

# Appendix B Title VI Policy Statement

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**DEPARTMENT OF TRANSPORTATION**  
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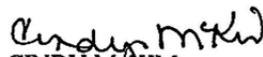
July 20, 2010

## TITLE VI POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, or age, please visit the following web page:  
[http://www.dot.ca.gov/hq/bep/title\\_vi/t6\\_violated.htm](http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm).

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact Charles Wahnnon, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353 or toll free 1-866-810-6346 (voice), TTY 711, fax (916) 324-1869, or via email: [charles\\_wahnnon@dot.ca.gov](mailto:charles_wahnnon@dot.ca.gov).

  
CINDY MCKIM  
Director

*"Caltrans improves mobility across California"*



# Appendix C      Summary of Relocation Benefits

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## **California Department of Transportation Relocation Assistance Program RELOCATION ASSISTANCE ADVISORY SERVICES**

The proposed project would involve the relocation of the residents of a single-family home (see Relocations discussion in Section 1.3.1). The City of Goleta would be responsible for carrying out the relocation process and for any compensation that might be necessary. However, Goleta does not have its own relocation protocol, and therefore would adopt the protocol developed by Caltrans, which follows. All activities attributed to Caltrans within the protocol would be performed by the City of Goleta.

For more information on the relocation process, please contact:

Rosemarie Gaglione, PE, Capital Improvement Program Manager  
City of Goleta  
130 Cremona Dr. Suite B  
Goleta, CA 93117  
or via email to: [rgaglione@cityofgoleta.org](mailto:rgaglione@cityofgoleta.org)

The City of Goleta will use the Caltrans program protocol (included). Because Goleta will use the Caltrans protocols and because Goleta is the project sponsor, Goleta will take on the responsibilities that are identified in the protocol as being Caltrans'. Rosemarie Gaglione at the City of Goleta is available to answer relocation-related questions.

### **Declaration of Policy**

“The purpose of this title is to establish *a uniform policy for fair and equitable treatment* of persons displaced as a result of federal and federally assisted programs in order that such persons *shall not suffer disproportionate injuries* as a result of programs designed for the benefit of the public as a whole.”

The Fifth Amendment to the U.S. Constitution states, “No Person shall... be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation.” The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations, Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments, as discussed below.

## **Fair Housing**

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This Act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons would be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations, and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor.

## **Relocation Assistance Advisory Services**

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. Caltrans will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are "decent, safe and sanitary." Nonresidential displacees will receive information on comparable properties for lease or purchase (For business, farm and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of

information concerning Federal and State assisted housing programs, and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe and sanitary” replacement dwelling, available on the market, is offered to them by Caltrans.

### **Residential Relocation Payments**

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

#### *Moving Costs*

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until Caltrans obtains control of the property in order to be eligible for relocation payments.

#### *Purchase Differential*

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 180 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. The maximum combination of these three supplemental payments that the owner-occupant can receive is \$22,500. If the total entitlement (without the moving payments) is in excess of \$22,500, the Last Resort

Housing Program will be used (See the explanation of the Last Resort Housing Program below).

### *Rent Differential*

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by Caltrans prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when Caltrans determines that the cost to rent a comparable “decent, safe and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the Down Payment section below. The maximum amount payable to any eligible tenant and any owner-occupant of less than 180 days, in addition to moving expenses, is \$5,250. If the total entitlement for rent supplement exceeds \$5,250, the Last Resort Housing Program will be used.

In order to receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date Caltrans takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

### *Down Payment*

The down payment option has been designed to aid owner-occupants of less than 180 days and tenants in legal occupancy prior to Caltrans’ initiation of negotiations. The down payment and incidental expenses cannot exceed the maximum payment of \$5,250. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

### *Last Resort Housing*

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the \$22,500 and \$5,250 limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, Caltrans will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced;

Specific arrangements needed to accommodate any family member(s) with special needs;

- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family;
- Preferences in area of relocation;
- Location of employment or school.

***Additional Information***

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, *except* for any Federal law providing local “Section 8” Housing Programs.

Any person, business, farm or nonprofit organization which has been refused a relocation payment by the Caltrans relocation advisor or believes that the payment(s) offered by the agency are inadequate, may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from Caltrans Right of Way. California’s law and the federal regulations covering relocation assistance provide that no payment would be duplicated by other payments being made by the displacing agency.



Appendix D      Mitigation Monitoring  
Reporting Plan

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Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<b>DRAFT EIR Section 2.1.1 – Land Use</b>						
No mitigation is required beyond that described below for other resource areas.						
<b>DRAFT EIR Section 2.1.2 –Recreation</b>						
No mitigation is required						
<b>DRAFT EIR Section 2.1.3 – Agricultural Resources</b>						
No mitigation is required.						
<b>DRAFT EIR Section 2.1.4 – Public Services</b>						
No mitigation is required.						
<b>DRAFT EIR Section 2.1.5 – Traffic and Transportation/Pedestrian and Bicycle Facilities</b>						
No mitigation is required.						
<b>DRAFT EIR Section 2.1.6 – Visual/Aesthetics</b>						
No mitigation is required.						
<b>DRAFT EIR Section 2.1.7– Cultural Resources</b>						
<b>CUL-1: Archaeological Monitoring and Discovery.</b> All initial grading and excavation within Goleta shall be monitored by a qualified archaeologist and a Chumash Native American observer. <u>The archaeologist shall meet the professional qualifications defined in the Secretary of the Interior's Standards and Guidelines for archaeology.</u> Prior to construction, a brief archaeological monitoring plan shall be prepared and approved by Goleta in order to ensure that any unexpected discoveries of cultural resources shall be treated adequately and efficiently. The plan shall include, but is not limited to, the following stipulations:	Goleta staff	Pre-construction, construction, post-construction				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<ul style="list-style-type: none"> <li>If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area shall be diverted until a qualified archaeologist can assess the nature and significance of the find. Goleta shall be immediately notified. If resources are discovered that are considered potentially eligible for listing in the California Register of Historic Resources, then they shall be addressed under the procedures set forth in CEQA, California Public Resources Code Section 15064.5. If the resources are located in Santa Barbara, they shall be addressed under procedures set forth in the 2009 Master Archaeological Resources Assessment for the Santa Barbara Airport, Santa Barbara, California. Reasonable efforts to protect the resources in place through capping shall be required. Any capping program shall be designed in consultation with the National Archaeological Clearinghouse for Archaeological Site Stabilization at the University of Mississippi. If data recovery through excavation is the only feasible mitigation, and if the cultural materials are of Native American origin, Goleta shall confer with the Chumash Native American observer and a data recovery plan shall be prepared and implemented.</li> <li><a href="#">Provisions for the curation of recovered</a></li> </ul>						

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p><a href="#"><u>artifacts, per CEQA Guidelines 15126.4(5)(b)(3)(C), in consultation with culturally affiliated Native Americans.</u></a></p> <ul style="list-style-type: none"> <li>If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to California Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner shall notify the Native American Heritage Commission who shall then notify the Most Likely Descendent. At this time, the person who discovered the remains shall contact Goleta and, if the discovery is within the Caltrans right-of-way, Caltrans, so that the agencies may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of California Public Resources Code 5097.98 are to be followed as applicable.</li> </ul>						
<p><b>CUL-2: Crew Education.</b> Prior to construction, the project archaeologist shall conduct a brief workshop for construction personnel to describe the roles and responsibilities of the archaeological monitor and Chumash Native American observer, identify procedures that shall be followed in the event of unanticipated discoveries, describe regulatory protections of</p>	Goleta staff	Pre-construction, construction				

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Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
archaeological resources, and identify penalties for unauthorized collection or destruction of archaeological resources.						
<p><b>CUL-3: Archaeological Resource Investigations within the Santa Barbara Airport.</b> The western portion of the proposed Fowler Road extension and roundabout is within the Santa Barbara Airport property and thus subject to requirements of the Master Archaeological Resources Assessment for the Santa Barbara Municipal Airport, which classifies this portion of the project as a Low Native American Sensitivity Zone. In this zone the following is required:</p> <p>Prior to construction within this area, Santa Barbara requires subsurface testing by a qualified archaeologist of areas that will be disturbed by excavations deeper than two feet below grade. A Santa Barbara-qualified Barbareño Chumash representative is required monitor the subsurface testing. The investigation shall be structured so it can be easily amplified into a Phase 2 Archaeological Resources Report if buried resources are encountered. If no buried resources are encountered, construction monitoring in this area will not be required. If potentially significant resources are discovered, a Phase 2 evaluation shall be completed in accordance with federal, state, and Santa Barbara criteria. Any required mitigation shall be consistent with Santa Barbara's 2002 Master</p>	<p>Santa Barbara Airport Department staff, Goleta staff</p>	<p>Pre-construction</p>				

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Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
Environmental Assessment—Cultural Resources section.						
<b>DRAFT EIR Section 2.1.8 – Utilities and Service Systems</b>						
No mitigation is required.						
<b>DRAFT EIR Section 2.2.1 – Hydrology and Water Quality</b>						
<b>HYDRO/WQ-1: Implement Erosion Control Plan.</b> Prepare a grading plan that includes an erosion control plan to minimize the impact to waterways from the discharge of sediment and other construction debris. The grading plan shall include a geotechnical report. The recommendations contained in the approved geotechnical report regarding erosion control shall be incorporated into the grading plans.	Goleta staff or authorized monitor	Pre-construction, construction				
<b>HYDRO/WQ-2: Stream Protection Areas.</b> Portions of the project, specifically the crossing of Old San Jose Creek on Ekwil Street and San Jose Creek on Hollister Avenue, are located along riparian corridors. No construction shall be permitted within the Stream Protection Area for an Environmentally Sensitive Habitat Area during the rainy season (November 1 to March 31). Construction in Environmentally Sensitive Habitat Areas during the rainy season shall be restricted. Any equipment or material storage shall be prohibited within 100 feet of any stream top-of-bank, and fueling outside of approved staging areas shall also be prohibited.	Goleta staff or authorized monitor	Construction				
<b>HYDRO/WQ-3: Best Management Practices.</b> The project design shall include permanent Best	Goleta staff or authorized	Pre-construction, construction				

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Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>Management Practices to minimize land disturbance and impervious surfaces, treat runoff, and incorporate any needed energy dissipation devices. Best Management Practices shall reduce the suspended particulate loads (and thus pollutants associated with the particulates) entering waterways after construction is completed. This category of water quality control measures can be identified as including both Design Pollution Prevention Best Management Practices and Treatment Best Management Practices. Measures that may be included during project design include:</p> <ul style="list-style-type: none"> <li>• Infiltration devices</li> <li>• Biofiltration strips and wet basins</li> <li>• Biofiltration swales and Austin vault sand filters</li> <li>• Detention devices, Delaware filters, or multi-chambered treatment trains</li> </ul>	monitor					
<b>DRAFT EIR Section 2.2.2 – Geologic Resources</b>						
No mitigation is required.						
<b>DRAFT EIR Section 2.2.3 – Hazards and Hazardous Materials</b>						
No mitigation is required.						
<b>DRAFT EIR Section 2.2.4 – Air Quality</b>						
<b>AQ-1: Construction Dust Control.</b> Dust control and dust palliative requirements shall be incorporated. Construction contractors would comply with Section 7, “Legal Relations and Responsibility” and Section 14.9-01 “Air Quality”	Goleta staff	Pre-construction				

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Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>of the 2009 Caltrans Standard Specifications. <a href="#">In addition, Goleta would comply with Air District rules including Rule 345, regarding control of fugitive dust.</a></p> <p>The following measures shall be implemented to mitigate airborne dust emissions during construction:</p> <ul style="list-style-type: none"> <li>• Apply water or dust palliative to the site and wash equipment as frequently as necessary to control airborne dust. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and to create a crust after each day's activities cease. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 miles per hour. Reclaimed water should be used whenever possible.</li> <li>• The amount of disturbed area would be minimized and on-site vehicle speeds would be reduced to 15 miles per hour or less.</li> <li>• Install gravel pads or other track-out reduction measures at project access points to minimize mud deposits on public roads that would be affected by construction traffic.</li> <li>• If stockpiling of fill material is involved, soil stockpiled for more than two days would be</li> </ul>						

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Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>covered, kept moist, or treated with soil binders to prevent dust generation.</p> <ul style="list-style-type: none"> <li>Remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease airborne particulate matter.</li> </ul>						
<p><b>AQ-2: Construction Equipment Emissions Controls.</b> The following measures shall be implemented to minimize emissions of particulate emissions from construction equipment.</p> <ul style="list-style-type: none"> <li>Diesel construction equipment meeting the California Air Resources Board Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting Tier 2 or higher emission standards should be used to the maximum extent feasible.</li> <li>Diesel-powered equipment should be replaced by electric equipment whenever feasible.</li> <li>If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by the Environmental Protection Agency or California.</li> <li>Catalytic converters shall be installed on gasoline-powered equipment, if feasible.</li> <li>All construction equipment shall be maintained in tune per the manufacturer's</li> </ul>	<p>Goleta staff or authorized monitor</p>	<p>Pre-construction, construction</p>				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
specifications. <ul style="list-style-type: none"> <li>The engine size of construction equipment shall be the minimum practical size.</li> <li>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.</li> </ul>						
<b>DRAFT EIR Section 2.2.5 – Greenhouse Gas</b>						
No mitigation is required.						
<b>DRAFT EIR Section 2.2.6 – Noise</b>						
<b>Noise-1: Caltrans Construction Contractor Specifications.</b> Comply with Caltrans’ Standard Specifications Section 14-8.02 (2009), Sound Control Requirements, including: <ul style="list-style-type: none"> <li>The contractor shall comply with all local sound control and noise level rules, regulations, and ordinances which apply to any work performed pursuant to the contract.</li> <li>Each internal combustion engine, used for any purpose on the job, or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine would be operated on the job site without an appropriate muffler.</li> </ul>	Goleta staff or authorized monitor	Pre-construction, construction				
<b>Noise-2: Construction Noise Abatement.</b> As directed by the resident engineer, the contractor shall implement appropriate additional noise	Goleta staff or authorized monitor	Pre-construction, construction				

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Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
abatement measures during construction including, but not limited to, changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources, as determined feasible by the resident engineer or construction manager/superintendent.						
<b>DRAFT EIR Section 2.2.7 – Energy Utilization</b>						
No mitigation is required.						
<b>DRAFT EIR Section 2.3.1 – Natural Communities</b>						
<b>NA-1: Protection and Replacement of Riparian Habitat.</b> Areas of disturbance along Old San Jose Creek shall be minimized to the greatest extent feasible. In areas of dense willow riparian woodland, the work area shall be minimized to the least amount of area needed to build the culverts at the creek crossings. The construction area shall be designated and fenced off with environmentally sensitive area fencing, and no ground disturbance in riparian areas outside the designated construction area shall be permitted. Environmentally sensitive area fencing shall be installed in coordination with a City-approved biologist. In addition, a biological monitor shall be present during the removal of dense vegetation to ensure that no sensitive species are present in the area.	Goleta staff or authorized monitor	Pre-construction, post-construction				

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Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>Permanent loss of wetland willow riparian woodland habitat shall be mitigated by restoring riparian habitat, with top priority given to restoring areas along Old San Jose Creek where native riparian habitat is lacking due to invasion of non-native species. To the extent feasible, habitat and trees lost in the coastal zone shall be mitigated in the coastal zone. Both inside and outside the coastal zone, permanent loss of coastal wetland/riparian vegetation shall be mitigated at a ratio of 3:1, equaling 4.29 acres of riparian restoration. Temporary impacts shall be mitigated at a ratio of 2:1, equaling an additional 2.78 acres of coastal wetland/riparian vegetation restoration, for a grand total of 7.07 acres of riparian restoration to be implemented (mitigation for permanent and temporary impacts).</p> <p>Mitigation of impacts within the coastal zone shall include, to the maximum extent feasible:</p> <ul style="list-style-type: none"> <li>• Replacing patches of non-native species in the project right-of-way with native riparian willows or scrub within the Old San Jose Creek corridor to expand the existing riparian canopy.</li> <li>• Enhancing the habitat quality of Old San Jose Creek by removing invasive species and revegetating with native riparian species. There would be a substantial benefit to riparian habitat quality by removing highly invasive species such as</li> </ul>						

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Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>giant reed from the entire Old San Jose Creek corridor.</p> <p>Mitigation outside of the coastal zone shall include the following, to the maximum extent feasible: enhancement, restoration, or a combination of the two, as described above. Armitos Park is a potential riparian mitigation site, because it is located within the San Jose Creek watershed and is owned by Goleta. Mitigation shall occur at appropriate areas within the vicinity of the project, to the extent feasible, and areas beyond the project vicinity as necessary.</p>						
<p><b>NA-2: Implement Native Tree Inventory and Protection Plan.</b> A detailed inventory of native trees and a tree protection plan shall be developed by a certified arborist or qualified expert prior to project construction. The tree protection plan shall be submitted to Goleta for review. Any mature native trees damaged or removed shall be replaced at a ratio of 10:1, and, as noted above, any trees lost in the coastal zone shall be replaced in the coastal zone. Suitable restoration areas will be selected along Old San Jose Creek or San Jose Creek. Native trees shall be grown from local seed stock in 5-gallon containers and planted at 8- to 10-foot spacing.</p>	<p>Goleta staff or authorized monitor</p>	<p>Pre-construction, post-construction</p>				
<p><b>NA-3: Avoid Landscaping Use of Invasive Plants.</b> To reduce the impacts of invasive plants colonizing adjacent native habitats, the</p>	<p>Goleta staff or authorized monitor</p>	<p>Pre-construction, post-construction</p>				

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<p>landscaping plan for the project would be reviewed by a Goleta-approved biologist. The landscaping and erosion control that would be developed for the project would not use known invasive plants that frequently escape to native habitats. Those plants identified on the 2009 California Invasive Plant Council's website under the current Invasive Plant Inventory List would not be used in the landscaping design or for erosion control. Instead, appropriate local native species will be used. Using local native plants and trees in the landscaping design will also reduce impacts to wildlife by providing roosting and nesting habitat for raptors and passerines that use the adjacent agricultural lands, riparian habitat and wetlands.</p>						
<p><b>NA-4:</b> Invasive Species Management. Avoid or minimize use of fertilizer, pesticides, herbicides, and excessive irrigation to minimize the opportunities for invasive species to colonize landscaped areas.</p>	Goleta staff	Post-construction				
<p><b>DRAFT EIR Section 2.3.2 – Wetlands and Other Waters</b></p>						
<p><b>WE-1: Avoid Environmentally Sensitive Habitat Areas.</b> Excavation work within or near environmentally sensitive habitat areas, including native trees, shall be avoided to the maximum extent feasible. With the exception of the culvert crossings of Old San Jose Creek at Ekwill Street and Fowler Road, and the pedestrian bridge across San Jose Creek on the north side of</p>	Goleta staff or EQAP monitor	Pre-construction, construction				

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<p>Hollister Avenue, all ground disturbance and vegetation removal shall be prohibited where feasible within a minimum of 25 feet from either side of the top of bank of Old San Jose Creek and San Jose Creek, a minimum of 50 feet from wetlands outside the coastal zone, and 100 feet from wetlands inside the coastal zone. In areas where work must occur within these buffers, a boundary of the least amount of area required for the project should be established. Where possible, construction and staging areas shall be set back from wetland areas with protective fencing to such an extent that wetland areas will not be impacted by construction activities. Construction shall occur only within the fenced area. Fencing shall be installed prior to any earth movement. Pesticide and herbicide use shall be prohibited unless other less damaging means of control have been found infeasible.</p>						
<p><b>WE-2: Wetland Habitat Restoration.</b> As required by Mitigation Measure NA-1, impacts to streams and wetlands shall be mitigated at ratios of 3:1 (permanent impacts) and 2:1 (temporary impacts), and the required mitigation acreage would total 7.07 acres.</p>	<p>Goleta staff or authorized staff</p>	<p>Pre-construction, construction, post-construction</p>				
<p><b>WE-3: Construction Site Housekeeping.</b> To minimize pollutants that may impact downstream water bodies or habitat, no debris, soil, silt, sand, bark, slash, sawdust, rubbish, construction waste, cement or concrete or washings thereof, oil or petroleum products, or other organic or</p>	<p>Goleta staff or authorized monitor</p>	<p>Construction</p>				

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>earthen material from construction or associated activity of any nature shall be allowed to enter into, or be placed where it may be washed by rainfall or runoff into, waters of the state. When operations are completed, any excess materials or debris shall be removed from the work area. No construction waste or other refuse shall be deposited within 150 feet of the high water mark of any stream. Furthermore, use of fertilizers, pesticides, and herbicides shall be prohibited near wetland areas unless other less damaging means of control have been found infeasible. Routine trash cleaning shall be implemented around riparian areas adjacent to roads.</p>						
<p><b>DRAFT EIR Section 2.3.3 – Plant Species</b></p>						
<p><b>PL-1: Pre-Construction Floristic Surveys and Compensation.</b> Pre-construction surveys shall be conducted during the blooming period of special-status plant species. A City-approved biologist shall be present during initial vegetation clearing. Where vegetation is too dense, it may not be feasible to conduct a pre-construction survey; in that case, special-status plant species will be searched for by a City-approved biologist while vegetation is being cleared during construction. If special-status species are encountered, efforts will be taken to avoid damage and removal. However, if special-status species such as southern tarweed or Plummer’s baccharis within the construction footprint cannot be avoided, the extent of any impacts will be</p>	<p>Goleta staff or authorized monitor</p>	<p>Pre-construction, construction</p>				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
recorded and salvage and/or restoration planting of the impacted species will be implemented to compensate for the loss.						
<p><b>PL-2: Plant Restoration.</b> If sensitive plant species are to be impacted during construction, restoration measures shall be implemented for each species. For example, plant species could be transplanted and kept at a suitable nursery until they could be replanted at project-related restoration mitigation sites. If necessary, more plants shall be propagated in a greenhouse from a local seed source and planted in suitable restoration sites in order to ensure the successful re-establishment of as many plants as were disturbed. Refer to Section 2.3.1 for more detail on restoration for riparian understory species. A similar suggested measure is to either collect seed from plants prior to disturbance or transplant individual plants to a nursery until their seeds can be harvested and broadcast in flat and open disturbed areas that would be revegetated after construction.</p>	Goleta staff or authorized monitor	Pre-construction, construction, post-construction				
<b>DRAFT EIR Section 2.3.4 – Animal Species</b>						
<p><b>AN-1: Construction Restrictions for Riparian Birds and Raptors.</b> If project construction must take place within a 300-foot buffer of riparian areas during the breeding season, a U.S. Fish and Wildlife Service protocol-level survey shall be conducted the year prior to construction to determine presence/absence of the least Bell's</p>	Goleta staff or authorized monitor	Pre-construction, construction				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>vireo. Should presence be determined, U.S. Fish and Wildlife Service and California Department of Fish and Game shall be notified and avoidance and minimization measures to reduce potential impacts to least Bell's vireo will be implemented. Disturbance to riparian vegetation will be minimized, and noise from construction shall not exceed an hourly Leq of 60 dBA in riparian areas as established by the U.S. Fish and Wildlife Service.</p> <p>In addition to the protocol-level vireo surveys, weekly breeding bird surveys should be conducted within the project site and 300-foot buffer area, commencing 30 days prior to construction during the nesting season. If bird nests are found within 300 feet of the construction zone (500 feet for raptors), work activities within this radius shall cease until a qualified biological monitor, in consultation with resource management agencies, has determined that it is safe for construction to proceed, or until the monitor has determined that the young have fledged the nest.</p> <p>The contractor shall avoid vegetation removal within riparian areas during nesting season (March 1 through September 15) to avoid impacts to the Bell's vireo and other bird species that nest within riparian habitat.</p>						
<p><b>AN-2: Minimize Construction Noise.</b> During construction, noise shall be minimized to the extent feasible at all times near riparian areas to</p>	<p>Goleta staff or authorized monitor</p>	<p>Pre-construction, construction</p>				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>reduce disturbance to potential nesting and non-nesting birds and raptors.</p> <p>The following measures would be incorporated to reduce the impact of construction noise:</p> <ul style="list-style-type: none"> <li>• All construction equipment would have properly maintained sound-control devices, and no equipment would have an unmuffled exhaust system.</li> <li>• Contractors shall implement appropriate additional noise measures including but not limited to               <ul style="list-style-type: none"> <li>○ changing the location of stationary construction equipment,</li> <li>○ shutting off idling equipment, and</li> <li>○ installing acoustic barriers around substantial sources of stationary construction noise.</li> </ul> </li> </ul>						
<p><b>AN-3: Construction Zone Housekeeping.</b> During construction, all food waste and trash shall be kept in trash cans in work areas and disposed off-site at the end of each work day to avoid attracting wildlife which could result in an increase of predators of sensitive riparian birds.</p>	Goleta staff or authorized monitor	Construction				
<p><b>AN-4: Conduct Monarch Butterfly Surveys and Avoidance.</b> Construction impacts to Monarch butterflies shall be avoided or minimized by performing site-specific surveys for roosting butterflies prior to removal of large eucalyptus trees. This would apply along the Ekwill Street extension because this is the only</p>	Goleta staff or authorized monitor	Pre-construction, construction				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>portion of the biological study area where there are moderate groves of eucalyptus trees. Monarch roost sites are environmentally sensitive habitat areas; however, public accessways are considered a resource-dependent use and may be located within a Monarch butterfly environmentally sensitive habitat area or buffer as long as impacts are avoided and minimized where possible. If the eucalyptus groves in the project area are found to serve as Monarch butterfly roosting trees, these trees shall be avoided and impacts shall be minimized to the extent practicable. In addition, if Monarch butterflies are found using the eucalyptus trees as roosting sites, unavoidable tree removal shall be delayed until the butterflies abandon the roosts.</p>						
<p><b>AN-5: Use Low-level Lighting Near Riparian Habitats.</b> Only low-level lighting shall be used near riparian areas to reduce disturbance to riparian birds and raptors.</p>	Goleta staff or authorized monitor	Pre-construction, post-construction				
<p><b>AN-6: Maintenance Restrictions.</b> Any routine vegetation trimming for maintenance along roads shall be conducted during the non-breeding season to avoid disturbance to breeding birds and raptors.</p>	Goleta staff	Pre-construction, post-construction				
<p><b>AN-7: Avoid/Minimize Impacts to Least Bell's Vireo.</b> Establish a 300-foot buffer zone around riparian areas that will be affected during construction. Plot these zones on construction</p>	Goleta staff or authorized monitor	Pre-construction, construction				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
<p>maps. Minimize the area of disturbance in riparian vegetation.</p> <p>If construction must occur during the breeding season and least Bell's vireos are found in the in the riparian areas or buffer, construction-related noise would remain below 60 dBA within 300 feet of riparian habitat, as approved by the U.S. Fish and Wildlife Service.</p> <p>Avoid vegetation removal within riparian areas during nesting season (February 15 through August 31) where feasible. No tree removal shall occur during the breeding season.</p>						
<p><b>AN-8: Conduct Pre-construction Protocol Surveys for Least Bell's Vireo.</b> If project construction must take place in or within a 300-foot buffer of riparian areas during the breeding season, a U.S. Fish and Wildlife Service protocol-level survey must be conducted the year prior to construction to determine presence/absence of this species.</p>	Goleta staff	Pre-construction, construction				
<p><b>AN-9: Conduct Breeding Bird Surveys.</b> If construction must take place near riparian areas during the breeding season, weekly breeding bird surveys should be conducted within the project area and 300-foot buffer zone. If bird nests are found within 300 feet of the construction zone, work activities would cease until a qualified biological monitor, in consultation with resource management agencies, has determined that it is safe for construction to proceed, or until the</p>	Goleta staff or authorized monitor	Pre-construction, construction				

Appendix D • Mitigation Monitoring Reporting Plan

Mitigation Measures	Responsible Party	Timing/Phase	Action Taken	Task Completed (Initial/Date)	Remarks	Environmental Compliance (Initial/Date)
monitor has determined that the young have fledged the nest.						
<p><b>AN-10: Dry Season Construction and Stormwater Pollution Prevention Plan.</b>            Construction (installation) of the pedestrian bridge across San Jose Creek would occur during the dry season, generally from April 1 to October 31, when steelhead would not be moving through the creek at the proposed bridge location. Although no steelhead would be present during construction, a Stormwater Pollution Prevention Plan that includes efficient erosion control and spill control measures to prevent indirect impacts to the creek must be approved by resource agencies and Goleta and Caltrans, as appropriate, prior to bridge-related construction.</p>	Goleta staff or authorized monitor	Construction				
<b>DRAFT EIR Section 2.4 – Cumulative Impacts</b>						
No mitigation is required.						



Appendix E      State Historic Preservation  
Office Section 106 Concurrence  
Documentation

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**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896  
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April 19, 2010

Reply To: FHWA091124A

Valerie Levulett  
Chief, Central Region Technical Studies Branch  
Heritage Resource Coordinator  
Caltrans District 5  
50 Higuera Street  
San Luis Obispo, CA 93401-5415

Re: Determinations of Eligibility for the Proposed Ekwil Street and Fowler Road Extensions Project, Goleta, CA

Dear Ms. Levulett:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

The California Department of Transportation (Caltrans) determined that the following properties are not eligible for the National Register of Historic Places (NRHP):

- John Begg Family House, 469 Kellogg Way, Goleta, CA
- Newland Property, 5544-5550 Hollister Avenue, Goleta, CA
- 560 Kellogg Avenue, Santa Barbara, CA
- 485 Kellogg Way, Santa Barbara, CA

Based on review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 654-0631 or e-mail at [nlindquist@parks.ca.gov](mailto:nlindquist@parks.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Susan K. Stratton for".

Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer



# Appendix F Policy Consistency Analysis

The project is included in and thus consistent with the following regional and local planning documents: Goleta Old Town Revitalization Plan, Goleta Transportation Improvement Plan, County of Santa Barbara Regional Transportation Plan, County of Santa Barbara Regional Transportation Improvement Program, Santa Barbara County Federal Transportation Improvement Program, and Goleta General Plan/Coastal Land Use Plan (General Plan). Consistency analyses are provided below.

**Table F-1 California Coastal Act Consistency Analysis**

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p><b>Section 30231 Biological productivity; water quality.</b> Maintain quality of wetlands and coastal waters and, where feasible, restore quality of coastal waters, to promote biological productivity.</p>	<p><b>Consistent.</b> Two culvert crossings over Old San Jose Creek would have concrete headwalls and retaining walls. The creek bottom is unlined at each of the culvert crossings. Restoration proposed as part of the mitigation for the project serves to offset the impacts associated with the new stream crossings.</p>	<p><b>Consistent.</b> The No-Project Alternative would not change the existing biological productivity and the quality of coastal waters. Under this alternative no offsetting restoration mitigation measures would occur.</p>
<p><b>Section 30233 Diking, filling or dredging; continued movement of sediment and nutrients.</b> Minimize disturbance to natural wetlands, creeks, and coastal waters. Limit to necessary public uses as much as feasible.</p>	<p><b>Consistent.</b> This public road crossing is designed to avoid and minimize impacts to the Old San Jose Creek. Installation of open-bottomed culverts associated with the proposed road crossings would maintain existing flood flow capacity and facilitate wildlife movement. Impacts are minimized to the maximum extent feasible, and offset by measures that would improve habitat quality and increase wetlands acreage.</p>	<p><b>Consistent.</b> The No-Project Alternative would result in no expansion of road access crossing coastal wetlands. No diking, filling or dredging of sediment or nutrient in Old San Jose Creek would occur.</p>
<p><b>Section 30236 Water supply and flood control.</b> Limit substantial alterations to rivers and streams, protect or improve wildlife habitat.</p>	<p><b>Consistent.</b> The public road crossing is designed to avoid and minimize impacts to the Old San Jose Creek so it is not a substantial alteration. Minimum vegetation removal is proposed and flood flow capacity is maintained. The impacts are minimized to the maximum extent feasible, and are also offset by mitigation measures.</p>	<p><b>Consistent.</b> The No-Project Alternative would not alter Old San Jose Creek and no restoration within the adjacent creek areas would occur.</p>
<p><b>Section 30240 Environmentally sensitive habitat areas; adjacent developments.</b> (a)Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses</p>	<p><b>Consistent.</b> Riparian areas affected by the proposed project have degraded habitat value. Avoidance of environmentally sensitive habitat area is not</p>	<p><b>Consistent.</b> The No-Project Alternative would not result in any change to significant habitat values. No change to existing ESHA and ESHA buffers or</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p>dependent on those resources shall be allowed within those areas. (b)Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.</p>	<p>possible at the Old San Jose Creek crossings, so impacts are mitigated through minimization and restoration. The roads provide pedestrian and bicycle access to the Goleta Slough and improve access to coastal resources.</p>	<p>restoration would be implemented.</p>
<p><b>Section 30244 Archaeological or paleontological resources.</b> Avoid adverse impacts to archaeological or paleontological resources.</p>	<p><b>Consistent.</b> No archaeological or paleontological resources are known or expected to occur Mitigation measures would ensure that any unexpected significant discoveries would be managed appropriately.</p>	<p><b>Consistent.</b> No development would occur and no unanticipated discoveries could occur.</p>
<p><b>Section 30251 Scenic and visual qualities.</b> Protect scenic and visual qualities of coastal areas.</p>	<p><b>Consistent.</b> Coastal views or views of other scenic areas would not be affected. Architectural elements would be consistent with the Old Town Heritage District Architecture and Design Guidelines.</p>	<p><b>Consistent.</b> No changes to the existing scenic and visual qualities in coastal areas would be implemented.</p>
<p><b>Section 30252 Maintenance and enhancement of public access.</b> Maintain and enhance public access to the coast.</p>	<p><b>Consistent.</b> The proposed project would facilitate access to Goleta Beach and nearby coastal areas and provide new bicycle lanes to the road network.</p>	<p><b>Potentially Inconsistent.</b> Coastal access roads and bicycle paths connecting Old Town residential areas to coastal areas including Goleta Beach would remain undeveloped. As such, this Alternative is potentially inconsistent with this policy.</p>
<p><b>Section 30253 Minimization of adverse impacts.</b> Minimize risks to life and property, assure stability of new construction, be consistent with air pollution restrictions, and minimize energy consumption and vehicle miles traveled.</p>	<p><b>Consistent.</b> The proposed project would be consistent with this requirement with implementation of measures identified in sections 2.2.1 and 2.2.2 of this EIR. The proposed project is located on relatively flat ground far from bluffs and cliffs and would not cause significant erosion or geologic instability. The proposed project would be consistent with implementation of measures identified in Section 2.2.4. The proposed project would relieve traffic congestion and would be expected to minimize energy consumption. The proposed project would provide additional ways of moving through Old Town and would decrease in vehicle miles traveled.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no development impacts would occur. As such, this Alternative is potentially consistent with this policy.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p><b>Section 30601 Developments requiring coastal development permit from Commission.</b> Prior to certification of the local coastal program and, where applicable, in addition to a permit from local government pursuant to subdivision (b) or (d) of Section 30600, a coastal development permit shall be obtained from the commission for any of the following: (3) Any development which constitutes a major public works project or a major energy facility.</p>	<p><b>Consistent.</b> This Draft EIR would be used in part to obtain coastal development permits from the City of Santa Barbara, in compliance with its certified coastal plan, and the California Coastal Commission following local permitting by the City of Goleta.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no coastal development would occur.</p>
<p><b>Section 30606 Public works or state university or college or private university long-range land use development; notice impending development.</b> Prior to the commencement of any development pursuant to Section 30605, the public agency proposing the public works project, or state university or college or private university, shall notify the commission and other interested persons, organizations, and governmental agencies of the impending development and provide data to show that it is consistent with the certified public works plan or long-range development plan. No development shall take place within 30 working days after the notice.</p>	<p><b>Consistent.</b> The proposed project is consistent with previously proposed roads identified in the following plans: County of Santa Barbara's GTIP and Goleta's Capital Improvement Program, Goleta Old Town Revitalization Plan, and the Goleta's General Plan.</p>	<p><b>Potentially Inconsistent.</b> The No-Project Alternative is inconsistent with road and bicycle improvements identified in the Goleta Capital Improvement Program, Old Town Revitalization Plan, and General Plan.</p>

Source: Public Resources Code Section 30000 division 20 shall be known and may be cited as the California Coastal Act of 1976 (updated and amended to 2009)

**Table F-2 Goleta Old Town Revitalization Plan Consistency Analysis<sup>1</sup>**

<b>Policy</b>	<b>Consistency Determination – Proposed Project</b>	<b>Consistency Determination – No-Project Alternative</b>
<b>Policy LUR-OT-1.</b> Preservation/replacement of existing conforming and non-conforming residential units within the proposed project area is encouraged.	<b>Consistent.</b> The proposed project has been designed to avoid and minimize impacts to residential units as much as possible. One residence will be demolished.	<b>Consistent.</b> The No-Project Alternative would result in no change to the existing conforming and non-conforming residential units within Old Town.
<b>Policy LUC-OT-2.</b> Increase accessibility and commercial activity for existing businesses along Hollister corridor, including increasing parking and Hollister Avenue Improvements.	<b>Consistent.</b> The proposed project includes Hollister Avenue improvements.	<b>Potentially Inconsistent.</b> Under the No-Project Alternative road and bicycle infrastructure improvements within Old Town would listed in the Revitalization Plan and other local Plans would not be implemented.
<b>Policy LUI-OT-1.</b> High priority upon clean-up of existing industrial and heavy commercial areas in Old Town.	<b>Consistent.</b> Lands acquired for the project would be cleaned of any contamination prior to acquisition. Regulatory controls would ensure proper handling, onsite management and disposal of contaminated soil and groundwater that may be encountered during construction.	<b>Consistent.</b> This policy is intended to ensure that new development in Old Town's industrial and heavy commercial areas shall be cleaned-up prior to development. Under the No-Project Alternative no development would be permitted and clean-up would not be required.
<b>Policy LUI-OT-3.</b> If projects displace industrial or heavy commercial uses, Goleta will work with affected business owners on relocation.	<b>Consistent.</b> The proposed project has been designed to avoid and minimize impacts to businesses. A narrow right-of-way would be acquired through portions of parcels with existing businesses. Any displaced residents and business would be provided relocation assistance in accordance with the Relocation Assistance Program summarized in Appendix C.	<b>Consistent.</b> Under the No-Project Alternative no displacements would occur.
<b>Policy VIS-OT-1.</b> Improve the quality of the environment and building in Old Town. Preserve the sense of community and the historic value of the downtown area.	<b>Consistent.</b> Design of the proposed project would be in accordance with the Old Town Heritage District Architecture and Design Guidelines. The project design would be submitted to the City's Design Review Board (DRB) and the public to ensure it enhances Old Town's historic character and exemplifies best professional design practices.	<b>Consistent.</b> Under the No-Project Alternative no improvements to Old Town would be implemented. No opportunities for preservation or enhancement of Old Town would be required.
<b>Policy VIS-OT-2.</b> Create high quality pedestrian environment in the downtown area.	<b>Consistent.</b> The proposed project includes improvements that would enhance the pedestrian experience, including a pedestrian and bicycle bridge over San Jose Creek, a new segment of the Old San Jose Creek Trail, and new sidewalks along the road extensions. Architectural elements would be	<b>Potentially Inconsistent.</b> Under the No-Project Alternative no pedestrian areas would be improved.

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	designed to enhance the visual character of Old Town.	
<p><b>Policy VIS-OT-3.</b> Stimulate visual interest in the Old Town area through creative and extensive use of landscaping. Includes specific language about the Ekwill-Fowler Road Extensions Project.</p>	<p><b>Consistent.</b> Design of the proposed project would be in accordance with the Old Town Heritage District Architecture and Design Guidelines, which specifically address landscaping. The project design would be submitted to the City’s DRB to ensure it enhances Old Town’s historic character and exemplifies best professional design practices.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project Alternative no visual enhancements through the use of landscaping in Old Town would occur.</p>
<p><b>Policy VIS-OT-6.</b> Use pedestrian amenities and streetscaping to create an attractive environment enhance pedestrian interest, access and enjoyment.</p>	<p><b>Consistent.</b> Design of the proposed project would be in accordance with the Old Town Heritage District Architecture and Design Guidelines, which specifically address streetscapes, landscaping, and other elements that would enhance interests of pedestrians and motorists alike. The project design would be submitted to the DRB to ensure it enhances Old Town’s historic character and exemplifies best professional design practices. Portions of the proposed project within the City of Santa Barbara would also be reviewed by that city’s ARB and Department of Public Works.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project Alternative no streetscape or pedestrian amenities would be constructed.</p>
<p><b>Policy VIS-OT-7.</b> Use landscaping designed to create an attractive, unified and comfortable outdoor environment for pedestrians and to enhance public roadway corridors and road medians.</p>	<p><b>Consistent.</b> Design of the proposed project would be in accordance with the Old Town Heritage District Architecture and Design Guidelines, which specifically address streetscapes, landscaping, and other elements that would enhance interests of pedestrians and motorists alike. The project design would be submitted to the City’s DRB to ensure it enhances Old Town’s historic character and exemplifies best professional design practices. As noted above, the City of Santa Barbara’s ARB would also review the proposed design.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project Alternative no visual interest enhancements through the use of landscaping would be constructed.</p>
<p><b>Policy VIS-OT-8.</b> Use signs to maintain and enhance overall charm and character of Old Town.</p>	<p><b>Consistent.</b> Design of the proposed project shall be in accordance with the Old Town Heritage District Architecture and Design Guidelines, which specifically address signage, among other requirements. The project design would be submitted to the DRB to ensure it enhances</p>	<p><b>Consistent.</b> Under the No-Project Alternative the City could still decide to erect new signs that would enhance the Old Town character.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	Old Town’s historic character and exemplifies best professional design practices.	
<b>Policy CIRC-OT-2.</b> The City shall prioritize and construct capital improvement projects necessary for implementation of the Revitalization Plan.	<b>Consistent.</b> The proposed project is one of the capital improvement projects necessary for Revitalization Plan implementation.	<b>Potentially Inconsistent.</b> Under the No-Project Alternative the proposed project, a capital improvement project in the Revitalization Plan, would not be built.
<b>Policy CIRC-OT-3.</b> Goleta placed “highest priority” planning, funding, and constructing the Ekwill Street extension, Fowler Road extension, and State Route 217 access modifications.	<b>Consistent.</b> This Policy refers to the proposed project.	<b>Potentially Inconsistent.</b> Under the No-Project Alternative the Ekwill Street and Fowler Road access modifications specifically identified in this policy would remain undeveloped.

Source: Goleta Old Town Revitalization Plan. County of Santa Barbara, Planning and Development Department. June 1998, and adopted by the City of Goleta February 2, 2002.

Note:

- <sup>1</sup> Goleta Old Town Revitalization Plan is now being implemented by the City of Goleta.
- <sup>2</sup> All References to Planning and Development (P&D) have been replaced by the City of Goleta’s Planning and Environmental Service Department.
- <sup>3</sup> Previous Goleta Old Town Revitalization Plan Policy references to the County (County of Santa Barbara) have been revised to City (City of Goleta), as this Plan has been adopted by the City.

**Table F-3 Goleta Transportation Improvement Plan (GTIP) Project Consistency Analysis**

GTIP Projects	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
R 6 Ekwil Road Extension	<b>Consistent.</b> The proposed project is consistent with project R 6 of the GTIP Roadway and Intersection projects circulation system goal of providing an alternative east-west travel route that would improve the operation of the Hollister Avenue corridor.	<b>Potentially Inconsistent.</b> Under the No-Project Alternative the Ekwil Street extension identified in this policy would remain undeveloped.
R 9 Fowler Road Extension	<b>Potential Consistent.</b> The proposed project is consistent with project R 9 of the GTIP Roadway and Intersection projects circulation system goal of providing an alternative east-west travel route that would allow direct access to and from the Santa Barbara Airport and various commercial and industrial land uses in the Goleta “Old Town” area.	<b>Potentially Inconsistent.</b> Under the No-Project Alternative the Fowler Road extension identified in this policy would remain undeveloped.
M 2 Hollister Avenue Improvements	<b>Consistent.</b> The proposed project includes improvements to the Hollister Avenue Intersection at SR 217 and will include sidewalks and landscaped improvements to the median. There will be ten foot wide paths on both sides of each Hollister Avenue roundabout for both pedestrian and bicycle use.	<b>Potentially Inconsistent.</b> Under the No-Project Alternative the Hollister Avenue improvements identified in this policy would remain undeveloped.
M 6 Traffic Calming Program	<b>Consistent.</b> Traffic calming measures (i.e., roundabouts) are part of the proposed project. These will address problems related to increased vehicular traffic and vehicular speed.	<b>Potentially Inconsistent.</b> Under the No-Project Alternative vehicular traffic calming measures including four roundabouts would remain undeveloped.

Source: 1999. Final Goleta Transportation Improvement Plan (GTIP) adopted by Board of Supervisors, May 25, 1999, and adopted City of Goleta October 2004.

**Table F-4 County of Santa Barbara Airport Land Use Plan Consistency Analysis**

<b>Policy</b>	<b>Consistency Determination – Proposed Project</b>	<b>Consistency Determination – No-Project Alternative</b>
<b>Airport Height Restriction Policy.</b> Restrict height of buildings in Federal Aviation Regulation areas, or other objects or incompatible uses near county airports. Review any projects near the airport that could intrude on navigation.	<b>Consistent.</b> Goleta is required to provide the FAA with FAA forms 7460-1 Notice of Proposed Construction or Alteration, and 117-1, Notice of Progress of Construction or Alteration. Through this notification process, the FAA would ensure that all tall elements to be constructed within the Clear Zone (e.g., streetlights) would meet height restrictions.	<b>Consistent.</b> Under the No-Project Alternative no development is proposed within the airport’s Clear Zone.
<b>Airport Safety Policy.</b> Restricts development on new incompatible land uses within airport safety areas.	<b>Consistent.</b> The proposed project use as road ways is not considered an incompatible use within airport safety areas 1, 2, and 3.	<b>Consistent.</b> Under the No-Project Alternative no roadway would be proposed within the airport safety areas 1, 2, and 3.
<b>Airport Noise Policy.</b> Ensure that new land uses in the area are compatible with aircraft noise.	<b>Consistent.</b> The proposed project use as road ways is not considered an incompatible use within airport safety areas 1, 2, and 3.	<b>Consistent.</b> Under the No-Project Alternative no new land uses would be proposed within the airport safety areas 1, 2, and 3.

Source: *Airport Land Use Plan*. Santa Barbara County Airport Land Use Commission and Santa Barbara County Association of Governments (SBCAG) 1993.

**Table F-5 City of Goleta, General Plan/Coastal Land Use Plan Policy (General Plan) Consistency Analysis**

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<b>Land Use Element (LU)</b>		
<p><b>LU: Guiding Principles and Goals, Item 2.2.1.</b> Preserve sensitive habitats and other natural resources.</p>	<p><b>Consistent.</b> As described in Section 2.3.1 Natural Communities and 2.3.2 Wetlands and Other Waters of the Draft EIR, numerous avoidance, minimization and/or mitigation measures will be carried out during and after construction to ensure that no residual significant impacts to any biological or natural resources occur, consistent with the direction provided in this guiding principle and goal.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no new development would occur and no habitat or natural resources would be modified.</p>
<p><b>LU 1.7: New Development and Protection of Environmental Resources.</b> New development must adhere to high environmental standards and the preservation and protection of environmental resources, such as environmentally sensitive habitats.</p>	<p><b>Consistent.</b> Environmentally sensitive habitat areas (ESHAs) located within and adjacent to the project include a stream, riparian habitat, and wetlands, as well as other habitat areas that support rare or threatened species. The proposed project is included within the General Plan and minimizes activities within designated ESHAs, and mitigates potential impacts to these habitats (considered ESHA under Conservation Element policies 6.1 and 7.1) consistent with the direction provided in this guiding principle and goal. Numerous avoidance, minimization and/or mitigation measures are described in Sections 2.3.1 through 2.3.4 of this EIR.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no new development would occur and no ESHAs would be modified.</p>
<p><b>LU 1.12 General.</b> Allows for streets being permitted in each land use designation, subject to appropriate review and mitigation.</p>	<p><b>Consistent.</b> The project is a road improvement project and is the subject of the Draft EIR.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no improvements to public rights-of-way would occur.</p>
<b>Open Space Element (OS)</b>		
<p><b>OS: Guiding Principles and Goals, Item 5.</b> Preserve Goleta’s existing open space areas and increase the amount of permanently protected open space as opportunities arise.</p>	<p><b>Consistent.</b> The proposed Ekwill Street extension would remove a few acres of existing agricultural land. However, the General Plan has specifically designated these lands for non-agricultural (commercial) uses and therefore does not intend for this policy to be applied to these lands.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no improvements to open space agricultural areas would occur.</p>
<p><b>OS: Guiding Principles and Goals, Item 9.</b> Ensure the protection of areas associated with Native American culture, including burial sites, religious and ceremonial sites, archaeological or</p>	<p><b>Consistent.</b> Based on literature searches and field surveys, there are no known significant or potentially significant cultural or archeological resources within the proposed project Area.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no ground disturbance would occur which may potentially expose cultural resources. No known significant or potentially significant cultural or</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
historical sites, and other cultural sites.	Avoidance, minimization, and mitigation measures are provided in Section 2.1.7 in the event that resources are encountered during the construction process. As such, the project is consistent with this policy.	archeological resources exist within the proposed project Area.
<b>OS 8.3 Preservation.</b> Protects and preserves cultural resources from destruction, preferably by leaving the resource in place.	<b>Consistent.</b> The project does not impact any known significant or potentially significant cultural resource.	<b>Consistent.</b> Under the No-Project Alternative no significant or potentially significant cultural resources would be impacted.
<b>OS 8.5 Mitigation.</b> If a resource of cultural significance is found, reasonable efforts to leave these resources in an undisturbed state are required. If excavation is the only feasible mitigation, the affected Native American nation or most-likely descendants and appropriate agencies will be consulted and utilized to handle artifacts respectfully and appropriately.	<b>Consistent.</b> The project is unlikely to contain a resource of cultural significance, as documented in the literature searches and field surveys. Avoidance, minimization, and mitigation measures are provided in the event that resources are encountered during the construction process.	<b>Potential Consistent.</b> Under the No-Project Alternative no unexpected discoveries would occur and no mitigation would be required.
<b>OS 8.6 Monitoring and Discovery.</b> sites identified as archaeologically sensitive, site preparation that requires earth moving requires a qualified archaeologist and appropriate Native American observer. If items are found, all work shall stop, Goleta will be notified, and a report by a qualified consultant assessing the find and offering recommendations will be written. Goleta and the affected Native American nation(s) will determine disposition of the find.	<b>Consistent.</b> All these requirements are identified as mitigation measures in Section 2.1.7.	<b>Consistent.</b> No ground disturbance would occur under the No-Project Alternative.
<b>OS 8.7 Protection of Paleontological Resources.</b> Should substantial paleontological resources be encountered during construction activities, are found, all work that could affect the find must stop, Goleta must be notified within 24 hours, and a report by a qualified consultant assessing the find and offering recommendations will be written. After implementation of possible recovery measures, construction may continue.	<b>Consistent.</b> The proposed project site is underlain by thick Recent Age Alluvium that is unlikely to contain potentially significant paleontological resources. Should any potentially significant fossils be uncovered during construction, the required archaeological monitor would implement standard emergency discovery measures	<b>Consistent.</b> No ground disturbance would occur under the No-Project Alternative.
<b>Conservation Element</b>		
<b>CE: Guiding Principles and Goals, Item 2.</b> Preserve, restore, and enhance the physical and biological integrity of Goleta's creeks and natural drainages and their associated riparian and creekside habitats.	<b>Consistent.</b> The culverts are designed to minimize the impacts to the drainage. Habitat restoration proposed as part of the mitigation for the project serves to offset the impacts associated with the new stream crossings and enhance natural habitats.	<b>Consistent.</b> No creek or riparian habitat disturbance would occur under the No-Project Alternative.
<b>CE: Guiding Principles and Goals, Item 4.</b>	<b>Consistent.</b> Project design avoids and minimizes impacts to	<b>Consistent.</b> No wetlands or habitat disturbance would occur

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p>Identify and protect wetlands, including vernal pools, as highly productive and complex ecosystems that provide special habitats for flora and fauna as well as for their role in cleansing surface waters and drainages.</p>	<p>wetlands. Design changes were made during the course of the Draft EIR process to further avoid and minimize wetland impacts. Most of the wetlands are protected in place. Some removal is proposed but will be offset with mitigation through restoration. The proposed project was designed in part to avoid and protect wetlands to the extent feasible and practical.</p>	<p>under the No-Project Alternative.</p>
<p><b>CE: Guiding Principles and Goals, Item 8.</b> Preserve and protect agriculture, encourage future expanded agricultural production by protecting land and supporting direct marketing, and ensure compatibility of nearby development with agriculture.</p>	<p><b>Consistent.</b> The proposed Ekwil Street extension would remove a few acres of existing agricultural land. However, these lands have already been designated for non-agricultural (commercial) uses and this policy is not applicable to these lands.</p>	<p><b>Consistent.</b> No right-of-way would be acquired and existing agricultural lands designated commercial and industrial would remain under the No-Project Alternative.</p>
<p><b>CE 1.6: Protection of Environmentally Sensitive Habitat Areas.</b> Protect these areas against significant disruption of habitat values, develop only uses dependent on and compatible with maintaining such resources in these areas or their buffers. Only a few exceptions exist; one exception is road crossings of creeks.</p>	<p><b>Consistent.</b> The proposed project is designed to avoid habitats designated as ESHA to the maximum extent possible. Where avoidance is not possible, specifically in Old San Jose Creek at the proposed road crossings, impacts are mitigated through minimization and onsite habitat restoration in and adjacent to Old San Jose Creek ESHA impacts in the coastal zone are proposed to be restored in the coastal zone within the project vicinity, consistent with this policy. Post-restoration monitoring and performance criteria are required for five years, as detailed in project mitigation, consistent with this policy. Impacts to ESHA as a result of public road crossings may be allowed under this policy.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no impacts to San Jose Creek ESHA would occur.</p>
<p><b>CE 1.7 Mitigation of Impacts to Environmentally Sensitive Habitat Areas.</b> Where impacts to Environmentally Sensitive Habitat Areas cannot be completely avoided, site new projects so as to have the fewest or least significant impacts on the areas. Impacts must be fully mitigated, preferably on site.</p>	<p><b>Consistent.</b> The proposed project is designed to avoid habitats designated as ESHA to the maximum extent possible. Where avoidance is not possible, specifically in Old San Jose Creek at the proposed road crossings, impacts are mitigated through minimization and onsite habitat restoration in and adjacent to Old San Jose Creek ESHA impacts in the coastal zone are proposed to be restored in the coastal zone within the project vicinity, consistent with this policy. Post-restoration monitoring and performance criteria are required for five years, as detailed in project mitigation,</p>	<p><b>Consistent.</b> Under the No-Project Alternative no impacts to San Jose Creek ESHA would occur and no mitigation would be required.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	consistent with this policy. Impacts to ESHA as a result of public road crossings may be allowed under Policy CE 1.6.c.	
<p><b>CE 1.8 ESHA Buffers.</b> Minimize impacts adjacent to Environmentally Sensitive Habitat Areas as much as feasible. Buffers must be big enough to ensure the biological integrity and preservation of the area they are designed to protect.</p>	<p><b>Consistent.</b> The proposed project is designed to avoid habitats designated as ESHA, including the buffers, to the maximum extent possible. Where avoidance is not possible, specifically in Old San Jose Creek at the proposed road crossings, impacts are mitigated through minimization and onsite habitat restoration in and adjacent to Old San Jose Creek.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no impacts to San Jose Creek ESHA would occur.</p>
<p><b>CE 1.9 Standards Applicable to Development Projects.</b> Clear standards, such as when construction can occur, how much earth can be moved, and other specific restrictions apply to projects in or near Environmentally Sensitive Habitat Areas. All must be followed.</p>	<p><b>Consistent.</b> (a–d) The project site plans and landscaping are generally designed to protect the ESHA and avoid impacts to the maximum extent possible. Where avoidance was not possible, impacts to ESHA are proposed where the road extensions cross Old San Jose Creek at two locations. The crossings include culvert designs that allow for wildlife movement and protect the creek bottom and related plant and wildlife resources in a natural state, consistent with this policy. The culvert design and related road design address runoff and erosion, consistent with this policy. Mitigation is proposed to remove non-native invasive species from the creek and adjacent habitats. (e) The proposed project does not propose nighttime lighting during construction. Operational lighting elements would be shielded and directed downward. Permanent lighting features along the road would be low voltage. (f) During project-related construction, noise levels would range from 82 to 102 dBA at a distance of 100 feet. The noise increase from the background conditions would be of short duration and occur during daytime hours, thus, minimized to the maximum extent possible. (g) The road improvement</p>	<p><b>Consistent.</b> Under the No-Project Alternative no infrastructure improvements would occur.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	<p>project is generally located in an urban setting with the exception of the creek and agricultural lands. It is unlikely to generate fire hazards.</p> <p>(h) The timing of project-related grading and construction activities avoids the bird nesting and breeding season.</p> <p>(i) As per project mitigation, activities within Old San Jose Creek and related ESHA are prohibited during the rainy season, except where necessary to protect or enhance the ESHA itself.</p> <p>(j) A SWPPP will be prepared that will include an Erosion/Sedimentation Control Plan that will incorporate necessary erosion control measures.</p>	
<p><b>CE 2.2 Streamside Protection Areas.</b> Established a streamside protection area along both sides of local creeks, to preserve the areas in their natural state and protect the associated ecosystems and habitats. Restricts the types of construction that can occur in these areas.</p>	<p><b>Consistent.</b> The proposed project includes road crossings over Old San Jose Creek. This creek is identified as a SPA in the General Plan. The project is consistent with this policy because the policy allows for encroachment into the SPA if there is no feasible alternative siting for the development. The road improvements are designed to avoid and minimize impacts to the SPA to the maximum extent feasible and the project is therefore consistent with this policy. In addition, Policy CE 2.3 allows for SPA impacts for public road crossings, such as the proposed project.</p>	<p><b>Consistent.</b> Under the No-Project Alternative, no impacts would occur within SPAs.</p>
<p><b>CE 2.3 Allowable Uses and Activities in Streamside Protection Areas.</b> Allows only certain uses in these areas, including maintenance of existing roads, construction of public road crossings, drainage improvements, bicycle paths, and other specifically defined uses.</p>	<p><b>Consistent.</b> The proposed project is a public road crossing project designed to avoid and minimize impacts to the Old San Jose Creek SPA. The policy allows for this type of activity.</p>	<p><b>Consistent.</b> Under the No-Project Alternative the Old San Jose Creek SPA would remain in the existing condition.</p>
<p><b>CE 2.5 Maintenance of Creeks as Natural Drainage Systems.</b> Maintain or restore creek banks, creek channels, and associated riparian areas to their natural condition wherever opportunities exist. This element is to assist natural environment maintenance, and create or maintain effective drainage for storm events.</p>	<p><b>Consistent.</b></p> <p>(a) The creek crossings are via culverts with open bottoms and are designed to maintain drainage capacity.</p> <p>(b) Minimum vegetation removal is proposed and flood flow capacity is maintained with the culvert design.</p> <p>(c) This policy specifically allows culverts for street crossing</p>	<p><b>Consistent.</b> Under the No-Project Alternative no creek impacts or potentially beneficial restoration would occur. No opportunities for restoration of degraded habitat on San Jose Creek and Old San Jose Creek would be required.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	<p>projects, where no feasible alternative exists. The need for permanent BMPs such as retention basins, etc. shall be considered during final design. As such, the project is consistent with this policy. (Note: Permanent BMPs in the Caltrans ROW are not required by Caltrans.)</p> <p>(d) The proposed project shall comply with the City of Goleta Storm Water Management Plan and a SWPPP will be prepared that will include necessary BMPs.</p> <p>(e) The proposed creek crossings will not substantially alter the creeks as open-bottomed culverts will be used. There is no feasible alternative. The culverts are designed to allow passage of fish and wildlife. Culverts are used instead of bridging, but they meet the objective of this policy to maintain creeks as natural drainage systems.</p>	
<p><b>CE 3.3 Site-Specific Wetland Delineations.</b> Goleta requires a detailed biological study for any project that has wetlands or potential for wetland species indicators, and a delineation of all wetland areas on the project site. The report must contain specific information and photographs based on California regulations and local requirements.</p>	<p><b>Consistent.</b> A site-specific wetland delineation was conducted as part of project-related studies. The wetland delineation report includes all required information.</p>	<p><b>Consistent.</b> No development would occur under the No-Project Alternative and site specific biological studies and wetland delineation reporting would be unnecessary.</p>
<p><b>CE 3.4 Protection of Wetlands in the Coastal Zone.</b> Protects the biological productivity and the quality of wetlands in the coastal zone and, where feasible, restores it. Filling, diking, or dredging of open coastal waters, including wetlands, estuaries, and lakes, is prohibited except under certain, limited conditions. Buffers and feasible mitigation are required.</p>	<p><b>Consistent.</b></p> <p>(a) There are no feasible, environmentally less damaging alternatives to the proposed project.</p> <p>(b) The impacts are minimized to the maximum extent feasible.</p> <p>(c) The impacts resulting from the street crossings over Old San Jose Creek are offset by mitigation measures that propose restoration within adjacent creek areas to improve habitat quality and increase the acreage of wetlands within the creek.</p> <p>(d) The proposed fill is incidental and associated with a public service project.</p>	<p><b>Consistent.</b> No Coastal Zone wetlands would be affected, as no development would occur in costal wetland resource areas under the No-Project Alternative.</p>
<p><b>CE 3.5 Protection of Wetlands Outside the Coastal Zone.</b></p>	<p><b>Consistent.</b> The proposed project includes</p>	<p><b>Consistent.</b> No Inland Zone wetlands would be affected, as no</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p>Protects the biological productivity and the quality of wetlands in the coastal zone and, where feasible, restores it. Filling, diking, or dredging of open coastal waters, including wetlands, estuaries, and lakes, is prohibited except under certain, limited conditions. Buffers and feasible mitigation are required.</p>	<p>impacts to wetlands outside of the coastal zone.</p> <ul style="list-style-type: none"> <li>(a) Old San Jose Creek is relatively small, isolated, and no longer connected to a larger hydrologic system. It has degraded value.</li> <li>(b) The project design avoids and minimizes wetland fill and there are no feasible, environmentally less damaging alternatives to the proposed project. As such, the project is consistent with this policy.</li> <li>(c) The impacts are avoided and minimized to the maximum extent feasible. The fill will not reduce drainage capacity. The impacts resulting from the creek crossings are offset by mitigation measures that propose restoration within adjacent creek areas to improve habitat quality and increase the acreage of wetlands within the creek.</li> </ul>	<p>development would occur in inland wetland resource areas under the No-Project Alternative.</p>
<p><b>CE 3.6 Mitigation of Wetland Fill.</b> Where any dike or fill development is permitted in wetlands in accordance with the Coastal Act and the policies of this plan, at a minimum mitigation measures shall include creation or substantial restoration of wetlands of a similar type.</p>	<p><b>Consistent.</b> The proposed project includes impacts to wetlands both within and outside of the coastal zone. These impacts are offset by proposed mitigation measures requiring restoration at a 3:1 ratio for permanent impacts and a restoration of temporary impacts at a 2:1 ratio.</p>	<p><b>Consistent.</b> No diking or filling of wetland would occur under the No-Project Alternative.</p>
<p><b>CE 4.3 Site-Specific Studies and Unmapped Monarch ESHAs.</b> Monarch Environmentally Sensitive Habitat Areas have been mapped. If any new area not currently mapped is found, it shall receive the same protections as known sensitive monarch habitats. Development on sites monarchs are known to exist, or where there is probable cause to believe that monarch habitats may exist, are required to provide a site-specific study.</p>	<p><b>Consistent.</b> The proposed project is not located within the vicinity of a known Monarch autumnal or winter roost site; however, there is a low potential for the eucalyptus trees within the project area to provide this habitat. Avoidance, minimization, and/or mitigation measures as proposed in Section 2.3.4 (Animal Species) of the Draft EIR specify that a site-specific study be conducted prior to construction.</p>	<p><b>Consistent.</b> Any potential Monarch ESHAs within the project area would remain unaffected under the No-Project Alternative.</p>
<p><b>CE 4.4 Protection of Monarch Butterfly ESHAs.</b> Monarch butterfly Environmentally Sensitive Habitat Areas must be protected against significant disruption of habitat values. Only certain development is allowed in these areas, one of which is public accessways.</p>	<p><b>Consistent.</b> Impacts to Monarch ESHAs as a result of public road crossings may be allowed under this policy. See (e). The proposed project is designed to avoid habitats potentially designated as Monarch ESHAs to the maximum extent possible. If autumnal or winter roost sites are identified, where avoidance is not possible,</p>	<p><b>Consistent.</b> Any potential Monarch Butterfly ESHAs within the project area would remain unaffected under the No-Project Alternative.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	specifically in potential habitat along Old San Jose Creek at the proposed Ekwil Street crossing, impacts would be minimized as proposed in the avoidance and minimization measures in Section 2.3.4 (Animal Species) of the Draft EIR.	
<p><b>CE 4.5 Buffers Adjacent to Monarch Butterfly ESHAs.</b> Establishes buffers big enough to protect and preserve butterfly habitat. Grading and other activities that could alter the surface hydrology that sustains groves of trees are prohibited within or adjacent to the buffer area.</p>	<p><b>Consistent.</b> The proposed project is designed to avoid habitats potentially designated as Monarch ESHA buffers to the maximum extent possible. If autumnal or winter roost sites are identified, where avoidance is not possible, specifically in potential habitat along Old San Jose Creek at the proposed Ekwil Street crossing, impacts in the buffer area would be minimized as proposed in the avoidance and minimization measures in Section 2.3.4 of the Draft EIR. Impacts to Monarch ESHAs as a result of public road crossings may be allowed under this policy.</p>	<p><b>Consistent.</b> Any potential Monarch Butterfly ESHAs adjacent to the project area would remain unaffected under the No-Project Alternative.</p>
<p><b>CE 4.6 Standards Applicable to New Development Adjacent to Monarch ESHAs.</b> Creates standards for development adjacent to Monarch Environmentally Sensitive Habitat Areas, including limiting the time of year construction could occur, and requiring studies to confirm the existence (or lack thereof) of monarch habitat.</p>	<p><b>Consistent.</b> The proposed project is not known to occur within a Monarch ESHA or buffer. (a-d) Pre-construction site-specific Monarch surveys will be conducted. If present, the biological study report would comply with policies (b) through (d) and implement mitigation measures specified in Section 2.3.4 (Animal Species) of the Draft EIR.</p>	<p><b>Consistent.</b> Any potential Monarch Butterfly ESHAs adjacent to the project area would remain unaffected under the No-Project Alternative.</p>
<p><b>CE 8.4 Buffer Areas for Raptor Species.</b> Creates buffers around active and historical nest sites for protected species of raptors when feasible. If a biological study determines that an active raptor nest site exists on project property, whenever feasible no vegetation clearing, grading, construction, or other development activity shall be allowed within a 300-foot radius of the nest site during the nesting and fledging season.</p>	<p><b>Consistent.</b> The proposed project is located within the vicinity of a known raptor nest located along Old San Jose Creek. Mitigation measures are proposed to restrict vegetation removal and construction-related work in areas near riparian habitat to the non-breeding season. Preconstruction breeding raptor surveys are also required. If nests are identified, construction is avoided within a buffer around the nest until young are fledged.</p>	<p><b>Consistent.</b> Any potential raptor nesting areas within the project area would remain unaffected under the No-Project Alternative.</p>
<p><b>CE 9.2 Tree Protection Plan.</b> Applications for new development on sites containing protected native trees are required to include a report by a qualified expert that inventories native trees and creates a Tree Protection Plan.</p>	<p><b>Consistent.</b> Section 2.3.3 (Plant Species) of the Draft EIR includes the avoidance, minimization, and/or mitigation measures required to make this project consistent with this policy. Such measures require that a certified arborist or other expert prepare a</p>	<p><b>Consistent.</b> No native trees would be removed under the No-Project Alternative.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	<p>report including a native tree inventory and tree protection plan prior to construction. The tree protection plan would be a part of the project’s biological mitigation and reporting plan (see Mitigation Measure NA-1 in Section 2.3.1 of this EIR).</p>	
<p><b>CE 9.3 Native Oak Woodlands or Savannas.</b> Native oak woodlands and savannas are designated as preserved and protected with buffer areas, determined by the size of the trees and/or their root zones.</p>	<p><b>Consistent.</b> The proposed project is designed to avoid impacts to native oak woodland and savannas (which are ESHAs) to the maximum extent possible. Where avoidance is not possible, specifically in Old San Jose Creek at the proposed road crossings, impacts are mitigated through minimization and onsite habitat restoration in and adjacent to Old San Jose Creek. ESHA impacts in the coastal zone are proposed to be restored in the coastal zone within the project vicinity, consistent with this policy. Post-restoration monitoring and performance criteria are required for five years, as detailed in project mitigation, consistent with this policy. Impacts to ESHA as a result of public road crossings may be allowed under Policy CE 1.6.c.</p>	<p><b>Consistent.</b> No native oak woodlands or savannas would be removed under the No-Project Alternative.</p>
<p><b>CE 9.4 Tree Protection Standards.</b> Requires that no native trees, their habitat, and their supporting drainages, be removed unless no feasible alternative exists. Critical root zones must be avoided even by roads and driveways, with a buffer to allow for continued growth.</p>	<p><b>Consistent.</b> The proposed project is designed to avoid impacts to native trees to the maximum extent possible. Where avoidance is not possible, specifically in Old San Jose Creek at the proposed road crossings, impacts are mitigated through minimization and onsite habitat restoration in and adjacent to Old San Jose Creek. No feasible alternative to avoid impacts to all native trees exists.</p>	<p><b>Consistent.</b> No native trees or woodlands would be removed under the No-Project Alternative.</p>
<p><b>CE 9.5 Mitigation of Impacts to Native Trees.</b> If mature native trees or habitat removal can’t be avoided, mitigation measures that require planting of replacement trees are required, preferably on site. Measures also must require monitoring for 5 years. Goleta may require replanting of trees that do not survive.</p>	<p><b>Consistent.</b> The proposed project is designed to avoid mature native trees to the maximum extent possible. Where avoidance is not possible, specifically in Old San Jose Creek at the proposed road crossings, impacts are mitigated through minimization and onsite habitat restoration at a 10:1 ratio in and adjacent to Old San Jose Creek. Impacts to mature native trees in the coastal zone are proposed to be restored in the coastal zone within the project vicinity, consistent with this policy. Post-restoration monitoring and performance criteria are required</p>	<p><b>Consistent.</b> No mature native trees would be removed under the No-Project Alternative.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	for five years, as detailed in project mitigation, consistent with this policy.	
<p><b>CE 10.4 New Facilities.</b> New bridges, roads, culverts, and outfalls shall not cause or contribute to creek bank erosion or creek or wetland siltation. Water flow from roads into adjacent vegetated areas, or other onsite practices, must be incorporated into the project design. Best management practices must be used to minimize impacts to water quality and include erosion control, polluted runoff control plans, and soil stabilization techniques.</p>	<p><b>Consistent.</b> Compliance with the NPDES permit includes the development of a SWPPP. The SWPPP will incorporate appropriate Best Management Practices (BMPs) to control storm water runoff during construction activities. Approved erosion control BMPs are described in the <i>Caltrans Construction Site Best Management Practices Manual</i> (Caltrans 2003). In addition, for areas outside the Caltrans ROW, the SWPPP will incorporate relevant BMPs identified in the City of Goleta Stormwater Management Plan and, where applicable, the City of Santa Storm Water Management Plan.</p>	<p><b>Consistent.</b> No new facilities including roads or culverts would be built under the No-Project Alternative.</p>
<p><b>CE 10.9 Landscaping to Control Erosion.</b> Landscaping used to control erosion shall use native or drought-tolerant noninvasive plants to minimize the need for fertilizer, pesticides, herbicides, and excessive irrigation.</p>	<p><b>Consistent.</b> The proposed project includes avoidance, minimization, and/or mitigation measures in Section 2.3.3 of the Draft EIR to use native plants where possible, to avoid using invasive species, and to minimize fertilizers, pesticides, herbicides and excessive irrigation.</p>	<p><b>Consistent.</b> No landscape for erosion control planning would be required under the No-Project Alternative.</p>
<p><b>CE 11.2 Conversion of Agricultural Lands.</b> Conversion of designated agricultural lands to other uses is not allowed.</p>	<p><b>Consistent/Not Applicable.</b> The proposed Ekwil Street extension would remove a few acres of existing agricultural land. However, these parcels are not designated agricultural lands on General Plan Land Use Map (Figure 2-1) and the General Plan has specifically designated these lands for non-agricultural (commercial) uses.</p>	<p><b>Consistent.</b> Development of lands adjacent to the proposed road extensions is likely to occur under the No Project Alternative, but development may take longer under this alternative.</p>
<p><b>CE 11.3 Compatibility of New Development With Agriculture.</b> Development adjacent to lands designated for agriculture shall be designed and located so as to avoid or minimize potential conflicts with agricultural activities. Right-to-farm covenants and disclosure notices will be required for any development located adjacent to agricultural land.</p>	<p><b>Consistent.</b> The agricultural lands crossed by the proposed project are not designated for agriculture and this policy is not applicable. However, the lands are currently farmed and the project location minimizes impacts to agricultural activities as much as possible.</p>	<p><b>Consistent.</b> Use of these lands for farming would continue for some time under the No-Project Alternative, although these lands are expected to be developed over the long run.</p>
<p><b>CE 11.4 Buffers Adjacent to Agricultural Parcels.</b> Buffers and other measures are required for projects next to designated agricultural lands.</p>	<p><b>Consistent.</b> The project is not adjacent to lands designated for agricultural uses.</p>	<p><b>Consistent.</b> No new development near agricultural lands would occur in the short-term under the No-Project Alternative. Over time, these parcels are expected to be developed under the No Project Alternative</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p><b>CE 12.2 Control of Air Emissions from New Development.</b>                      Rules that help maintain good air quality. Specific rules are designed for air emissions near sensitive habitat areas or other sensitive receptors. Any permit required by the Santa Barbara County Air Pollution Control District must be obtained before Goleta clears a project for development.</p>	<p><b>Consistent.</b></p> <p>(a) The proposed project has been evaluated pursuant to the Santa Barbara County Air Pollution Control District's Environmental Review Guidelines. Additionally, the air quality analysis included in Section 2.2.4 of this EIR was prepared in compliance with Santa Barbara Air Pollution Control District's (SBAPCD's) Scope and Content of Air Quality Sections in Environmental Documents.</p> <p>(b) While no significant and unavoidable impacts were identified with respect to Air Quality, contractors will be required to implement mitigation measures that will suppress PM<sub>10</sub> emissions generated during grading activities and reduce NO<sub>x</sub> and PM<sub>2.5</sub> generated by construction equipment to the degree possible.</p> <p>(c) Concerns regarding wood-burning fireplaces and commercial and industrial point source emissions are not applicable to the project.</p> <p>(d) See (b) above.</p>	<p><b>Consistent.</b> No construction would occur in the short term under the No-Project Alternative. Future development of southern Old Town is still expected over the long-term and air quality impacts of any new developments would be required to comply with this policy.</p>
<p><b>CE 12.3 Control of Emissions during Grading and Construction.</b>                      Construction site emissions shall be controlled by using specific measures defined in the element, including watering or other palliatives to reduce dust, covering trucks or open stockpiles of materials, and revegetating graded areas immediately upon completion of work.</p>	<p><b>Consistent.</b> Measures AQ-1 through AQ-2 in Section 2.2.4 will control emissions during grading and construction.</p>	<p><b>Consistent.</b> No construction would occur in the short-term. Any future developments under the No Project Alternative would be required to comply with this policy.</p>
<p><b>CE 12.4 Minimizing Air Pollution from Transportation Sources.</b>                      Measures are designed to reduce air pollution from transportation sources. They include improving transit services, pedestrian and bikeway access, and improving intersections to minimize idling vehicles, among others.</p>	<p><b>Consistent.</b> The proposed project includes road and intersection improvements. It is designed to relieve regional congestion, improve traffic circulation and infrastructure in Old Town, and improve access within Old Town and to the Santa Barbara Airport. The project includes pedestrian and bicyclist circulation and ties into the existing pedestrian and bicyclist system.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project Alternation General Plan capital improvement projects including four roundabouts and two new roadways would not be constructed. The existing intersection operations would remain unimproved and inconsistent with this policy of the in the General Plan. Improvements to minimize intersection delays and complete portions of the pedestrian infrastructure in Old Town would not occur.</p>

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<b>Safety Element</b>		
<p><b>SE 1.3 Site-Specific Hazards Studies.</b> Requires surveys and analysis to protect from exposure to coastal and other hazards, where appropriate.</p>	<p><b>Consistent.</b> As part of the final design phase of the project, a geotechnical report will be prepared by a licensed geotechnical engineer. This report will address all geologic and geotechnical issues relevant to the design of project.</p>	<p><b>Consistent.</b> No development is expected in the short term under the No-Project Alternative and no geotechnical report or hazards studies will be required. Over the long-term, any new developments would be required to comply with this policy.</p>
<p><b>SE 4.3 Geotechnical and Geologic Studies Required.</b> Where appropriate, Goleta requires new or expanded development to address potential geologic and seismic hazards for its review and acceptance.</p>	<p><b>Consistent.</b> As part of the final design phase of the project, a geotechnical report will be prepared by a licensed geotechnical engineer. This report will address all geologic and geotechnical issues relevant to the design of project.</p>	<p><b>Consistent.</b> No development is expected in the short term under the No-Project Alternative and no geotechnical report or hazards studies will be required. Over the long-term, any new developments would be required to comply with this policy.</p>
<p><b>SE 4.4 Setback from Faults.</b> Goleta requires that new developments be set back from known active or potentially active fault lines.</p>	<p><b>Consistent.</b> There are no known seismic fault lines within 50 feet of the footprint of the proposed project.</p>	<p><b>Consistent.</b> No development is proposed under the No-Project Alternative; therefore this policy is not applicable.</p>
<p><b>SE 6.4 Avoidance of Flood Hazard Areas.</b> Goleta discourages any new intensive development in flood hazard areas. Goleta will not approve development in a 100-year flood plain area that would obstruct flood flow, displace floodwaters onto other property, or create or worsen drainage problems.</p>	<p><b>Consistent.</b> The project is not an intensive development. While it is currently located in a 100-year floodplain, the San Jose Creek Capacity Improvement Project would remove most of the project from the 100-year floodplain.</p>	<p><b>Consistent.</b> The San Jose Creek Capacity Improvement Project would remove southern Old Town from the 100-year floodplain and, therefore, this is not an applicable policy.</p>
<p><b>SE 9.2 Height Restrictions.</b> Goleta requires that buildings, other structures, and landscaping height limits conform to airport operational requirements. These airport-related restrictions apply only to special airport zones, for example, an airplane's approach zone beyond the end of a runway.</p>	<p><b>Consistent.</b> The proposed project is located within the Santa Barbara Airport Clear Zone. The project is consistent with this policy because it is a road project and therefore the road improvements are near ground level. Also, the City is required to provide the Federal Aviation Administration (FAA) with FAA forms 7460-1 Notice of Proposed Construction or Alteration, and 117-1, Notice of Progress of Construction or Alteration. Through this notification process, the FAA would ensure that all tall elements to be constructed within the Clear Zone (e.g., streetlights) would meet height restrictions.</p>	<p><b>Consistent.</b> The No-Project Alternative is potentially consistent with airport height restrictions, as no development would occur in the short term and any development that would occur over the long term must comply with these restrictions.</p>
<p><b>SE 10.7 Identification, Transport, and Disposition of Potentially Contaminated Soil.</b> Requires specific health and safety plans for new development in areas containing potentially contaminated soil.</p>	<p><b>Consistent.</b> During construction of the proposed project, hazardous materials associated with past industrial activities could be encountered. If encountered, hazardous materials will be handled, stored, transported and disposed of in accordance with all applicable federal, state, and local requirements.</p>	<p><b>Consistent.</b> No new development would occur under the No-Project Alternative. Existing hazardous materials associated with past industrial activities would remain. Any new development that may occur over the long term could be conditioned to be consistent.</p>

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<b>Visual and Historic Resources Element (VH)</b>		
<p><b>VH Guiding Principles and Goals Item 2.</b> Ensure that new development is designed to preserve and protect important natural features and scenic resources.</p>	<p><b>Consistent.</b> The proposed project involves the construction of traffic and circulation improvements within the Goleta Old Town Area. These improvements would generally be at grade improvements that would not impair views of scenic vistas of the Santa Ynez Mountains to the North or the Pacific Ocean to the south. Extensions of Fowler Road and Ekwil Street would cross San Jose Creek. However, the impacts to the natural environment and wetlands associated with the crossings would be minimal. Additionally, the new development would be designed to enhance the visual environment in accordance with the Old Town Heritage District Architecture and Design Guidelines.</p>	<p><b>Consistent.</b> Under the No-Project Alternative natural features and scenic resources would remain unimpaired.</p>
<p><b>VH Guiding Principles and Goals Item 7.</b> Strengthen the character of Goleta Old Town to reflect its position as the historic hub of the community.</p>	<p><b>Consistent.</b> The new development would be designed to enhance the visual character of Old Town in accordance with the Old Town Heritage District Architecture and Design Guidelines.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project Alternative specific capital improvement projects designed to enhance Old Town would not be implemented in the short-term, although the No Project Alternative would not preclude future developments that could be conditioned to be consistent.</p>
<p><b>VH Guiding Principles and Goals Item 11.</b> Lessen the visual impact of development through the use of appropriate landscaping.</p>	<p><b>Consistent.</b> The new development would include landscaping designed to lessen the visual impact of development and enhance the visual character of Old Town in accordance with the Old Town Heritage District Architecture and Design Guidelines.</p>	<p><b>Consistent.</b> No new development would occur in the near term under the No-Project Alternative. The visual setting would not be enhanced with appropriate landscaping.</p>
<p><b>VH 1.1 Scenic Resources.</b> Goleta protects and preserves specific scenic resources, including creeks and their associated vegetation, the foothills, and the Santa Ynez mountains.</p>	<p><b>Consistent.</b> The proposed project involves the construction of traffic and circulation improvements within the Goleta Old Town Area. These improvements would generally be at grade improvements that would not impair views of scenic vistas of the Santa Ynez Mountains to the North or the Pacific Ocean to the south. Additionally, the improvements associated with the project would not impair other scenic resources in the area.</p>	<p><b>Consistent.</b> Scenic resources would remain unaffected under the No-Project Alternative.</p>
<p><b>VH 1.2 Scenic Resources Map.</b> Views from specified locations shall be</p>	<p><b>Consistent.</b> According to Figure 6-1 from the City’s General Plan,</p>	<p><b>Consistent.</b> Scenic resources would remain unaffected under</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
protected by minimizing any impairment that could result from new development.	there are several public vantage points along Hollister Avenue within the project area. As mentioned above, the proposed project improvements would generally be at grade improvements that would not impair views of scenic vistas of the Santa Ynez Mountains to the North or the Pacific Ocean to the south, or other locally important scenic resources. As such, the project is consistent with this policy.	the No-Project Alternative.
<p><b>VH 1.4 Protection of Mountain and Foothill Views.</b> Provides building and other restrictions to protect the views of the foothills and the Santa Ynez Mountains, including light shielding, building heights, landscaping, and other development practices, where appropriate.</p>	<p><b>Consistent.</b> According to Figure 6-1 from the City’s General Plan, there are several public vantage points along Hollister Avenue within the project area. As mentioned above, the proposed project improvements would generally be at grade improvements that would not impair views of scenic vistas of the Santa Ynez Mountains to the North or the Pacific Ocean to the south, or other locally important scenic resources.</p>	<p><b>Consistent.</b> Visual resource mountain and foothill public views would remain unaffected under the No-Project Alternative.</p>
<p><b>VH 1.5 Protection of Open Space Views.</b> Protects views of open space, including agricultural lands, from public areas. View protection associated with development should be accomplished first through site selection and then by use of design alternatives that enhance rather than obstruct or degrade views.</p>	<p><b>Consistent.</b> The proposed project involves the construction of traffic and circulation improvements within the Goleta Old Town Area. These improvements would generally be at grade improvements that would not impair views of open space or agricultural land in the area from the perspective of public areas. Additionally, the improvements associated with the project would not impair other scenic resources in the area.</p>	<p><b>Consistent.</b> Open Space views would remain unaffected under the No-Project Alternative.</p>
<p><b>VH 1.6 Preservation of Natural Landforms.</b> Natural landforms shall be protected. For developments, protect first through site selection and then by use of alternatives that enhance and incorporate natural landforms in the design and minimize alteration of landforms.</p>	<p><b>Consistent.</b> The components associated with the project are generally proposed within existing City right-of-ways, adjacent to existing City streets, or in relatively low-lying flat areas. Based on these site characteristics, site preparation associated with the construction of the various roadway improvements would only require minor grading work. No cut and fill or other major changes to the natural land form are required in order to complete the components of the project.</p>	<p><b>Consistent.</b> Natural Land forms remain preserved under the No-Project Alternative.</p>
<p><b>VH 2.2 Preservation of Scenic Corridors.</b></p>	<p><b>Consistent.</b> As noted earlier, Figure 6-1 contained within the</p>	<p><b>Consistent.</b> Scenic corridors would remain unaffected under</p>

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<p>Preserve the aesthetic qualities of scenic corridors through retention of the general character of significant natural features; views of the ocean, foothills, and mountainous areas; open space associated with recreational and agricultural areas; and historic structures. If landscaping is used, take care to prevent a wall-like appearance. Appropriately design bridges, culverts, drainage ditches and other roadway elements; side slopes and earthen beams adjacent to roadways should be natural in appearance.</p>	<p>City's General Plan identifies locally important scenic corridors within the Goleta Old Town area, as well as the City as a whole. In proximity to the project area, Route 101, SR 217, and Hollister Avenue west of Fairview, are identified as scenic corridors. The roadway improvements associated with the proposed project would not impair these important scenic vistas or scenic corridors. Additionally, as required by the General Plan, new developments such as the proposed project will be designed in accordance with the Old Town Heritage District Architecture and Design Guidelines.</p>	<p>the No-Project Alternative.</p>
<p><b>VH 2.3 Development Projects Along Scenic Corridors.</b> Development adjacent to scenic corridors should not degrade or obstruct views of scenic areas.</p>	<p><b>Consistent.</b> Development associated with the project would occur adjacent to scenic corridors identified in the City's General Plan. However, the improvements would not obstruct or impair views of scenic areas. Moreover, as noted above, the General Plan requires new developments such as the proposed project to be designed in accordance with the Old Town Heritage District Architecture and Design Guidelines. The Goleta DRB review will ensure consistency.</p>	<p><b>Consistent.</b> No development along scenic corridors would occur under the No-Project Alternative.</p>
<p><b>VH 2.4 Public Improvements.</b> Public improvements visible from scenic corridors including landscaping, street lighting, signage, medians, noise attenuation walls, and other hardscape elements shall include a high level of design through appropriate detailing and use of high quality, durable materials.</p>	<p><b>Consistent.</b> The General Plan requires new developments such as the proposed project to be designed in accordance with the Old Town Heritage District Architecture and Design Guidelines, including portions that specifically address the design of architectural and landscaping elements of public improvements noted in the policy. The General Plan also requires that such project designs be submitted to the Design Review Board to ensure designs enhance Goleta's visual quality and exemplify the best professional design practices.</p>	<p><b>Consistent.</b> No public improvements along scenic corridors would occur under the No-Project Alternative.</p>
<p><b>VH 2.6 Gateways to the City.</b> Goleta should create prominent gateways at key city entrances. Features such as specimen trees, accent plantings, signage, public art, monuments, decorative pavement, and pedestrian amenities may be used to emphasize and enhance entries to the</p>	<p><b>Consistent.</b> The proposed Hollister Avenue roundabouts are located at one of the proposed locations of a prominent gateway to the city. As noted, design of the proposed project would be in accordance with the Old Town Heritage District Architecture and</p>	<p><b>Potentially inconsistent.</b> No gateway improvements at the Hollister Avenue and SR 217, a key entrance, would occur in the No-Project Alternative.</p>

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city.	Design Guidelines and would be submitted to the Design Review Board to ensure designs enhance Goleta’s visual quality and exemplify the best professional design practices.	
<b>VH 3.5 Pedestrian-Oriented Design.</b> Consider aesthetics for pedestrians and bicyclists.	<b>Consistent.</b> The proposed project incorporates bike lanes and wide sidewalks and would be designed to be in accordance with the Old Town Heritage District Architecture and Design Guidelines. The design would be submitted to the Design Review Board to ensure it enhances Goleta’s visual quality and exemplifies best professional design practices.	<b>Potentially inconsistent.</b> No pedestrian oriented design improvements connecting residential neighborhood north of Hollister Avenue and southern Old Town would occur under the No-Project Alternative.
<b>VH 3.7 Signage.</b> Signage to be tasteful, complementary, consistent, and restrained.	<b>Consistent.</b> Signage for the proposed project would be designed in accordance with the Old Town Heritage District Architecture and Design Guidelines to ensure they enhance Goleta’s visual quality and exemplify the best professional design practices.	<b>Consistent.</b> Signage associated with the proposed improvements would not be constructed under the No-Project Alternative. The No Project Alternative would not preclude the City from installing other signage, however.
<b>VH 4.2 Old Town.</b> Maintain and enhance the historic character and make designs consistent with the Goleta Heritage District Architecture and Design Guidelines.	<b>Consistent.</b> Design of the proposed project would be in accordance with the Old Town Heritage District Architecture and Design Guidelines. The project design would be submitted to the Design Review Board and the public to ensure it enhances Old Town’s historic character and exemplifies best professional design practices.	<b>Consistent.</b> Under the No-Project Alternative no development would occur in the short term. Other developments of the area could be conditioned to comply with the policy.
<b>VH 4.10 Streetscape and Frontage Design.</b> Unify and improve streetscapes where feasible.	<b>Consistent.</b> Design of the proposed project would be in accordance with the Old Town Heritage District Architecture and Design Guidelines, which specifically addresses design of streetscapes and frontage. The project design would be submitted to the Design Review Board to ensure it enhances Old Town’s historic character and exemplifies best professional design practices.	<b>Potentially Inconsistent.</b> Under the No-Project Alternative, streetscape improvements would not be constructed.
<b>VH 4.12 Lighting.</b> Design and locate outdoor lighting fixtures aimed downward, properly shielded, energy-efficient, and reduce glare or light pollution.	<b>Consistent.</b> The proposed project, as a City project, shall be designed in accordance with policies of the City’s General Plan.	<b>Consistent.</b> The proposed road improvements would not be constructed under the No-Project Alternative. No potential lighting impacts would occur and no new lighting would be needed in the near term. Over the long term, southern Old Town is expected to be developed and new projects

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		could be conditioned to be consistent.
<p><b>VH 4.13 Signage.</b> Create/use signs that maintain and enhance the city’s appearance through design, character, location, number, type, quality of materials, size, height, and illumination.</p>	<p><b>Consistent.</b> As noted in Section 1.3.1 of this EIR, design of the project shall be in accordance with General Plan policies, including VH 4.13 and the Old Town Heritage District Architecture and Design Guidelines, which specifically addresses signage, among other requirements. The project design would be submitted to the Design Review Board and the public to ensure it enhances Old Town’s historic character and exemplifies best professional design practices, including those identified in items (a) through (g) of this policy.</p>	<p><b>Consistent.</b> Signage that would be constructed under the proposed project would not be constructed under the No Project Alternative. This would not preclude the City from erecting signage to comply with the policy.</p>
<p><b>VH 4.14 Utilities.</b> Place any new utility lines underground, and/or screen where feasible.</p>	<p><b>Consistent.</b> All utilities associated with the proposed project would be placed underground in the shoulder of each roadway.</p>	<p><b>Consistent.</b> Under the No-Project Alternative, there would be no construction of the proposed project and above ground utility lines located in developed areas would remain, although the No Project Alternative would not preclude future developments that could be conditioned to comply with this policy.</p>
<p><b>VH 4.15 Site-Specific Visual Assessments.</b> Use as much modeling, simulations, perspectives, photographs, or other tools as necessary to evaluate the visual effects of proposed development and demonstrate visual compatibility.</p>	<p><b>Consistent.</b> The visual assessment in Section 2.1.6 provides photographs of the existing conditions. Due to the low height and relative simplicity of the structures that would be constructed, more elaborate tools are not considered necessary to assess project impacts.</p>	<p><b>Consistent.</b> No visual simulation is necessary to demonstrate the site-specific attributes of the No-Project Alternative.</p>
<p><b>VH 5.2 Locally Significant Historic Resources.</b> Identify locally significant resources.</p>	<p><b>Consistent.</b> These criteria were used to determine whether the proposed project would affect historically significant resources. None will be adversely affected. See section 2.1.7.</p>	<p><b>Consistent.</b> The No-Project Alternative would impact no local historically significant resources. No preservation of existing historic resources would occur.</p>
<p><b>VH 5.4 Preservation of Historic Resources.</b> Protect historic resources and the heritage they represent.</p>	<p><b>Consistent.</b> No significant or potentially significant structures would be affected by the proposed project.</p>	<p><b>Consistent.</b> The No-Build Alternative would impact no local historically significant resources. No preservation of existing historic resources would occur.</p>
<p><b>VH 5.7 New Construction.</b> Respect and design in order to be compatible with any identified historical resource.</p>	<p><b>Consistent.</b> The easternmost Hollister Avenue roundabout and streetscape elements (e.g., street lights) would be located near the historically significant Sexton House. Project design shall be consistent with the Old Town Architecture and Design Guidelines which were developed</p>	<p><b>Consistent.</b> Under the No-Build Alternative no development would occur. No change in local historical resources would occur.</p>

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	to ensure that new developments maintain and enhance the historic character of the City, including the Sexton House.	
<p><b>VH 6.2 Preservation.</b> Preserve and protect and, where feasible, enhance historic and cultural landscapes.</p>	<p><b>Consistent.</b> No historical or cultural landscapes would be affected by the proposed project.</p>	<p><b>Consistent.</b> No historical or cultural landscapes would be affected by the No-Build Alternative.</p>
<b>Transportation Element (TE)</b>		
<p><b>TE Guiding Principles and Goals Item 1.</b> Plan and provide transportation facilities and services in a manner that reinforces, rather than detracts from, the character of the community and its quality of life.</p>	<p><b>Consistent.</b> The proposed project is a transportation-related project designed to reduce congestion and improve circulation through the City, therefore enhancing the community’s character and quality of life.</p>	<p><b>Potentially Inconsistent.</b> Transportation infrastructure improvements identified in the General Plan would not be built under the No-Build Alternative. The community character of Old Town’s facilities would remain unimproved.</p>
<p><b>TE Guiding Principles and Goals Item 2.</b> Build transportation improvements on a timely basis to support new development without reducing levels of service.</p>	<p><b>Consistent.</b> The proposed project is a transportation-related project designed to improve LOS and circulation through the City.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project Alternative the proposed project would not be built. The proposed project is a set of transportation improvements identified in the General Plan that are designed in part to improve LOS in the City. LOS in the City is project to decline without the proposed project.</p>
<p><b>TE Guiding Principles and Goals Item 7.</b> Improve connectivity between the various travel modes, including auto, bus, rail, bicycle, and pedestrian facilities.</p>	<p><b>Consistent.</b> The proposed project is a transportation-related project designed to improve circulation through the City for all travelers regardless of mode of transportation. It includes roadways, bicycle lanes, and pedestrian facilities.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project Alternative proposed vehicular, bicycle and pedestrian improvements in Old Town would not be implemented. Specifically planned roadways, bikeways, sidewalks and pedestrian bridge designed to improve connectivity within Old Town would not be implemented.</p>
<p><b>TE Guiding Principles and Goals Item 9.</b> Increase safety, improve traffic flows, and reduce congestion on local roadways with future transportation investments.</p>	<p><b>Consistent.</b> The proposed project is a transportation-related project designed to improve traffic flows and reduce congestion through the Old Town area of the City. The project is also designed to improve safety for bicyclists and pedestrians by providing new bike lanes and wide sidewalks.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project Alternative, the proposed improvements to transportation systems would not be implemented. No bicyclists and pedestrians safety improvements, bike lanes and wide sidewalks, along Hollister Avenue, Ekwill Street and Fowler Road would be permitted.</p>
<p><b>TE 1.2 Transportation and Land Use.</b> Design to support the designations in the Land Use Element of the general plan.</p>	<p><b>Consistent.</b> The project is included in the Transportation Element and thus supports land use element designations.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project Alternative General Plan transportation improvements identified to provide access to designated Land Uses would not be implemented. Portions of Old Town, south of Hollister Avenue, would remain inaccessible and unable to support future growth projections of the General Plan.</p>

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<p><b>TE 1.4 Multi-Use Street System.</b> Emphasize grid patterns for streets and intersections, and include space for other uses (bicycles, pedestrians). Balanced those needs with safety considerations with maintaining community character.</p>	<p><b>Consistent.</b> The improvements that have been proposed as a part of the project have been designed based on local street configurations and standards, existing needs of the community, ongoing revitalization efforts, and projected growth within the area. The purpose of these improvements is to relieve traffic congestion and improve circulation within the Old Town Area.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no change in street geometry would occur at existing Hollister Avenue and SR 217.</p>
<p><b>TE 3.1 Overall Street Plan.</b> Make future street improvements consistent with the functional classifications designated in general plan (on general plan Figure 7-2).</p>	<p><b>Consistent.</b> The improvements associated with the project have been identified on Figure 7-2 within the City’s General Plan.</p>	<p><b>Consistent.</b> The No-Project Alternative would not affect functional classifications of any future street improvements.</p>
<p><b>TE 3.3 Major Arterials.</b> Maintain or improve major arterial road use. Use proper design and engineering standards.</p>	<p><b>Consistent.</b> The only major arterial that would be improved in association with the project is Hollister Avenue (through addition of roundabouts at State Route 217). The improvements along Hollister Avenue have been developed in association with adopted City standards. Upon completion of the final engineering plans for the proposed improvements along Hollister Avenue will be evaluated by the Planning Division to ensure compliance with the applicable design standards.</p>	<p><b>Consistent.</b> The No-Project Alternative would not affect major arterial improvements identified on Figure 7-2 of the General Plan.</p>
<p><b>TE 3.4 Minor Arterials.</b> Create, maintain, or improve minor arterial roads. Follow accepted design standards.</p>	<p><b>Consistent.</b> Both future roadway extensions are minor arterials. Both proposed extensions have been developed in association with adopted City standards, including Policy TE 3.4. Upon completion of the final engineering plans for the proposed improvements along Ekwil Street and Fowler Road will be evaluated with Policy TE 3.4 by the Planning Division to ensure compliance with applicable design standards.</p>	<p><b>Consistent.</b> Under the No-Project Alternative planned improvements to minor arterials Ekwil Street and Fowler Road will not be implemented as identified in General Plan Figure 7-2 but the No Project Alternative would not affect future developments of minor arterials.</p>
<p><b>TE 3.7 Guidelines for Geometric Cross Sections.</b> Follow guidelines for road, bicycle lane, sidewalk, median, and other road element (such as turn lanes and parking spaces) widths.</p>	<p><b>Consistent.</b> The improvements associated with the proposed project have been designed according to applicable City standards, which allow for minor variations in geometrics based on site-specific constraints. Upon completion of the final engineering plans for the proposed improvements, City staff will evaluate the geometric specifications identified by Policy</p>	<p><b>Consistent.</b> Under the No-Project Alternative, existing geometric cross-sections would remain as they are.</p>

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	TE 3.7 to ensure compliance.	
<p><b>TE 4.1 General Level of Service Standard.</b> Design roads and intersections to meet acceptable levels of service (“C”), i.e. avoid major congestion on roads and at intersections, except as provided in TE 5.3.</p>	<p><b>Consistent.</b> The proposed project is a transportation-related project designed to reduce projected congestion (improve LOS) and improve circulation through the City. A traffic study was prepared for the proposed project (RBF 2006). Goleta’s general level of service threshold of LOS C was used to evaluate the significance of traffic impacts under existing and future traffic conditions both with and without the proposed project. The traffic study indicates that under future traffic conditions without the project, several intersections in the area would operate at unacceptable levels of service according to City’s standards. With the project in the future traffic scenarios, traffic modeling indicates that the project would slightly improve the LOS at intersections that would otherwise operate at unacceptable LOS due to future growth in the area.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project Alternative planned transportation improvements identified to improve LOS would not be implemented.</p>
<p><b>TE 5.3 Ekwil–Fowler–South Kellogg Improvements.</b></p>	<p><b>Consistent.</b> The project includes these improvements.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project Alternative the planned Hollister Avenue, Ekwil Street and Fowler Road transportation improvements would not be implemented.</p>
<p><b>TE 5.10 Major Intersection Improvements.</b>  Key intersections may be improved to have increased capacity and improve levels of service, islands and/or other improvements for pedestrians, and other improvements as determined to be appropriate.</p>	<p><b>Consistent.</b> Figure 7-3 contained in the City’s General Plan identifies major intersections and roadways associated with the City’s transportation improvement plans. The proposed roundabouts on Hollister Avenue as well as the future extensions of Fowler Road and Ekwil Street are identified in this figure. The intent of the proposed project is to improve projected traffic congestion and intersection operations forecast to occur in the Old Town Area. It would improve safety for pedestrians and bicyclists along Hollister Avenue. The scale of the improvements is compatible with neighborhoods.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project Alternative the proposed roundabouts would not be implemented.</p>
<p><b>TE 6.1 Overall Factors to Guide Development of Street Standards.</b> Plan street systems to support safe, efficient movement of goods and people while maintaining community character as much as feasible.</p>	<p><b>Consistent.</b> The proposed project would provide a capital improvement project that would move people, goods, and services more effectively and thus minimize traffic conflicts. The project would support planned land uses identified in the</p>	<p><b>Consistent.</b> No new streets would be developed under the No-Project Alternative.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	<p>Transportation Element of the General Plan and it would not substantially change neighborhood quality of character. The dimensions and location of the proposed project reflect physical and environmental constraints of the area (e.g., project design and location reflect objectives to minimize impacts to environmental resources such as wetlands and avoid displacing businesses flanking the project area.). The proposed project is a relatively simple road construction project that utilizes federal funding for construction and its long-term operational and maintenance costs would not significantly add to the City's budget.</p>	
<p><b>TE 6.2 Component Features Included in Street Standards.</b> Use specific geometric and other design standards for street infrastructure that will safely accommodate facilities and services, including utility service, pedestrians, and bicycles.</p>	<p><b>Consistent.</b> Goleta has designed the proposed project to improve congestion and circulation in response to forecasted traffic volumes, while maintaining existing standards with respect to number of lanes on major and minor arterials. Roadway width would accommodate all emergency and service vehicles and would provide sidewalks, bicycle lanes, on-street parking along Kellogg Avenue, drainage improvements, landscaping, and appropriate street lighting and signage. The need for and location of bus turnouts and shelters, for example, would be determined based on future conditions and are not specifically part of the proposed project. The proposed improvements would occur on existing or planned arterials and mailboxes and other features of residential streets are unlikely to be necessary. City staff will evaluate the specifications identified by Policy TE 6.2 to ensure compliance.</p>	<p><b>Consistent.</b> No new streets would be developed under the No-Project Alternative.</p>
<p><b>TE 6.3 Drainage.</b> Design new transportation facilities to minimize impacts on natural drainage patterns and protect water quality.</p>	<p><b>Consistent.</b> Creek crossings associated with the proposed project have been sited and designed to avoid and minimize impacts to drainages. Culverts would be open bottomed to maintain existing drainage characteristics as much as possible. Regulatory controls and mitigation measures identified in Section 2.2.1 would ensure the</p>	<p><b>Consistent.</b> Under the No-Project Alternative no new transportation facilities would be proposed; therefore no new drainage facilities would be required.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	protection of water quality.	
<p><b>TE 6.4 Streetscape Amenities.</b> Design streets to standards that incorporate pedestrian and neighborhood-enhancing elements, which could include: wider sidewalks, separated sidewalks, planting strips, landscaped medians, benches, street trees, and pedestrian-oriented streetlights.</p>	<p><b>Consistent.</b> As noted in Section 1.3.1 of this EIR, design of the project shall be in accordance with General Plan policies, including but not limited to VH 4.10 Streetscape and Frontage Design and the Old Town Heritage District Architecture and Design Guidelines, which also specifically addresses streetscape design, among other relevant requirements. The project design would be reviewed on an advisory basis by the City's Design Review Board and the public to ensure it enhances Old Town's historic character and exemplifies best professional design practices.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project Alternative proposed pedestrian facilities including street trees, wider sidewalks, landscaping, benched, and median would not be implemented as identified in the General Plan.</p>
<p><b>TE 6.7 Widths of Paved Surfaces.</b> Design widths to smallest dimensions necessary to meet travel, safety, and character of neighborhoods.</p>	<p><b>Consistent.</b> New rights of way associated with the proposed project would be created adjacent to the Ekwil Street extension, Fowler Road extension, and a small portion adjacent to the Hollister Avenue roundabouts. These improvements have been designed to meet City requirements regarding travel lane, bikeway and sidewalk width standards, while minimizing the amount of right-of-way used to the degree possible.</p>	<p><b>Consistent.</b> No new rights-of-way would be paved under the No-Project Alternative.</p>
<p><b>TE 6.8 Street Lighting.</b> Provide street lighting that enhances safety, is in keeping with neighborhood character, and consistent with the policies of the Conservation Element.</p>	<p><b>Consistent.</b> Street lighting is proposed as part of the project. The location and number of street lights will be designed to adequately light the proposed roadways, while minimizing potential light and glare impacts.</p>	<p><b>Consistent.</b> No new street lighting would be implemented under the No-Project Alternative.</p>
<p><b>TE 10.1 Pedestrian System Map.</b> Incorporate planned pedestrian pathways into any roadway development consistent with Goleta's Pedestrian System Map.</p>	<p><b>Consistent.</b> Figure 7-5 identifies future pedestrian paths adjacent to the Fowler Road and Ekwil Street extensions. These pedestrian paths have been incorporated into the proposed roadway improvements as required by Policy TE 10.1.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project alternative the pedestrian system, as illustrated in Figure 7-5 of the General Plan, would not be implemented. The pedestrian system would remain in the existing condition lacking connections between parts of Old Town.</p>
<p><b>TE 11.1 Bikeways Plan Map (Figure 7.6).</b> Incorporate planned bicycle paths into any roadway development consistent with Goleta's Bikeways Plan Map.</p>	<p><b>Consistent.</b> Figure 7-6 identifies future Class II bike lanes adjacent to the future extensions of Ekwil Street and Fowler Road. Class II bike paths are proposed in association with these planned roadways.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project alternative the bicycle plan, as illustrated in Figure 7-6 of the General Plan, would not be implemented. The local portion of the regional bicycle plan system would remain in the existing condition lacking connections between parts of Old Town and surrounding areas.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p><b>TE 11.3 Design Guidelines.</b> Follow Goleta design guidelines for constructing and maintaining bikeways.</p>	<p><b>Consistent.</b> The proposed project includes bike lanes that will be constructed according to criteria that meet or exceed industry standards. Class II bicycle lanes will be constructed on both sides of the roads. No existing bicycle lanes or paths will be removed by the proposed improvements.</p>	<p><b>Consistent.</b> Under the No-Project Alternative planned bike lane improvements, along existing roads Hollister Avenue and Kellogg Avenue, would not be implemented but the No Project alternative would not preclude future bikeways from complying with design guidelines.</p>
<p><b>TE 12.2 Efficient Utilization of Transportation Facilities.</b> When making improvements to existing roadways, design and construct with Goleta’s guidelines to maximize efficiency and safety.</p>	<p><b>Consistent.</b> The proposed project is a transportation improvements project that incorporates both minor and major improvements that incorporate many operational and safety elements, including but not limited to intersection improvements, turn lanes, landscaped center medians, new and improved sidewalks and street crossings for pedestrians, new bicycle lanes, and roundabouts.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project Alternative major and minor transportation improvements identified to improve operation and safety would not occur.</p>
<p><b>Public Facilities Element (PF)</b></p>		
<p><b>PF 3.9 Safety Considerations in New Development.</b> Design streets (and buildings) to reinforce secure, safe, crime-free environments.</p>	<p><b>Consistent.</b> The street lighting proposed in association with the roadway improvements associated the project is intended to provide adequate lighting in order to maintain a safe street environment during the nighttime. The proposed project would not generate additional demand on police services.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no new or remodeling of development would occur. No opportunity for improvements to street safety would be occur, as no new development would occur.</p>
<p><b>PF 7.6 Coordination of Construction Schedules.</b> Coordinate with special districts and private utilities to plan construction programs and schedules. Avoid unnecessary additional work.</p>	<p><b>Consistent.</b> The construction of the proposed project shall be coordinated with other construction programs. Additionally, the Sheriff’s Department, Santa Barbara County Fire Department, and private ambulance providers would be notified prior to construction so that services would not be adversely affected – i.e., access routes would be coordinated.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no construction would occur and no construction coordination would be necessary.</p>
<p><b>Noise Element (NE)</b></p>		
<p><b>NE Guiding Principles and Goals Item 2.</b> Ensure that open space areas that support significant environmentally sensitive habitat are not subjected to disruptive levels of noise.</p>	<p><b>Consistent.</b> Mitigation measures identified in Section 2.3 would limit construction activity near sensitive riparian habitats to the non-breeding season. Operational impacts near riparian areas are expected to be slight (approximately 1 dBA or less).</p>	<p><b>Consistent.</b> Under the No-Project Alternative no Old San Jose Creek and San Jose Creek ESHAs would be disturbed.</p>
<p><b>NE 2.1 Standards for Use of Noise Barriers along Roadways.</b> Use appropriate noise barriers and other noise attenuation features in the</p>	<p><b>Consistent.</b> Projected noise levels near sensitive receptors with the proposed project in place would not result in a substantial</p>	<p><b>Consistent.</b> Under the No-Project Alternative no new roadways would be constructed.</p>

Policy	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
design of any new arterial streets. The noise barriers should reduce noise levels at abutting receiver sites by a specific measurable amount.	increase in noise levels. Noise barriers are not required.	
<b>NE 6.4 Restrictions on Construction Hours.</b> Conform to Goleta's restrictions on construction hours.	<b>Consistent.</b> The proposed project would limit construction as noted in the policy (see Section 1.3.1).	<b>Consistent.</b> No construction would occur under the No-Project Alternative.
<b>NE 6.5 Other Measures to Reduce Construction Noise.</b> Use all feasible sound-control devices, including mufflers, sound walls, and distancing loud stationary equipment from sensitive receptors.	<b>Consistent.</b> Mitigation measures in Section 2.2.6 would require construction activities to be conducted in compliance with this policy and all other rules, regulations and ordinances applicable to this type of construction project.	<b>Consistent.</b> No construction would occur under the No-Project Alternative.

Source: Goleta General Plan. September 2006.

**Table F-6 City of Santa Barbara, Airport and Goleta Slough Local Coastal Plan Policy Consistency Analysis**

Policy and Subject	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p><b>Policy 1.2.</b> Where policies within the land use plan overlap, the policy most protective of resources, i.e., land, water, air etc., shall take precedence.</p>	<p><b>Consistent.</b> When determining impacts and associated mitigation measures for biological resources, where policies overlap, the policy most protective of the resource was addressed.</p>	<p><b>Consistent.</b> No change in the existing environment would occur under the No-Project Alternative. No resource or land use planning policy conflicts would occur.</p>
<p><b>Policy 1.3.</b> Where there are conflicts between the policies set forth in the land use plan and those set forth in any other element of Santa Barbara’s existing General Plan or existing regulations, the policies of the land use plan take precedence.</p>	<p><b>Consistent.</b> When determining impacts and associated mitigation measures for biological resources, the policies set forth in the land use plan were given precedence if there were conflicts in any other element of Santa Barbara’s General Plan or existing regulations.</p>	<p><b>Consistent.</b> No change in the existing environment would occur within the City of Santa Barbara under the No-Project Alternative.</p>
<p><b>Policy CE-1.</b> The Goleta Slough shall be preserved and restored as a coastal wetland ecosystem.</p>	<p><b>Consistent.</b> Regulatory controls and BMPs will be implemented during construction and mitigation measures will be implemented to minimize pollution runoff into Old San Jose Creek. Therefore, pollutants and sediments potentially entering Goleta Slough as a result of the proposed project will be avoided or minimized. No direct impacts to Goleta Slough are anticipated as a result of the proposed project.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no development would occur affecting the Goleta Slough wetlands or ecosystem.</p>
<p><b>Policy C-4.</b> Maintain minimum buffer strips along periphery of all wetland communities based on wetlands delineations in a map in the plan, and/or the most recent available wetland survey of the site prepared in accordance with the law. Incidental Airport uses consistent with law may be provided and maintained.</p>	<p><b>Consistent.</b> The proposed project includes impacts to wetlands within the coastal zone. The impacts are minimized to the maximum extent feasible. The impacts resulting from the street crossings over Old San Jose Creek are offset by mitigation measures that propose restoration within adjacent creek areas to improve habitat quality and increase the acreage of wetlands within the creek. The project-proposed wetland mitigation measures would require restoration at a 3:1 ratio for permanent impacts and a restoration of temporary impacts 2:1 ratio onsite.</p>	<p><b>Consistent.</b> No setback will be required under the No-Project Alternative as no development along delineated wetlands would occur.</p>
<p><b>Policy C-9.</b> Any development within or near wetlands areas must be consistent with specific policies in the California Coastal Act.</p>	<p><b>Consistent.</b> The proposed project is designed to avoid wetlands and habitats designated as ESHA and ESHA buffers to the maximum extent possible. Where avoidance is not possible, specifically in Old San Jose Creek at the proposed road crossings, impacts are</p>	<p><b>Consistent.</b> No development or construction activities would occur within or adjacent to the wetlands areas identified on the habitat map under the No-Project Alternative.</p>

Policy and Subject	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
	mitigated through minimization and restoration. See Table F-1, above, for specific coastal act determinations. .	
<p><b>Policy C-10.</b> All development and mitigation of impacts on Goleta Slough must be consistent with the policies of the Goleta Slough Ecosystem Management Plan.</p>	<p><b>Consistent.</b> The Goleta Slough Ecosystem Management Plan was reviewed to ensure that the proposed project is consistent with the policies in this plan.</p>	<p><b>Consistent.</b> No development or construction activities would occur that would impact Goleta Slough wetlands in the near term. Future developments that may occur under the No Project Alternative could be conditioned to be consistent.</p>
<p><b>Policy C-12.</b> New development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating specifically defined measures designed to ensure maximum feasible protections.</p>	<p><b>Consistent.</b> The proposed project includes two culvert crossings over Old San Jose Creek. The culverts include concrete headwalls and retaining walls. The creek bottom is unlined at each of the culvert crossings. The culverts are designed to minimize the impacts to the drainage. Restoration proposed as part of the mitigation for the project serves to offset the impacts associated with the new stream crossings.</p>	<p><b>Consistent.</b> No new development would occur in the near term under the No-Project Alternative. No impacts to coastal waters are anticipated. Future developments that may occur under the No Project Alternative could be conditioned to be consistent.</p>
<p><b>Policy C-14.</b> Construction Phase Erosion Control and Polluted Runoff Control Plans must be developed for projects that require a Coastal Development Permit and a grading or building permit. These plans shall be implemented during the construction phase/phases of the project, and address best management practices for erosion control, trash and construction materials storage, schedules for grading and ground disturbance, and other specific issues related to maintaining water quality.</p>	<p><b>Consistent.</b> Regulatory controls and mitigation measures in Section 2.2.1 Hydrology and Water Quality, and Section 2.3.2 Wetlands and Other Waters of the Draft EIR that require construction phase erosion control and polluted runoff control plans.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no construction activities would occur. Erosion control measures would not be required as no grading or building permit would be issued. Future developments that may occur under the No Project Alternative could be conditioned to be consistent.</p>
<p><b>Policy C-15.</b> Special status plant and wildlife protection measures shall be implemented for all development projects that will impact sensitive plant and wildlife species and/or disturbance or degradation of habitat areas that support such species.</p>	<p><b>Consistent.</b> There is a low potential for sensitive plants and wildlife to occur in the proposed project area, with the exception of some sensitive riparian birds and raptors that are known to occur in the project vicinity. Avoidance, minimization, and/or mitigation measures are proposed for sensitive plants (including plants listed under CNPS) and wildlife in Section 2.3.3 Plant Species, and Section 2.3.4 Animal Species of this EIR.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no disturbance or degradation of habitats within the City of Santa Barbara would occur. Future developments that may occur under the No Project Alternative could be conditioned to be consistent.</p>

Source: Airport and Goleta Slough Local Coastal Plan, City of Santa Barbara, Planning and Community Development Department, 2003.

**Table F-7 Draft Goleta Slough Ecosystem Management Plan Policy Consistency Analysis**

Requirement	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p><b>Policy A-3.</b> Coordinate with jurisdictions and agencies on plans, projects and mitigation measures, including those already adopted and proposed, that could potentially affect the Goleta Slough Ecosystem.</p>	<p><b>Consistent.</b> The local agencies have been notified about the proposed project. Thus, the project is consistent with this policy.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no change would occur to the Goleta Slough Ecosystem in the near term. As no developments would occur, agency coordination would not be required. Future developments that may occur under the No Project Alternative could be conditioned to be consistent.</p>
<p><b>Policy P-1.</b> Wherever possible, projects should avoid wetland resources.</p>	<p><b>Consistent.</b> The proposed project is a public road crossing designed to avoid and minimize impacts to the Old San Jose Creek. Impacts are to wetlands both within and outside of the coastal zone. The creek crossings are via culverts with an open bottom. Minimum vegetation removal is proposed and flood flow capacity is maintained with the culvert design. The impacts are minimized to the maximum extent feasible. The impacts resulting from the street crossings over Old San Jose Creek are offset by mitigation measures that propose restoration within adjacent creek areas to improve habitat quality and increase the acreage of wetlands within the creek. Proposed mitigation measures require restoration for both temporary impacts and permanent impacts. Thus, the project is consistent with this policy.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no change would occur to the Goleta Slough Ecosystem in the near term. Existing wetland resources would be avoided. Future developments that may occur under the No Project Alternative could be conditioned to be consistent.</p>
<p><b>Policy P-3.</b> Protect and maintain wetland and other habitat types and populations of sensitive species that are part of or contribute to the Ecosystem.</p>	<p><b>Consistent.</b> The proposed project is within the Goleta Slough Ecosystem Management Area. The project’s direct impacts to Old San Jose Creek and indirect impacts to San Pedro Creek shall be minimized to the extent feasible. Regulatory controls and mitigation measures in Section 2.2.1 would reduce potential impacts to the slough. Where impacts to wetlands and other habitat types are unavoidable, impacts shall be mitigated according to the applicable jurisdiction policies.</p>	<p><b>Consistent.</b> Under the No-Project Alternative no change would occur to the Goleta Slough Ecosystem in the near term. Existing wetlands and other habitat impacts would be avoided. Future developments that may occur under the No Project Alternative could be conditioned to be consistent.</p>

Requirement	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
<p><b>Policy R-1.</b> Priorities for restoration and enhancement should be based on restoring historic functions and providing the greatest benefit to the Goleta Slough Ecosystem.</p>	<p><b>Consistent.</b> The proposed project would impact Old San Jose Creek which supports wetlands which historically functioned as an estuary feeding the Goleta Slough ecosystem. Proposed mitigation measures include restoration and enhancement (see Section 2.3.1 and 2.3.2).</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project Alternative, mitigative restoration of wetlands within Old San Jose Creek would not be implemented. The existing wetland function would remain in place. No enhancement of creeks connected to the Goleta Slough ecosystem would occur.</p>
<p><b>Policy R-3.</b> Expand and/or restore habitats and sensitive species that have declined within the Ecosystem and/or region. Restoration of habitat for or reintroduction of species should be considered in the context of this Plan and other regionwide, state and federal plans.</p>	<p><b>Consistent.</b> The mitigation measures associated with the proposed project would result in restoration and enhancement of existing degraded wetland habitat along Old San Jose Creek (see Section 3.2.1). The project is consistent with adopted federal, state, regional and local plans.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project Alternative mitigative restoration of wetlands within Old San Jose Creek would not be implemented. The existing habitat function would remain in place. No enhancement of habitat supporting sensitive species connected to the Goleta Slough ecosystem would occur.</p>
<p><b>Policy R-4.</b> Improve ecological linkages and avoid habitat fragmentation both within the Ecosystem and between the Slough and adjacent ecosystems.</p>	<p><b>Consistent.</b> The mitigation measures associated with the proposed project would enhance the existing degraded habitat within Old San Jose Creek which is an adjacent ecosystem to the Goleta Slough.</p>	<p><b>Potentially Inconsistent.</b> Under the No-Project Alternative ecological linkages to Old San Jose Creek would not be improved. No enhancement of creeks connected to the Goleta Slough ecosystem would occur.</p>
<p><b>Policy R-5.</b> The preferred mitigation for permitted habitat disturbance is that which is the most ecologically beneficial and cost effective for the Goleta Slough Ecosystem as a whole. Compensation or mitigation should be implemented within the Ecosystem and should result in no net loss or, if possible, a net gain in habitat area and ecosystem functions.</p>	<p><b>Consistent.</b> The proposed project would result in a net increase in habitat along the Old San Jose Creek with the implementation of mitigation measures required by City of Goleta, California Coastal Commission and City of Santa Barbara.</p>	<p><b>Consistent.</b> Under the No-Project Alternative the ecosystem would remain unimproved. No mitigation measures requiring habitat replacement would be implemented.</p>
<p><b>Policy R-6.</b> If the potential exists to acquire property for wetlands restoration and/or mitigation purposes, criteria for selection should include the following (not in priority order):</p> <ol style="list-style-type: none"> <li>a) Potential ecological value of existing or restored habitat in relation to whole ecosystem;</li> <li>b) Maximum benefit to Ecosystem considering cost of acquisition and/or restoration;</li> <li>c) Proximity to high quality habitat which creates the potential to have larger, more complex functions among the habitats in the area;</li> <li>d) Like habitat to that which was lost, consistent with Policies R-1 and R-2;</li> <li>e) Degree of degradation, i.e., less degraded land may be preferable as restoration money goes farther,</li> <li>f) Risk of development or permanent</li> </ol>	<p><b>Consistent.</b> The proposed project may require property acquisition for the purposes of mitigation. The criteria for land acquisition shall follow the City of Goleta General Plan policies, which are similar to those identified in Policy R-6.</p>	<p><b>Consistent.</b> Under the No-Project Alternative the ecosystem would remain unimproved. No mitigation measures requiring habitat replacement would be required.</p>

Appendix F • Policy Consistency Analysis

Requirement	Consistency Determination – Proposed Project	Consistency Determination – No-Project Alternative
loss of habitat; g) Willingness of property owner; h) Minimal pre-restoration investment, e.g., studies, utility removal, soil rehabilitation or stabilization, exotic species seed bank removal, conflicts with existing structures, etc.; and i) Other management considerations, e.g., potential for trespassing, ongoing maintenance needs, flood damage potential, etc.		

Source: Draft Goleta Slough Ecosystem Management Plan. With assistance by The Goleta Slough Management Committee and Science Applications International Corp. December 1997.

