the parking standard for the MOB, the project would be consistent with the City's minimum parking requirements for both the future hospital and MOB.

Cumulative Impacts

As the proposed project would not involve any land use and/or planning project specific significant impacts, project contributions to cumulative land use and planning impacts would also be considered less than significant.

Recommended Mitigation Measures

1. The permittee shall provide evidence of or prepare and record a Declaration of Reciprocal Access Agreement to facilitate conjunctive use of access on the project site and the adjacent parcels to the west (APN 071-140-074 and 071-140-078). The agreement shall be in a form acceptable to the City and shall be recorded as a covenant against both parcels.

**Plan Requirements & Timing:** The Declaration of Reciprocal Access Agreement shall be submitted for review and approval by City staff, and thereafter recorded against both properties, prior to issuance of any LUP for the project.

**Monitoring:** City shall verify recordation of the reciprocal access agreement prior to issuance of any LUP for the project.

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### Residual Impact

Residual project specific, as well as project contributions to cumulative land use and planning impacts would be considered less than significant.

**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

The entirety of the project site has been developed as part of the GVCH medical complex since the early 1960s. Before that, the property was used for agricultural production. There are no known mineral resources on the project site nor would the proposed MOB result in the loss of a locally important mineral resource recovery 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) The proposed project would not result in the loss of availability of any known mineral resource or identified resource recovery site. No such impacts would occur.

Cumulative Impacts

The proposed project would have no impact on any cumulative loss of mineral resources or resource recovery sites.

Required/Recommended Mitigation Measures

No mitigation measures are required or recommended.

Residual Impact

The proposed project would not result in any residual impacts or contribution to cumulative impacts on mineral resources in the area.



**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 General Plan indicates that the project site is located within the 60-65 dB(A) noise contours of both South Patterson and Hollister Avenues. Other sources of transportation related noise include Highway 101 and the Union Pacific Railroad to the north 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,c) Noise level measurements were taken by the applicant's noise consultant on April 17, 2007. The results of that monitoring indicate that the project site is currently subject to noise levels ranging from 62 to 65 dB(A) (*Goleta Valley Cottage Hospital Noise Study*, prepared by Dudek and dated June 20, 2007). The noise study indicates that the most significant noise source affecting the project site is vehicular traffic on Hollister and South Patterson Avenues. The applicant's noise consultant took measurements of traffic noise at a distance of 75' from the center line of both Hollister Avenue and South Patterson Avenue. Using this data, the applicant then

prepared estimates of the resulting noise levels given existing + project traffic and cumulative traffic conditions. The results of that analysis are shown in Table 1:

**Table 1**  
**Traffic Volumes and Estimated Noise Levels**

Roadway <sup>1</sup>	Existing Traffic Volume (ADT)	Existing Noise Level CNEL @ 75'	Existing + Project Traffic Volume (ADT)	Existing + Project Noise Level CNEL @ 75'	Cumulative <sup>2</sup> Traffic Volume (ADT)	Cumulative Noise Level CNEL @ 75'	Cumulative + project Traffic Volume (ADT)	Cumulative + Project Noise Level CNEL @ 75'
Hollister Ave	17,800	63 dB	17,877	63 dB	23,587	64 dB	23,587	64 dB
S Patterson Ave	10,900	63 dB	11,205	64 dB	11,700	64 dB	12,005	64 dB

<sup>1</sup>Adjacent to Project Site

<sup>2</sup>Cumulative traffic volumes represent year 2030 conditions based on the City of Goleta 2030 traffic model.

Source: *Goleta Valley Cottage Hospital Environmental Noise Study*, Dudek, June 20, 2007

The applicant's noise study goes on to note that the exterior walls of the MOB would be located 60' from the centerline of Hollister Avenue and 120' from the centerline of South Patterson Avenue. Taking into account attenuation over an intervening distance, the resulting projected CNEL experienced by the MOB resulting from traffic on Hollister Avenue would be 65 dB, and 56 dB from traffic on South Patterson Avenue.

The General Plan indicates that the range of normally acceptable exterior noise levels for office buildings is 50-67.5 dBA. Normally acceptable for a specified land use is defined as satisfactory based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. At 65 dB, the anticipated exterior noise levels to be experienced by the proposed MOB fall within this range, and with typical construction techniques, the interior noise levels typically decrease by 20 dB. However, until a detailed analysis of the interior noise reduction requirements is conducted, the impact of traffic noise on the project is considered potentially significant.

The closest sensitive receptors to the proposed MOB that could be affected by project generated traffic volumes over baseline levels would be the GVCH, the multi-family residential development across S. Patterson Avenue adjacent to the temporary parking lot, and the single family residential neighborhood south of Hollister and east of Maria

- Ygnacio Creek.<sup>4</sup> However, because the anticipated rise in CNEL is estimated to be less than 1 dB along that portion of the Hollister Avenue corridor abutting this residential neighborhood and that portion of South Patterson Avenue abutting the GVCH and near the apartments, such impacts would be considered less than significant.<sup>5</sup>
- b) The proposed project would not result in any long-term exposure of persons to generation of excessive groundborne vibration or groundborne noise levels. However, during construction/demolition activities associated with the proposed MOB, the use of heavy equipment and mechanical drilling and hammering will result in the generation of groundborne vibrations. While standard City restrictions on construction activities pursuant to GP/CLUP policies NE 6.4 and NE 6.5 would apply, project construction related impacts associated with groundborne vibrations and noise are considered potentially significant.
- d) Pursuant to the City's *Environmental Thresholds and Guidelines Manual*, average construction noise levels are considered to be 95 dB, measured 50' from the source. Assuming a point noise source attenuation of 6 dB for every doubling of distance from the source, sensitive receptors would experience significant construction noise exposure if located within 1,600' of the project site. Per the project phasing plan, construction of the proposed MOB would occur while the existing MOB is still operational. The GVCH would also remain in operation during both proposed MOB construction and demolition of the existing MOB. Such sensitive receptors are well within 1,600' of the MOB construction site. In addition, multi-family residential developments, such as the Patterson Apartments across S. Patterson Avenue, the Sumida Gardens apartments and the single family residential neighborhood east of Maria Ygnacio Creek would lie within 1,600' of the project site. Finally, there are other medical office buildings located off South Patterson Avenue less than 1,600' to the south and east of the project site. Therefore, construction noise impacts on such sensitive receptors are considered potentially significant.

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<sup>4</sup> The Sumida Gardens multi-family residential complex is 600' northwest of the project site but because of the intervening commercial buildings, it is effectively screened from traffic generated noise on Hollister.

<sup>5</sup> It should be noted that the traffic study prepared by the applicant estimates that only 20% of project generated traffic would use Hollister east of its intersection with South Patterson and that no project generated traffic would travel south on South Patterson past the entrances to the MOB and Hospital. Therefore, the change in CNEL along Hollister and South Patterson as a result of project generated traffic would be reduced accordingly from the estimates provided in the traffic study that based such noise calculations on the entire increase in project generated traffic, regardless of how it was distributed.

- e,f) Although the project site lies within two miles of the Santa Barbara Municipal Airport, it lies outside of the airport's 60 dB noise contour. Therefore, airport operational noise would not result in a significant impact on the proposed MOB. There are no private airstrips within the vicinity of the project site.

### Cumulative Impacts

Construction/demolition related noise resulting from the proposed project would pose a potentially significant contribution to cumulative noise impacts in the area.

### Required Mitigation Measures

1. All noise-generating project construction activities shall be limited to Monday through 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 permittee 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 permittee 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 promptly investigate and respond to all complaints.

2. Stationary construction equipment that generates noise which exceeds 65 dB(A) measured 50-feet from the source in an unattenuated condition shall be shielded to reduce such noise levels to no more than 65 dB(A) at project boundaries. **Plan Requirements and Timing:** The permittee shall submit a list of all stationary equipment to be used in project construction which includes manufactures specifications on equipment noise levels as well as recommendations from the project acoustical engineer to shielding such stationary equipment so that it complies with this requirement for review and approval by City staff. This information shall be reviewed and approved by City staff prior to LUP issuance. All City approved noise attenuation measures for stationary equipment used

in any construction and/or demolition activities shall be implemented and maintained for the duration of the period when such equipment is onsite.

**Monitoring:** City staff shall periodically inspect the site to ensure compliance with all noise attenuation requirements.

3. 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. Contractors shall implement appropriate additional noise mitigation measures including but not limited to changing the location of stationary construction equipment, shutting off idling equipment, and installing acoustic barriers around significant sources of stationary construction noise.

**Plan Requirements and Timing:** These requirements shall be printed on all plans prior to LUP issuance. Requirements shall also be printed on grading and building permits.

**Monitoring:** City staff shall periodically inspect the site to ensure compliance with all noise attenuation requirements.

4. A detailed noise analysis shall be performed by an acoustical engineer to determine what construction techniques and design recommendations should be incorporated into the project design to reduce interior noise to at or below 45 dB(A). **Plan Requirements and Timing:** All construction techniques and recommendations of the noise study shall be incorporated into design of the project and detailed on all building plans. The noise analysis, including recommended construction techniques and design changes, shall be submitted for City staff review and approval prior to LUP issuance.

**Monitoring:** Prior to final inspection, City staff shall be provided with a written certification by the project acoustical engineer that the project has been constructed per the approved report's recommendations and that a maximum interior noise level of 45 dB(A) has been attained.

Residual Impact

With implementation of these mitigation measures, residual project related noise impacts, as well as the project’s residual contribution to cumulative noise impacts in the area 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

The project site is currently developed with a 41,724 SF medical office building, supporting parking and paved access, and associated landscaping. All employees at the MOB are housed offsite in either the City or neighboring communities.

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) The Institute of Transportation Engineers (ITE) *Trip Generation Manual*, notes that the AM peak hour trip generation rate per employee is 0.97 which is consistent with the assumption that each employee arriving to work represents one trip into the facility. Staff prepared a conservative estimate (worst case scenario) of 25 additional employees that could be added to existing employment at the MOB given the proposed 10,276 SF facility expansion, using this rate and the net new AM PHTs (0.97 x 26 net

new AM PHTs; ATE, GVCH Revised Traffic, Circulation, and Parking Study, May 21, 2008). Although there is no established system of reporting employment information by place of work for just the City of Goleta, the 2000 US Census estimates a total of 27,265 jobs in the Goleta Census Defined Place (CDP) and 27,515 workers living in the Goleta CDP. The CDP includes the City of Goleta and most of the area between the City of Goleta and the City of Santa Barbara, including Hope Ranch (but not Isla Vista, the UCSB campus, or the City of Santa Barbara Airport; Goleta General Plan/Coastal Land Use Plan FEIR, page 3.8-4). The addition of 25 new employees at the proposed MOB represents only a de minimis increase in employees in a CDP of over 27,000 residents. Furthermore, none of the proposed infrastructure improvements needed to serve the proposed MOB would be growth inducing. Therefore, project impacts on population and growth would be considered less than significant.

- b,c) The proposed MOB would be constructed adjacent to the existing MOB, which would subsequently be demolished. No existing housing would be displaced by the proposed project nor would the project result in the displacement of any residents of the City. Such impacts are considered less than significant.

#### Cumulative Impacts

The proposed project would not result in any significant contribution to cumulative population growth and/or demand for housing in the area.

#### Required/Recommended Mitigation Measures

No mitigation measures are required or recommended.

#### Residual Impact

Residual project impacts, as well as project contributions to cumulative population/housing impacts, would be considered less than significant.



**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

Fire protection/emergency services for the proposed project would be provided by the Santa Barbara County Fire Department. The closest fire station to the project site is Station #12 located at 5330 Calle Real, just off Patterson Avenue on the north side of US Highway 101. Police services would be provided by the County Sheriffs Department under contract to the City. Although there are no park facilities in proximity to the project site, access to the City’s bikepath system for MOB employees is available by traveling east on Hollister Avenue to the Maria Ygnacio Creek Bikepath.

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 standards, would be considered to result in a significant impact on area schools. Current State standards for classroom size are as follows:

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

## Project Specific Impacts

### *Fire Protection*

The County Fire Department has reviewed the proposed facility expansion and identified requirements that must be met (letter from Brian Hayden, Santa Barbara County Fire Department, Fire Prevention Division, October 28, 2008). Fire Station #12 located at 5330 Calle Real would be the primary responding fire station and is within a five (5) minute response time to the project site. The Fire Department does note that new fire hydrants meeting their specifications and installed in approved locations must be completed prior to bringing any combustible building materials onsite. Such requirements would be addressed through the Fire Department's permitting process for the project. Emergency vehicle access would be provided via Hollister and South Patterson Avenues and is acceptable to the Fire Department. As such, no altered or new fire facilities would be needed and project related impacts on fire protection services are considered less than significant.

### *Police Services*

As the proposed facility expansion would involve a minimal increase in employment levels (estimated at 25 employees), demand for police services resulting from the proposed facility expansion would not change measurably from baseline levels in the foreseeable future. As such, no altered or new police facilities would be needed and project related impacts on police services in the City would be considered less than significant.

### *Schools*

As only 25 new employees are estimated as a result of the proposed MOB, and it is assumed that the distribution of where MOB employees live (either within the City or neighboring communities) would remain the same, the anticipated increase in MOB employment levels would not result in any significant increase in student enrollment either within the Goleta Union or Santa Barbara School and High School Districts in the foreseeable future. The proposed MOB would not require construction of any altered or new school facilities. Associated impacts on schools would be considered less than significant.

### *Parks*

Impacts to parks are discussed in the Recreation Section.

### *Other Public Facilities*

Demand for other public facilities such as the City's public library would also not significantly exceed baseline levels due to the fact that the proposed facility expansion would involve only a minimal increase in employment levels at the proposed MOB in the foreseeable future. Therefore, the proposed MOB would not result in the need for any altered or new public facilities not already discussed

and project related impacts on other public facilities would be considered less than significant.

Cumulative Impacts

The project's contribution to cumulative demand for fire protection, police protection, and public facilities such as libraries is considered less than significant and would be offset by the required payment of development mitigation impact fees (DIFs).

Required/Recommended Mitigation Measures

No mitigation beyond compliance with the Fire Department letter and the payment of standard City of Goleta DIFs as part of the building permit process is required.

Residual Impact

With payment of standard City of Goleta DIFs, residual project contributions to cumulative impacts on the provision of public services such as fire, police, schools, recreational facilities, etc. would be less than significant.

**RECREATION**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			■		
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 City has 10 public parks, four private parks, and 20 public open space areas comprising a total of 523 acres. This equates to approximately 18 acres per thousand residents. The two larger City-owned regional open space preserves, the Sperling Preserve/Ellwood Mesa and Lake Los Carneros Natural and Historical Preserve collectively account for 363 acres of that total. Approximately 40 percent of the City's two miles of Pacific shoreline is held in City ownership.

Together with the neighborhood open space areas, these preserves provide many opportunities for passive recreation activities and enjoyment of natural areas. Areas specifically developed for active recreational uses however are less abundant with about three acres of land per thousand residents. The City's single public recreation center, the Goleta Valley Community Center, is insufficient to fulfill all the needs of community groups and residents. Although privately owned and managed, Girsh Park provides much-needed facilities for active recreation but there remains a shortage of public facilities for active recreation such as sports fields, tennis courts, swimming pools, and dedicated trails.

There are no parks or recreational facilities in proximity to the project with the closest facility being the Goleta Valley Community Center approximately 2/3 mile west of the project site. Access to the City's bikepath system is available by travelling a short distance east to connect with the Maria Ygnacio Bikepath underneath the Maria Ygnacio Creek Bridge on 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 standard of 4.7 acres of park space/1,000 people (Santa Barbara County Department of Parks and Recreation), the addition of 25 employees to the City's workforce as a result of the proposed MOB 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, and therefore would not require the need for any expanded or new public parks. Such impacts are considered adverse, but less than significant.
- b) No recreational facilities are proposed with this project.

#### Cumulative Impacts

Although the project would not result in any significant project-specific effects on recreational facilities or create any substantial new demand for such public amenities, the resulting incremental increase in demand would represent an adverse contribution to cumulative impacts on recreational facilities and would be offset by the payment of required Park DIFs.

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Required/Recommended Mitigation Measures

No mitigation is recommended or required.

Residual Impact

Residual project specific, as well as project contributions to cumulative impacts on parks and recreational facilities, are considered less than significant.

**TRANSPORTATION/TRAFFIC**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. 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. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			■		
d. Conflict with and applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			■		
e. 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?			■		
f. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		■			
g. Result in inadequate emergency access?			■		
h. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			■		

Existing Setting

The project site is served by a network of City streets and US Highway 101. Access to the project site is provided from both Hollister Avenue (right-in only via More Ranch Road) and South Patterson Avenue. South Patterson Avenue provides access to US Highway 101 via the 101/Patterson Avenue freeway interchange. US 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. Patterson Avenue at its intersection with Hollister Avenue is a four-lane arterial roadway. Patterson Avenue continues north of Hollister Avenue as a four-lane arterial, through the Highway 101 and Calle Real interchanges, until a point south of its intersection with Cathedral Oaks Road, where it reverts to a two-lane collector. Hollister Avenue is a four-lane arterial that is the primary east-west route through the City south of the freeway. Calle Real immediately north of the Patterson Avenue/101 interchange is another four-lane City arterial providing east-west travel through the City on the north side of the freeway. Table 2 identifies the existing level-of-service (LOS) at each of the intersections in the vicinity of the project site:

**Table 2  
 Existing Peak Hour LOS**

<b>Intersection</b>	<b>Traffic Control</b>	<b>V/C Ratio AM Peak Hour</b>	<b>V/C Ratio PM Peak Hour</b>
Patterson/Calle Real	Signal	0.51/LOS A	0.59/LOS A
Patterson/NB 101	Signal	0.70/LOS B	0.78/LOS C
Patterson/SB 101	Signal	0.72/LOC C	0.85/LOS D
Patterson/Overpass	Signal	0.48/LOS A	0.56/LOS A
Hollister SB 217	Signal	0.61/LOS B	0.79/LOS C
Hollister NB 217	Signal	0.38/LOS A	0.68/LOS B
Patterson/Hollister	Signal	0.57/LOS A	0.73/LOS C

(Source: *Goleta Valley Cottage Hospital Project*, prepared by ATE and dated May 21, 2008)

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.

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

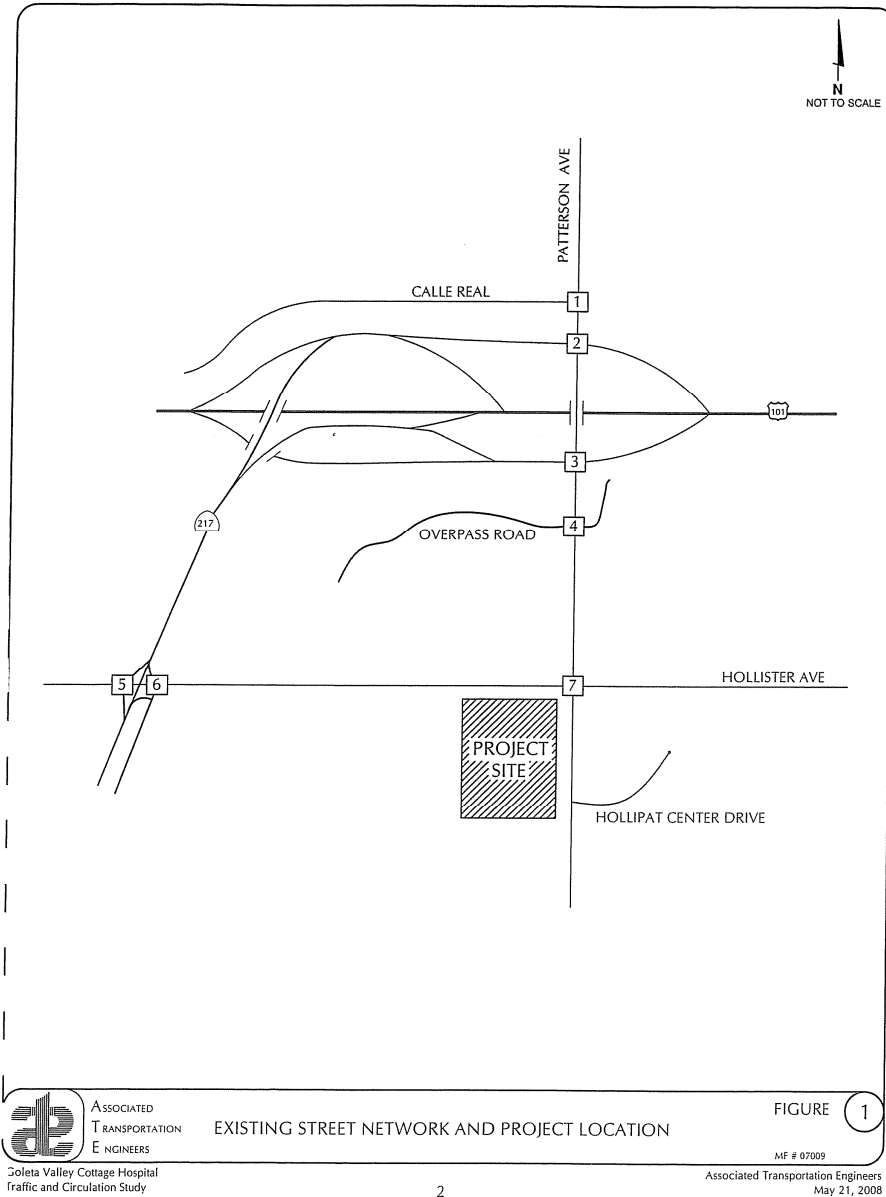
- 2) Project access to a major road or arterial road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.
- 3) Project adds traffic to a roadway that has design features (e.g. narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with a substantial increase in traffic (e.g. rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that 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-d) The existing and proposed MOB is served by a network of collector and arterial streets as well as US Highway 101. This project travelshed is shown in Figure 3.



**Figure 3**



*Source: Goleta Valley Cottage Hospital Project Revised Traffic, Circulation, and Parking Study, dated May 21, 2008*

Pursuant to General Plan Transportation Element Policy TE 4.1, a LOS of C or better is considered acceptable for all arterials and collector level roadways and intersections. Within the project's travelshed as described in Figure 3 above, only the Patterson Avenue/101 interchange currently operates at a LOS of D or worse during the PM peak hour.

The proposed project represents a 10,276 SF increase over the existing MOB. Therefore, traffic impacts associated with such a facility expansion would be based on this square footage increase. Using trip generation factors from the ITE *Trip Generation Manual, 8<sup>th</sup> edition*, the project traffic engineer has calculated the following traffic volume increases anticipated to occur as a result of project implementation as noted in Table 3 below:

**Table 3**

Land Use	Size	ADTs	PM PHTs
Existing MOB	41,724 SF	1,491	131
Proposed MOB	52,000 SF	1,911	159
Net Change	10,276 SF	420	28

*Source: Table 1, Traffic Study Addendum for the Goleta Valley Cottage Hospital Medical Office Building Project dated October 13, 2009*

As can be seen from Table 3 above, it is anticipated that the proposed MOB would result in 420 more average daily trips (ADTs) and 28 P.M. peak hour trips (PM PHTs) above current baseline levels associated with the existing MOB. However, as noted in the project Traffic Study Addendum, this estimate of new, project generated traffic volumes is based upon trip generation rates for a medical office building in a stand alone location. The proposed MOB is actually sited on the GVCH campus and as such, the project traffic study estimates that 15% of the trips generated by a stand alone facility can actually be captured internally (onsite) due to the proximity of the proposed MOB to the hospital itself. Specifically, the study notes the 15 of the 17 doctors currently located in the existing MOB conduct rounds at the GVCH and many laboratory and diagnostic facilities and services ordered for patients of the MOB are provided at the GVCH within easy walking distance of the MOB. Applying this internal trip capture rate to the trip generation volumes noted in Table 3 reduces the number of project generated ADTs to 357 and PM PHTs to 24. City staff have reviewed the submitted Traffic Study Addendum and concur that in this particular instance, given the proximity of the MOB to the GVCH, and the availability of services and facilities ordered for MOB patients at the GVCH, this rate of internal trip capture is reasonable.

To assess the potential effect of the additional traffic on City intersections, the project traffic engineer prepared the following trip distribution scenario based on prior observations of traffic flow patterns in the area shown in Table 4:

**Table 4**

Origin/Destination	Direction	Percentage
US Highway 101	West	15%
US Highway 101	East	35% <sup>(a)</sup>
Patterson Ave.	North	10%
Hollister Ave.	West	15%
Hollister Ave.	East	20%
SR 217	South	5%

<sup>(a)</sup> Assumes 10% via 217 interchange at Hollister and 25% via Patterson interchange

Source: Table 3, Traffic Study Addendum for the Goleta Valley Cottage Hospital Medical Office Building Project dated October 13, 2009

Based on the trip generation and trip distribution analysis, the Traffic Study Addendum determined that the project would add 13 PM peak hour trips to the Patterson Avenue/101 Southbound Ramps intersection and thus would not generate a significant project specific impact based on the City's thresholds. This assumes that 10% of the 35% of trips travelling east on US Highway 101 would travel there via the 217 interchange at Hollister Avenue. This route is circuitous and the 10% distribution may not occur. Therefore, after correction for internally captured trips as noted above, applying the external PM PHT volumes to the trip distribution scenario in Table 4, results in a worse case scenario of the proposed project sending 14 new trips (0.60 x 24 external PM PHTs) through the Patterson Avenue/101 interchange during the PM peak hour.

As an intersection with at least one vehicular movement operating at a LOS of D, any project that would send 15 or more trips through that intersection would be considered to pose a potentially significant, project specific impact pursuant to the City's *Environmental Thresholds and Guidelines Manual*. However, in this instance as noted in Table 5 below, project generated PM traffic would not reach that threshold. Therefore, the project specific impact on the Patterson Avenue/101 interchange would be considered less than significant.

**Table 5**

Intersection	Existing		Existing + Project		Project Added Trips	Impact?
	ICU	LOS	ICU	LOS		
Patterson Avenue/US 101 SB Ramps	0.85	D	0.85	D	14	No

Source: Table 4, Traffic Study Addendum for the Goleta Valley Cottage Hospital Medical Office Building Project dated October 13, 2009

- e,f) The proposed project site lies outside of the Santa Barbara Municipal Airport's Approach Zone and would have no affect on air traffic patterns or result in a significant risk to the public as a result of such air traffic operations. Access to the project site would be provided from Hollister and South Patterson Avenues which are both arterial level roadways without any design features (e.g., sharp curves or dangerous intersections) or subject to incompatible uses (e.g., farm equipment) that could pose a potential traffic safety hazard. Potential hazards associated with airport operations and/or the design of South Patterson and Hollister Avenues would be considered less than significant.

The existing MTD bus stop on Hollister would be relocated from its current location at the southwest corner of the South Patterson Avenue/Hollister Avenue intersection and enlarged and improved to a bus pocket further to the west. A high level of local and regional public transit service is provided to the GVCH complex. The enlarged pocket would allow two 45-foot buses to serve the stop at the same time thus preventing traffic flow or safety issues on Hollister Avenue if a bus is not able to pull into a shorter pocket because it is occupied by another bus. However, there is an existing cross walk located just east of the proposed bus pull-out that crosses Hollister Avenue at Chapel Street. If the pocket is not located to adequately allow visibility for pedestrians utilizing the cross walk, safety issues could result. Therefore, until such design elements of the project have been finalized, potential project impacts to pedestrian safety would be considered potentially significant.

- g) Emergency vehicle access would be provided from South Patterson Avenue as well as Hollister Avenue via More Ranch road to ensure looped emergency vehicle access at all times.
- h) GVCH staff have worked closely with Santa Barbara County Association of Governments Traffic Solutions to develop a commuter program that encourages increased use of alternative modes of transportation (ATE, May 21, 2008). Recommended mitigation measures as discussed under the Air Quality section of this document would encourage such a commuter program be applied to the MOB and provide for secure bicycle storage and shower facilities to support bicycle commuters associated with the MOB. One additional mitigation measure is recommended to encourage bicycle use and reduce project trip generation associated with the MOB. As such, project impacts on alternative transportation modes are considered less than significant.

### Cumulative Impacts

Cumulatively, it is anticipated that the LOS for the Patterson Avenue/101 interchange would decline to level F as a result of General Plan buildout without planned transportation improvements (GP/CLUP Table 7-1). As noted in the Traffic Study Addendum for the project (ATE, October 13, 2009), project generated traffic is not anticipated to increase the V/C ratio by 0.01, which is the City adopted threshold for a potentially significant, project contribution to a cumulative traffic impact. However, as a project that will result in new PM peak hour trips, the project would be subject to payment of traffic mitigation fees that would be used to fund planned transportation improvements pursuant to the Goleta Transportation Improvement Plan (GTIP). As such, project contributions to cumulative traffic impacts would be considered less than significant. As the project would not result in any other potentially significant, project specific impacts to transportation and circulation within the City, project contributions to such cumulative transportation/circulation impacts would also be considered less than significant

### Required Mitigation Measures

1. An expanded bus pocket shall be constructed on Hollister Avenue. The expanded bus pocket provided as an improvement to the existing bus stop shall be constructed to City standards as determined appropriate by Community Services staff. **Plan Requirements and Timing:** Bus stop improvements shall be shown on plans submitted for project grading and development. Improvements are subject to review and approval by PES and Community Services. Improvements shall be installed prior to occupancy clearance.

**Monitoring:** City staff shall verify that facilities have been installed according to plan.

### Recommended Mitigation Measures

2. A total of ten (10) bike parking spaces shall be provided. Bicycle racks shall be the "Inverted U" type in compliance with the SBCAG Traffic Solutions recommended bicycle rack. Minor adjustment in bicycle parking locations may be approved by the Planning and Environmental Services Department.

**Implementation and Timing.** Final plans showing bicycle parking locations and type shall be reviewed and approved by the City of Goleta prior to LUP issuance.

**Monitoring.** The City of Goleta shall perform site inspections to ensure implementation according to approved plan prior to occupancy clearance.

Residual Impact

As a result of implementation of these mitigation measures and payment of City of Goleta DIFs, residual project specific impacts, as well as residual project contributions to cumulative 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

The project site is served by Goleta Sanitary District (GSD), which collects, treats, and disposes all wastewater, including wastewater received from Goleta

West Sanitary District. The GSD treatment plant has a capacity of 9.7 million gallons per day (mgd, based on average daily flow), but is currently limited to a permitted discharge of 7.64 million gallons per day. GSD currently contributes 2.54 mgd in flow to the treatment plant, leaving GSD 1.12 mgd of remaining capacity. Sewage disposal service for the proposed MOB would continue to be provided by the GSD. Water service would continue to be provided by the Goleta Water District (GWD). Solid waste collection and disposal would be provided by Marborg. Solid waste collected from the facility 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 MOB site is currently routed across the parking lot/drive aisle to a series of drop inlets along the southern property line of the project site where it is then carried in the hospital's stormdrain system to the City stormdrain in South Patterson Avenue and subsequently onto its discharge point in Maria Ygnacio Creek at the eastern terminus of Ekwill Street.

### 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 Impacts

a,b,e) Applying the GSD's wastewater generation factor for commercial uses of 100 gallons per day (gpd) per 1,000 square feet (City of Goleta General Plan FEIR, page 3.12-4), to the amount of proposed net new medical office space (10,276 SF), project generated wastewater effluent in excess of baseline levels would be 1,028 gpd ( $10,276 \text{ SF} / 1,000 \text{ SF} = 10.28 \times 100 \text{ gpd} = 1,028 \text{ gpd}$ ). This represents approximately 0.09% of the 1.12 mgd remaining allocated capacity of the GSD. Therefore, the project's incremental contribution to increased effluent flows into the GSD treatment plant would be considered less than significant. The applicant has obtained a Sewer Service Availability letter from the District (letter from Kamil Azoury, General Manager/District Engineer, Goleta Sanitary District, October 15, 2007). However, the applicant has yet to provide a District Sewer Service Connection Permit from the GSD to ensure its capacity can be utilized. Until such a commitment is given by the GSD, a final

determination as to the availability of central sewer service by the GSD to serve the proposed project cannot be made. As such, the proposed project poses a potentially significant impact on the availability and adequacy of sewage disposal service.

- c) The existing stormdrain system onsite would be upgraded and redesigned to handle stormwater runoff from both the proposed MOB and new GVCH. Upgrades to the system include the installation of catch basin filter inserts in both new and existing stormwater inlets to provide for removal of sediment, trash, debris, and petroleum contaminants from stormwater runoff before being discharged into the City's stormdrain system and ultimately Maria Ygnacio Creek. None of the proposed stormdrain facilities to be incorporated into the new MOB would involve any construction or site disturbance in any ESHA. Any potential disturbance of as yet unknown cultural/archaeological resources as a result of stormdrain construction would be mitigated through the mitigation measures identified in the discussion of Cultural/Archaeological Resources. As such, environmental effects as a result of stormdrain construction for the proposed project would be considered less than significant.
- d) The proposed MOB would continue to be served by the GWD and would not involve the use of groundwater pumped from private wells. Current usage at the existing MOB is 2.01 acre feet/year (AFY) for the building and 1.76 AFY for existing landscaping (*Preliminary Conditions* letter from Misty Williams of the GWD dated May 12, 2009). As a result of the proposed project, the GWD estimates that internal water consumption would increase by 0.60 AFY to 2.61 AFY and landscaping water consumption would increase 0.50 AFY to 2.26 AFY. Overall, projected water demand for the proposed MOB would increase by 1.1 AFY.

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 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 Water Supply Assessment*, May 22, 2008). Average current demand for GWD water (2007) is 15,554 AFY (*GWD Water Assessment*, May 22, 2008) leaving a remaining, unused water supply at this time of 3,618 AFY in a normal rainfall year. The anticipated 1.1 AFY increase in water demand resulting from implementation of the MOB project represents 0.03% of this currently available supply over current yearly demand for District water. However, until a Can and Will Serve letter is provided by the GWD, the applicant does not have a final commitment for



water service by the District. As such, project generated water on the water supply of the GWD would be considered potentially significant.

- f,g) Per the City's *Environmental Thresholds and Guidelines Manual*, solid waste generation for medical office buildings and similar health services facilities is 0.0013 tons/SF/year. For the proposed 10,726 SF increase in structure size, this facility expansion would equate to an increase of 15.6 tons/year of solid waste above baseline levels. 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 the new MOB represents only a 15.6 tons/year increase beyond baseline levels, 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.

The existing MOB would be demolished upon completion of the proposed MOB. Mitigation measures are recommended to encourage systematic disassembly of the MOB in order to maximize the salvage of reuseable building materials and to recycle materials, as well as preparation of a Waste Reduction and Recycling Plan and a Solid Waste Management Program that would be implemented during the construction, deconstruction, and operational phases of the project to further promote waste reduction and recycling.

A portion of the solid waste stream generated by the proposed MOB would consist of hazardous medical waste. Mitigation for hazardous medical waste is discussed above in the section on Hazards and Hazardous Materials. Implementation of mitigation measures as identified in that section of this document would ensure that the project's solid waste stream would comply with all federal, state, and local statutes and regulations related to solid waste.

### Cumulative Impacts

Project contributions to cumulative impacts on the GWD's water supply, GSD sewage treatment capacity, and the City stormdrain system would be considered less than significant with implementation of the mitigation measures identified below. Although the anticipated solid waste flow generated by the proposed facility expansion would not be considered a project specific, 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

1. A Connection Permit from the Goleta 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. 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 permittee shall implement all elements of the final landscape plan prior to final inspection.

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

4. Indoor water use shall be minimized. **Plan Requirements:** The following measures shall be implemented in project 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:** Project building plans shall include these requirements. Indoor water conserving measures shall be implemented prior to occupancy clearance.

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

5. 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.

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

#### Recommended Mitigation Measures

6. The permittee shall investigate opportunities through The ReUse People or similar services for deconstruction of the existing MOB in order to salvage materials for reuse (through the ReStore or similar services) prior to start of demolition. The permittee shall provide four (4) weeks lead time in the demolition schedule for the systematic disassembly of the MOB in order to maximize the salvage of reuseable building materials and to recycle materials. **Requirements and Timing:** This measure shall be included as a note on all plans submitted for any LUP, grading, and/or building permit. Proof of salvage activities or submittal of written documentation of why salvaging cannot take place is required prior to issuance of a demolition or building permit.

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

7. A Waste Reduction and Recycling Plan (WRRP) shall be submitted to the Community Services Department for review and approval. The plan shall include the following measures, but is not limited to those measures. Said plan shall indicate how a 50% diversion goal shall be met during construction. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal (e.g., concrete asphalt). During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite. The permittee/property owner shall contract with a City approved hauler to facilitate the recycling of all construction recoverable/recyclable material. (Copy of contract to be provided to the City.) Recoverable construction material shall include but not be limited to asphalt, lumber, concrete, glass, metals, and drywall. At the end of the project, permittee shall submit a Post-Construction Waste Reduction & Recycling Summary Report documenting the types and amounts of materials that were generated during the project and how much was reused, recycled, composted, salvaged, or landfilled.

**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 site inspect during construction and prior to occupancy clearance to ensure waste reduction and recycling components are established and implemented.

8. The permittee shall develop and implement a Solid Waste Management Program. The program shall identify the amount of waste generation estimated during processing of the project.

**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 Marborg.
- 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) and the estimated reduction of the solid waste disposed by the project. For example, the SRP may include a description of how fill will be used on the construction site, instead of landfilling, 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 project 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 permittee shall develop an integrated solid waste management program, including recommended source reduction, recycling, composting programs, and/or a combination of such programs.

**Timing:** The permittee 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, City staff shall ensure compliance with the Solid Waste Management Plan.

Residual Impact

With implementation of the aforementioned mitigation measures, residual project specific impacts as well as residual project contributions to cumulative impacts on utilities and service systems would be 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 speices, or eliminate important examples of the major periods of California history or prehistory?			■		
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			■		

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		■			

**14. PREPARERS OF THE INITIAL STUDY, CONTACTS, AND REFERENCES**

This document was prepared by City of Goleta Planning and Environmental Services Department staff.

**Contributors and Contacts:** The following individuals participated in the analysis of the proposed project or otherwise furnished information vital to preparation of this document.

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- Captain Glenn Fidler, Santa Barbara County Fire Department
- Molly Pearson, Santa Barbara County Air Pollution Control District
- Bill Yim, Santa Barbara County Association of Governments
- Chris Shaeffer, Caltrans District 5

**References:** The following documents were consulted during preparation of this document and form the basis of the relevant findings and conclusions:

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**15. ATTACHMENTS:**

Attachment A: Project Plans (11" x 17" reductions)