Appendix A
Notice of Preparation/Initial Study

NOTICE OF PREPARATION

TO: Distribution

DATE: May 17, 2000

SUBJECT: **Revised Notice of Preparation of a Draft Environmental Impact Report**

LEAD AGENCY: Santa Barbara County Planning & Development Department

PROJECT NAME: Cabrillo Business Park

PROJECT AREA: Goleta, Santa Barbara County

CASE NUMBERS: TM 14,518, 99-DP-016, 99-GP-002, 99-RZ-003

Planning & Development, acting as Lead Agency, will prepare an environmental impact report for the Cabrillo Business Park project. The EIR will be tiered from the Goleta Community Plan EIR (93-EIR-004 and Addendum dated 12/7/92). A total of 1,327,944 square feet at buildout was adopted for Key Site #19 in the Goleta Community Plan; the applicant proposes a total of 1,030,575 square feet onsite. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use this EIR when considering your permit or other approval for the project.

The project description, location, revised potential impacts, and revised proposed mitigation measures are contained in the attached **Project Overview and Scope of Work**. Paragraphs amended by revised language are indicated with a vertical bar on the right margin.

Due to the time limits mandated by State law and the revisions made to the document, the time period for your response has been extended by two weeks to June 8, 2000. A public scoping hearing was held on Monday, May 15 from 6:30 p.m. to 8:30 p.m. in the Goleta Valley Community Center, 5679 Hollister Avenue, Santa Barbara, CA.

Please send your written response, including the name of a contact person with your agency, to **Santa Barbara County Planning & Development**, **attention Catherine Callahan (805/568-2011)**, at the address which appears at the bottom of this letterhead.

cc. Clerk of the Board (please post until June 8, 2000)
enc. Revised Project Overview and Scope of Work

PROJECT OVERVIEW AND SCOPE OF WORK

A. PROJECT SUMMARY

1.

APPLICANT	***AGENT***
Sares-Regis Group for Santa Barbara Holding Company, LLC 500 Esplanade Dr., Ste 400 Oxnard, CA 93030	Ken Marshall, Dudek & Associates 621 Chapala St. Santa Barbara, CA 93101

2. ***LOCATION***

The Cabrillo Business Park (formerly known as the "Delco" property) is located at 6767 Hollister Avenue at the southwest corner of Hollister Avenue and Los Carneros Road in southwestern Goleta, in the Third Supervisorial District. The Assessor Parcel Number is 073-450-005.

3. ***REQUEST/DESCRIPTION***

The applicant proposes the following actions:

1. An amendment to the Goleta Community Plan (99-GP-002) to reconfigure location of the Industrial Park/Light Industrial designations on the site. Table A-1 identifies the current and proposed General Plan and zoning district designations onsite.

2. A rezone (99-RZ-003) to reconfigure locations of the MRP and M-S-GOL districts on site, without a change in the overall acreage in each category. (See Table A-1.)

3. A Final Development Plan (99-DP-016) to retain seven of the ten existing buildings onsite as well as the existing screened storage area, to demolish the remaining three buildings, and to build twelve new structures. The proposed buildings would total 792,900 sf and the existing buildings being retained would total 237,675 sf, for a total of 1,030,575 sf onsite. Table A-2 summarizes the proposed site development. The proposed buildings would include research and development and business/self-storage uses. Of the area of the new buildings to be installed, 202,900 sf would be self storage and 590,000 sf would be research and development uses. Approximately 10,000 square feet of the research and development area of proposed Building 2 would be used for onsite service-related uses (i.e., coffee shop, delicatessen, ATM, cleaners, etc.). Parking spaces would include 1,054 existing spaces and 1,245 new spaces for a project total of 2,299 parking spaces. The applicant estimates that

approximately 2,300 people would be employed onsite. In addition to standard landscaping amenities, the plan includes a substantial greenbelt area. Proposed passive and active recreational amenities would include benches, tables with inlaid chess and backgammon boards, a bocci ball area, jogging trails, nature trails, horseshoe pits, and volleyball and other court facilities. Bicycle racks, bicycle lockers and shower facilities would be included as well.

The applicant proposes 110,000 cubic yards (cy) of cut and 110,000 cy of fill to be balanced onsite. No export of material is proposed. Proposed traffic improvements include signals and turn lanes at site ingress/egress areas located off both Los Carneros Road and Hollister Avenue, as well as on a future extension of Phelps Road to Los Carneros Road. Roadway dedication for the Phelps road extension from its cul-de-sac in the Storke Ranch development through the project to Los Carneros Road as a public road would be granted to the County and a permanent dedication of development rights for 17 acres of wetlands and greenbelt buffer areas would be made. A Class I bike path would parallel the Phelps Road extension on the southern portion of the site. Upgrade of a bus stop along Hollister Avenue and installation of a bus stop on Los Carneros Road are also proposed.

Development would be phased over a period of ten to 15 years. Each of the nine proposed phases could involve construction of approximately 100,000 to 150,000 sf of building coverage per year or as allowed under the GGMO. Roadways, water, sewer and other utilities would be developed as needed for each phase.

4. A Tentative Tract Map (TM 14,518) to subdivide the site, currently one parcel (APN 073-450-05), into 20 individual parcels, with five of the parcels in recreational/infrastructure uses (i.e. open space, green belts, roads and sidewalks). In addition, there are five access easements to accommodate those parcels without street frontage. Table A-3 provides a summary of proposed reciprocal access and parking easement agreements.

TABLE 1: SITE INFORMATION

2.1 Site Information	
Comprehensive Plan Designation	Urban within the Goleta Community Plan Area, Industrial Park and Light Industrial
Zoning District, Ordinance	Manufacturing Research Park (MRP) and Service Industrial – Goleta (M-S-GOL) under Article III, the Inland Zoning Ordinance. Limit of 25 employees per acre in the M-S-GOL district. Overlays: Airport Clear and Approach Zones,Flood Hazard, Design Control, Environmentally Sensitive Habitat.
Site Size	92.25 gross acres
Present Use & Development	Research & development, manufacturing, offices, open areas.
Surrounding Uses/Zoning	North: University Business Center, Circon; MRP, MHS, CH South: US Post Office, UCSB married student housing, Storke Ranch; DR 4.6, RES 40, PRD, DR-30 East: SB Municipal Airport, Runway , Los Carneros Specific Plan area; C-2, PRD West: K-Mart, Camino Real Marketplace; C-2, MRP, C-3, SC, P-1, REC
Access	Access from Hollister Avenue south into property on private Technology Drive, from Los Carneros Road west into property on extension of Technology Drive, private drive easement from Hollister Avenue south to existing administration building and parking areas.
Public Services	Water Supply Goleta Water District Sewage: Goleta West Sanitary District Fire: SB County Fire Station 11 Other: Goleta Union School District, SB High SD

B. ISSUES TO BE ADDRESSED

The following issues are those considered in initial review of the environmental impacts that could result from the proposed project. Of the 16 issues identified, the most significant issues are considered to include aesthetics/visual resources, air quality, biological resources, cultural resources, fire protection, hazardous materials/risk of upset, land use, noise, public facilities (solid waste), recreation, transportation/circulation, and water resources/flooding. Issues unlikely to require substantive analysis for the proposed project include agricultural resources, energy, geologic processes and historic resources.

1. AESTHETICS/VISUAL RESOURCES

Setting/Issues: The 92-acre project site is designated as Industrial Park/Light Industry under the Comprehensive Plan, with corresponding zoning (see Table 1). The site is bordered by two major thoroughfares, Hollister Avenue and Los Carneros Road. The

existing Myoporum on the property border of Hollister Avenue and its intersection with Los Carneros Road, which currently acts as a screen for the eastern portion of the property would be removed and replaced with a proposed green belt area. One issue could be visibility of the project during its various phases of construction. However, surrounding uses include a business park, the K-Mart shopping center, and further along Hollister Avenue the Camino Real Marketplace. Though views from both roads would be changed, the significance of that change would need to be determined.

Of more concern is the site design itself. At present, the applicant proposes a combination of two-story buildings and one-story self-storage buildings, in a relatively linear arrangement. The applicant has provided conceptual designs and associated information for proposed buildings 1 and 2 and for the self-storage buildings. The conceptual landscaping plan reflects the linearity of the site design through straight rows of trees and shrubs. Amenities such as fountains and plaza areas have been installed in the existing development onsite, and are proposed as part of the new buildings onsite. Site topography and constraints pose significant design challenges. While the applicant's design considers constraints, particularly archaeological sites, wetlands, the density and location restrictions within the airport clear zone, it maintains a rectilinear layout. In addition, parking lots proposed onsite are extensive. The County Board of Architectural Review (BAR) did a consultation review of the preliminary site layout and conceptual landscaping plans. Several issues were raised regarding the austerity of the industrial park design, the need to consider a "green" building approach (in which landscaping is an integral part of building design, interior and exterior landscaping flow together, and energy-efficient designs are used), the use of materials, and the use of false windows in the self-storage units.

Potential Impacts: The intensification of development onsite would alter the existing visual setting from open areas to a built environment characterized by one- and two-story buildings with an open area along the eastern portion of the site. The site is designated for industrial park/light industrial use and the Goleta Community Plan has acknowledged the potential for buildout of the site. At this time the visual appearance and aesthetic quality of the final buildings is only provided at a conceptual level. As a result, visual impacts associated with the Cabrillo Business Park proposal, which would result in 700,000 sf of new industrial development, are difficult to determine absent final development plan-level data or detailed development standards, guidelines, conceptual renderings, visual simulations and other information that would help to ensure a quality development. Impacts associated with Aesthetic/Visual Resources are considered potentially significant.

Potential Mitigations: The use of a Final Development Plan level of detail and/or detailed design guidelines would help to maintain aesthetic integrity and quality along with incorporation of new design elements or technological advances as they become available. The BAR made a number of recommendations in its consultation review. Its overall suggestion was that "green building," or the design of an energy-efficient project in which landscaping and buildings are integrated, should be considered for this project. Specific comments included the potential for phased parking and reduction of paved

areas, use of berms to help screen buildings in highly visible areas along Los Carneros Road as an example, making the site design less austere through introducing a wider variety of materials, interior atrium areas, breaking up the massive appearance of the buildings and exterior elements, enhancing the plaza element of the preliminary design, considering scattering the landscaping rather than the linear approach, and varying the length of roofline and relieving the blankness of wall with methods other than false windows for the storage buildings. Additional BAR review as the conceptual design evolves would be helpful in incorporating new design elements.

Scope of the EIR: The EIR shall evaluate the proposed site design and landscaping for aesthetic impacts. Visual simulations shall be provided. Specific issues to be addressed include: suitability of the project design and landscaping for the project site, incorporation of green building design elements and landscaping, detailed design guidelines, and potential impacts on public views. The EIR shall review the applicant-generated conceptual drawings and remedy any deficiencies with supplemental analysis.

2. AGRICULTURAL RESOURCES

Setting/Issues: Previous agricultural use on the site included the Campbell farm and dairy complex (Wilcoxon, 1999), remnants of which have been found near the proposed self storage building along the current southern portion of Technology Drive, which is also proposed to be the Phelps Road extension. Historic resources work determined that the project site was originally part of the Santa Barbara Mission lands, subsequently sold to support the family. There is no record of farming onsite until 1920, when a larger parcel that included the project parcel was sold to the Campbell's, as a potential source of water for the Campbell estate at Coal Oil Point.

On the parcel, a chicken farm and dairy, known as the San Marcos Dairy, was operated through the late 1920s. Some alfalfa was grown and grazing lands provided for about 100 cows. Agricultural use was primary until 1950, when land uses shifted to commercial uses. A walnut orchard was grown on the west side of the project area in the 1920s and removed in the 1930s. When the larger portion of land was sold to the Devereux Foundation in 1945, the agricultural potential was viewed as an asset that could help support residents of the Devereux School. In 1955, commercial purchase and use of the project site began and the agricultural uses ended. The land was purchased by General Motors in 1960 and was subsequently sold to Raytheon; the activities onsite have been conducted under several company names, most recently Delco, until the site was purchased by the Sares-Regis Group in 1997 and renamed the Cabrillo Business Park.

Potential Impacts: Agricultural use of the site is no longer viable; thus no impacts would be expected as a result of the proposed project.

Potential Mitigations: No mitigations are proposed as impacts to agricultural resources would be less than significant.

Scope of the EIR: No analysis of this issue area is required in the EIR.

3. AIR QUALITY

Setting/Issues: Santa Barbara County is located in the South Central Coast air basin. Primary criteria pollutants affecting the project area (CO, PM_{10}, NO_x, and ROG) are emitted directly from both mobile and stationary sources. Secondary pollutants created during atmospheric and photochemical reactions include oxidants, ozone, and sulfate.

Potential Impacts: Project-related development and demolition of existing buildings could result in long-term operational and short-term construction associated air quality impacts. These impacts have the potential to significantly affect regional air quality. Air quality impacts are considered potentially significant.

Potential Mitigations: Mitigation measures will focus on maintaining consistency with the County's Air Quality Attainment Program and Air Pollution Control District standards. Construction activities will be required to use standard dust control measures. In addition, an asbestos form must be filed with the Santa Barbara County Air Pollution Control District (APCD) before construction can begin. Other mitigation measures will be specified in consultation with the APCD. Residual air quality impacts are unknown and potentially significant.

Scope of the EIR: The EIR shall include project-specific emission calculations to assess the potential significance of the air quality impacts associated with operation of a industrial park, using models as specified by the APCD (including URBEMIS 7 in its most recent form). The traffic generation study for the proposed project discussed below under Section 15, Transportation/Circulation, will be an input to the modeling. The EIR consultant shall consult with the APCD.

4. *ARCHAEOLOGICAL RESOURCES*

Setting/Issues: The project site is located within an area of known archaeological sensitivity. An extended Phase I subsurface testing program was carried out for two recorded archaeological sites, Sba-52 and Sba-53, by the applicant's consulting archaeologist. The Phase 1 archaeological survey suggested that a total of five discrete deposits of cultural materials (both archaeological and historic) are located on site, three of which are intact and two of which have been redeposited. They are distributed over a large portion of the proposed project site and the applicant consulting archaeologist is completing a Phase II survey (to be made available in June 2000) to more specifically identify potential resource constraints.

Potential Impacts: Due to the archaeological sensitivity of the area, potentially significant impacts could occur during grading/construction as a result of disturbance to undetected buried artifacts or features that may be present. These may include the loss of spatial integrity of the archaeological sites and features through landscaping and construction activities, removal of sites from further study by placing fill over the deposits,

displacement of artifacts, and illicit collection of artifacts. Impacts associated with Archaeological Resources are considered potentially significant.

Potential Mitigations: Mitigation would include stopping or redirecting work in the event archaeological remains are encountered during grading/construction and following County Archaeological Guidelines regarding proper handling of the remains, avoiding construction in areas of archaeologically significant deposits, filling over or capping those portions of the sites that cannot be avoided, monitoring of all activities within primary and secondary archaeological deposits by a qualified archaeologist and a Native American representative, limited excavations of portions of the archaeological sites that cannot be avoided with associated curation, landscaping of areas to reduce surface visibility of cultural resources, and minimizing subsurface ground testing. Residual impacts are unknown and potentially significant.

Scope of the EIR: The EIR shall include an assessment of the impacts of the proposed project on archaeological resources. The EIR shall review applicant-provided archaeological reports, including a Phase 2 archaeological study, and remedy any deficiencies in the reports through supplemental analysis.

5. *BIOLOGICAL RESOURCES*

Setting/Issues: Vegetative types onsite include upland annual grassland, eastern lowland perennial grasses, introduced weedy plants on the eastern lowlands, and areas of wetlands vegetation. A portion of the eastern area has been designated as environmentally sensitive wetlands and native grasslands habitat. A single willow tree is located in the eastern lowlands onsite. A number of birds use the site, including grassland-related birds and raptors. Vernal salt marsh drainage, a salt flat wetland, saline grassland, and willow scrub wetland habitats associated with the Goleta Slough have been identified onsite. The 1979 EIR completed for the site (79-EIR-2) describes the site as a portion of the northwestern margin of the Goleta Slough prior to reclamation.

Three areas of the site were surveyed by the applicant's biological consultant: the western uplands (about 14 acres), the eastern uplands (about 8.5 acres), and the lowlands (about 14 acres). The consultant's report states that elevations of the western and eastern uplands are about 20 to 30 feet above mean sea level. The extensive lowland is relatively flat and featureless and slopes from the north to the south. Annual grassland is distributed throughout the northern portion of the 92-acre site and as a buffer between the existing buildings onsite and the U.S. Post Office development and the wetland habitats identified on the eastern side and middle of the site. The grasslands are mowed (frequency unspecified) to reduce fire hazard potential. Although no rare, threatened or endangered species were identified, the presence of wetlands suggests the potential for such species to occur onsite.

Historic land use onsite includes extensive site disturbance resulting from agricultural activities and use of the open space for research and testing of technology for the defense industry and space-research related hardware, most prominently a lunar rover. The

applicant has proposed to dedicate proposed parcels 16, 17, and 18 as open space and a greenbelt buffer in perpetuity, together with interpretive nature trails for public use. These parcels are located on the northeast corner of the site thence south along Los Carneros Road, to the central uplands along the existing Technology Drive. The applicant's biological consultant estimates that the proposed site design would remove all wetlands, an area of about 1.2 acres, in the western upper area and avoid most of the wetlands in the lower area. The biological consultant concluded that the restoration and enhancement of existing wetlands and the creation of higher-quality wetlands onsite would result in a net increase in wetland habitat onsite. In addition, the applicant has proposed to construct an extension of Phelps Road from the cul-de-sac in the Storke Ranch development to the project site across a parcel owned by the California Department of Fish and Game (DFG). This site is regarded as an upland transitional area offland on the Goleta Slough, and the road extension would impact one acre across the DFG site. The DFG has not yet granted permission for the proposed extension.

Potential Impacts: The project would result in loss of existing wetlands and the specimen willow tree onsite, and would change the existing habitat through increased development of the site. The overall loss of habitat on a relatively large parcel within the urban limit line would potentially reduce the range and diversity of raptors, raptor foraging habitat, amphibians and other fauna. Designation of onsite wetlands using the County's definition could have significant impacts on site design. The applicant has proposed to dedicate proposed parcels 16, 17, and 18 as open space and a greenbelt buffer in perpetuity, together with interpretive nature trails for public use. Impacts on existing wetlands habitat, loss of a specimen tree, and changes to existing open space habitats affecting wildlife would be potentially significant. Offsite impacts of the Phelps Road extension are unknown and potentially significant.

Scope of the EIR: The EIR shall provide an evaluation of the project's impacts on biological resources, using County biological thresholds and review the applicant-provided biological report. The EIR shall remedy any deficiencies in the consultant's report through supplemental analysis in the EIR; conduct a biological survey of the proposed offsite Phelps Road extension and alternatives; draw conclusions about the onsite wetland boundaries; and propose mitigation measures to reduce project impacts.

6. ENERGY

Setting/Issues: The recent history of the project site includes industrial, research-oriented high-tech uses that required both specialized buildings and use of the current open space. The applicant proposes to retain 237,675 sf of existing buildings onsite, of which 45,000 sf have been upgraded for energy efficiency and the remainder will be upgraded as interior improvements are conducted. A total of 792,900 sf of new buildings would be installed in phases. Extension of existing utilities, including electricity from Southern California Edison Company and gas from Southern California Gas Company, is being requested. As a result of a preliminary review of the proposal by the Innovative Building Review Committee (IBRC), the applicant has committed to inclusion of energy conservation measures as summarized in the potential mitigation section below.

Potential Impacts: An additional 700,000 sf of new business park development would be phased over a ten to 15 year period. Although a portion of the use would include self-storage buildings, which would be relatively low-level energy consumers, the industrial uses generally could use a potentially significant higher increment of energy demand over that currently provided to the site. The timing of that demand has not been identified. No new sources of energy are requested. Impacts of the substantial increase in energy demands are potentially significant.

Potential Mitigations: The project design as approved will go through the IBRC for further review and recommendations, together with "green building" requirements from the BAR. Site and building design changes may be needed along with staggered peak-time energy demands for energy conservation and efficiency. The applicant has proposed to include and/or explore the following energy conservation measures:

- Bike paths;
- Showers;
- Running paths;
- Electrical car charging stations;
- Skylights;
- Automatic motion-sensitive light switches in common areas;
- Broad-leaf trees in parking lots;
- Increasing use of natural light in buildings;
- Integration of drought-tolerant plants into landscaping;
- Use of water-permeable materials for parking lot drainage swales;
- Rewiring of older existing buildings to be retained onsite for energy savings.

Scope of the EIR: The EIR shall evaluate the potential for the proposed project to increase peak-period energy demands and mitigation measures to reduce energy demands. The EIR shall review applicant and IBRC-proposed mitigation measures for effectiveness and any needed changes in overall site design resulting from their implementation.

7. FIRE PROTECTION

Setting/Issues: The project area is served by the Santa Barbara County Fire Department Station 11, located at 6901 Frey Way, Goleta. Fire Station 11 is staffed with 3 firefighters per shift and is within a 5-minute response time for the project site.

Potential Impacts: The proposed project would result in increased industrial development onsite, add self-storage space and add 12 new buildings. The extensive industrial development may increase demands for fire protection. This type of development typically may use hazardous materials such as chemicals stored onsite, increasing the fire hazards. A careful evaluation of the proposed uses would be made during environmental review to assess the magnitude of the potential impacts. Impacts associated with Fire Protection are potentially significant.

Potential Mitigations: Implementation of standard Fire Department conditions regarding fire hydrants, adequate water pressure, access, sprinklers in all buildings, provision of improvements in accordance with the Uniform Fire Code and Uniform Building Code, and payment of fees would be required. Additional mitigation measures may be identified during environmental review.

Scope of the EIR: The EIR shall assess the potential impacts of the proposed project on fire protection services and recommend mitigation measures to reduce potential impacts. The EIR consultant shall coordinate with the County Fire Department.

8. GEOLOGIC PROCESSES

Setting/Issues: The project site is located on the Goleta coastal plain; historically, a portion of the project site was located within the Goleta slough, with the remaining areas on uplands adjacent to the slough. Four onsite soil types have been identified (Soil Conservation Service, 1981); in descending order of occurrence, they consist of:

- Milpitas-Positas fine sandy loams (2 to 9 percent slopes), which have a moderate erosion rate and medium runoff, are located over about two-thirds of the site generally from Technology Drive west;
- Camarillo fine sandy loam, which is nearly level and found in low positions a few feet above sea level. Most areas are subject to flooding and can have slight to moderate salinity. These soil associations are located roughly on the northeast corner of the site;
- Milpitas-Positas fine sandy loams (9 to 15 percent slope), which are eroded. They tend to be strongly sloping soils on terraces and most associations have had 6 to 22 inches of soil removed by erosion. Runoff is rapid and erosion potential high. These soils are generally located along a north-to-south trending area from the existing Administration building to just above that part of Technology Drive that leads to Los Carneros Road;
- Xerorthents, cut and fill areas. These areas have been mechanically altered so that the original profile is no longer discernable. They are typically well-drained. However, onsite investigation is needed to more adequately assess their capabilities. A small

area of this soil type is located on the southern part of the site in the vicinity of the Range building.

The nearest known active fault is the More Ranch fault, located approximately a thousand feet to the south. Depth to groundwater is variable depending upon the elevation of the various areas within the site. In general, groundwater is less than 30 feet below ground. The applicant's geotechnical consultant has identified depth to ground water in the lowland areas of Camarillo fine sandy loam soils at 8 to 14 feet below ground surface. Ground water is below 30 feet in depth from ground surface in the western area of the site. The site contains two terraces with an elevation difference of about 17 feet and a slope to the south and/or southwest of about 1 percent. Elevations range from about 7 feet above mean sea level to 44 feet above mean sea level onsite. Proposed Building 2 on proposed Parcel 2 would be a split-level building straddling the elevation change in the north central part of the site adjacent to Technology Drive. Alluvium and artificial fill materials are present on the site.

Potential Impacts: Potential geologic impacts include increased erosion, the potential for soil liquefaction or other unstable earth conditions to occur onsite, difficulties in installing shallow foundations and parking lots located in areas with high water tables (this issue is discussed further under Water Resources, below), increased siltation of the Goleta Slough, and the addition of buildings and workers in a project region with known seismic activity. Impacts associated with geologic resources that affect the project site are potentially significant.

Potential Mitigation: Consultants for the applicant have recommended various measures regarding grading and earthwork and shallow foundation design to avoid geologic hazards. Mitigation could include:

- standard erosion control measures;
- application of geotechnical recommendations recommended by the applicant's consultant, including:
  - grading and earthwork that would comply with UBC and Caltrans Standard specifications;
  - overexcavation of the site in areas of proposed improvements;
  - supervision of site activities by an engineer or structural geologist;
  - implementation of engineered fill recommendations in building areas;
  - implementation of shallow foundation design criteria if shallow foundations and slabs-on-grade continue to be proposed; and
  - structural design, and construction to the UBC standard for Seismic Zone Factor 0.40.

Scope of the EIR

The EIR shall include an assessment of geologic conditions affecting project design and construction. Specific issues to be addressed include: liquefaction potential, seismic shaking, erosion and offsite sedimentation, and soil conditions. The EIR shall also

review applicant-provided geotechnical reports. The EIR consultant shall consult with the P&D geologist and the P&D Supervising Building Inspector.

9. HAZARDOUS MATERIALS/RISK OF UPSET

Setting/Issues: Because previous operations on the site involved aerospace research and development and testing, weapons testing, and such installations as weapons bunkers, munitions bunkers, and trailer sites, hazardous wastes have been identified onsite. Activities likely to have contributed to the hazardous waste contamination identified include chemical use, storage, and handling facilities, with baths, degreasers, storage cabinets, storage areas, soldering areas, lab pack wastes, developer areas, and staging areas. The California Department of Toxic Substances Control (DTSC) has listed the site as a federal Resource Conservation and Recovery Act (RCRA) site requiring corrective measures. The responsibility for site cleanup rests with the previous owner, Delco Systems Operations.

Potential Impacts: Both soil and water contamination have been identified in three areas onsite that require corrective measures (DTSC, 1999). They include:

- Solid Waste Management Unit (SWMU) No. 5 underground storage tanks located adjacent to an existing Utility Building to be retained, for which excavation and offsite treatment of contaminated soil has been completed;
- SWMU No. 2, a chem-film line located underneath the existing Manufacturing Building to be retained, for which soil vapor extraction wells have been installed to remove volatile organic compounds, which is in process; and
- pumping and treating of contaminated onsite ground water through pumping and filtering with activated charcoal, which is also in process (DTSC, 1999; Goodman, 2/00).

SWMU No. 5 is covered with asphalt; future removal of that asphalt would require soil remediation to a proposed depth of 12 feet below the surface. Because SWMU No. 2 is covered with concrete at present, additional corrective measures were not required. Should the concrete be removed, additional measures for reduction of volatile organic compounds would be considered. While Delco is responsible for site cleanup, there is some potential for the discovery of additional soil and/or groundwater contamination during construction of the proposed project. Impacts associated with Hazardous Materials/Risk of Upset are potentially significant.

Potential Mitigations: Mitigation would include any corrective measures required by DTSC and would not be the responsibility of the applicant. Mitigation measures would include such techniques as soil vapor recovery systems, and groundwater contamination removal, which are currently being used onsite, and other appropriate hazardous waste treatment techniques. The existing facilities onsite, including those to be demolished by the applicant as part of the proposed project, have been assessed by DTSC, which concluded no additional remediation was necessary.

Scope of the EIR: The EIR shall evaluate the potential for additional areas of contamination for those proposed building areas where no investigation of hazardous materials and hazardous wastes has been conducted. The EIR shall also assess the need for an emergency response plan or emergency evacuation plan for the proposed project. The EIR consultant shall coordinate with the Office of Emergency Services in the County Fire Department.

10. HISTORIC RESOURCES

Setting/Issues: The Agricultural Resources section summarizes the history of agricultural operations onsite. The San Marcos Dairy was operated through the late 1920s. Remnants of that dairy operation have been located during a Phase I cultural resources assessment conducted by the applicant's consultant. The applicant's archaeological consultant is currently completing a Phase II assessment to evaluate significance of these remnants; the study is expected to be available in June, 2000.

Potential Impacts: An historic trash dump and other features associated with the historic dairy would be affected by construction activities. Impacts are considered potentially significant.

Potential Mitigations: Mitigation for the San Marcos Dairy historic features would involve avoidance, incorporation of the features into the open space/greenbelt buffers being dedicated, or excavation.

Scope of the EIR: The EIR shall evaluate the significance of the historic San Marcos Dairy, using the applicant-provided archaeological reports and providing supplemental analysis where necessary.

11. *LAND USE*

Setting/Issues: The proposed project would involve changes to the Comprehensive Plan and zoning designations. Twenty individual parcels would be created from the existing single parcel through approval of a subdivision (tract) map; most would require Comprehensive Plan and/or zoning designation changes (see Table A-1). Four parcels would be devoted to recreational uses, including open space and greenbelts and a fifth parcel would include infrastructure uses such as roads and sidewalks. The remainder would be developed in industrial or self-storage use; the existing buildings onsite would be three separate parcels, Parcels 13-15. The applicant has stated that the total acreage in each Comprehensive Plan category, Industrial Park and Light Industry, would not change from the current designation, but reconfiguration is proposed. In addition, the applicant states that the total acreage in each zoning designation, Manufacturing-Research Park (MRP) and Service Industrial – Goleta (MS-GOL) would not be changed.

Figure 1 illustrates general land use information, including GCP land use designations on the proposed project site and adjacent lands. The Santa Barbara Municipal Airport

(Airport), is located directly to the east across Los Carneros Road with Runway 7-25 directly in line with the middle of the project site; the current Airport Clear and Airport Approach zones are shown on the project site. The residential development to the south and southwest includes University of California at Santa Barbara (UCSB) married student housing and the Storke Ranch residential development. The open lands designation south of the proposed project is a portion of the Goleta Slough. To the immediate west of the proposed project in the industrial park and general commercial designations, are the Santa Barbara Business Park and K-Mart. The Camino Real "Big Box" shopping center is located on the west side of Storke Road in the vicinity of the proposed project. To the north, directly across Hollister Avenue but not shown on Figure 1, is the University Business Center and the Circon building.

As Figure 1 indicates, most of the site is within the Airport Approach Zone and the eastern portion of the site is within both the Airport Clear and Airport Approach zones. There are guidelines regarding the number of employees (approximately 25 employees per acre in the Airport Land Use Plan and the M-S-GOL zone district), height restrictions, and compatibility of various land uses within the two safety zones. Noise issues are discussed in a separate section below. The applicant has proposed that the County acquire an offsite right-of-way over a Department of Fish and Game (DFG) parcel for the Phelps Road extension. This parcel is within the coastal zone and the appeals jurisdiction of the Coastal Commission. Current tenants in the existing buildings onsite include such companies as Hendry, Litton, Digital Insite, Sonatech, Frontier Technology, and offices for the Federal Labor Relations Board, JM Development, and the U.S. Forest Service.

Potential Impacts: Potential incompatibility with existing land use could result from development of the intensity proposed for the Cabrillo Business Park in western Goleta. The proposed offsite extension of Phelps Road over the DFG parcel is a potentially incompatible land use. Onsite service commercial uses proposed within the research park by the applicant, such as a coffee shop or office building unrelated to the R&D companies are considered permitted uses in the M-RP zone district. The changes requested for most parcels would need analysis to see whether the appropriate designations reflect the intent of the GCP, are consistent with applicable County policies, and whether the total acreage involved would remain as required. Growth-inducing impacts could result both from expenditures in the local economy and potential additions to the local workforce as the research park is leased. Additional property taxes would be received by the County (or the City of Goleta if an incorporation proposal is approved by LAFCO), a beneficial impact.

Under the Quality of Life Guidelines in the County Thresholds and Guidelines Manual (1995), a substantial physical impact to the quality of the human environment is considered significant. The proposed project has the potential to significantly impact the quality of life for residents in the Storke Ranch development, University housing, and employees of the adjacent businesses due to the intensity of the development, its potential for increased traffic on the local streets and roads, and the increased potential for nuisance noise levels.

The Santa Barbara Airport Clear Zone is considered a Safety Area 1 in the current Airport Land Use Plan (01/96). This is the most restrictive category applied to offsite areas, in which there are both height limitations on structures and the requirement that offsite uses be consistent with the Airport's clear zone policy. A greater portion of the site is within the Airport Approach Zone, considered a Safety Area II. There are both safety and height restrictions for land uses within this area. In addition, the Airport is conducting a plan revision that would among other things extend Runway 7-25, also extending the areas designated as clear and approach zones. Proposed runway extensions, if not approved prior to the Final EIR, would be considered only in evaluating cumulative effects of the proposed project.

Potential incompatibilities with existing land use, conflicts with applicable plans, policies, and regulations, and the induction of substantial growth or concentration of population are unknown. The impacts of adding additional workers to the local economy and conflicts with adopted airport safety zones are also unknown and potentially significant.

Potential Mitigations: The proposed tract map dividing the existing parcel into 20 parcels would need to be evaluated for consistency with the intent of the GCP and the nature of the uses proposed for the parcels within the applicable zone districts. This analysis could result in revised parcel configurations and other appropriate mitigation. Other mitigation measures addressing potential compatibility issues with surrounding land uses may be developed through environmental analysis and could include site design and landscaping changes.

Scope of the EIR: The EIR shall address the project's compatibility with the scale and character of the surrounding existing and proposed land uses. The EIR shall also evaluate the character of the area (e.g. loss of open space), quality of life issues, and the land use and growth-inducing impacts of the proposed project over time. The EIR shall assess Airport Land Use Committee staff recommendations in developing mitigation measures regarding height restrictions on new buildings, the land use regulation necessary to ensure air navigation safety, and the compatibility of proposed site development with operation of the Airport.

12. NOISE

Setting/Issues: The primary source of noise in the project vicinity is air traffic generated by the location of the Airport's Runway 7-25. The Airport Land Use Plan indicates that most of the site falls within the 75 dB CNEL noise contour, with the remainder of the site within the 70 dB CNEL contour. The Goleta Community Plan Noise Element indicates that most of the project site is within the 70 dBA CNEL; a portion of the eastern side of the site is within the 75 dBA CNEL. The western area adjacent to the property line is within the 65 dBA CNEL. The MS-GOL zone district requires that sound generated by any use "on the property" shall not exceed 75 dBs at or beyond any point along the property boundary upon which the use is located, while the M-RP zone district requires

that no sound "generated by or resulting from any use" operated on the lot shall exceed 50 dBs.

Potential Impacts: Applicable County CEQA thresholds address noise impacts that could affect noise-sensitive land uses and noise generated by a project. Proposed uses within the Cabrillo Business Park are not considered to be noise-sensitive uses. Additionally, no specific noise-generating activities have been identified by the applicant. While industrial uses are generally considered compatible within the immediate vicinity of a municipal airport, the County's Noise Element identifies noise levels of up to 75 dBA as normally acceptable for new industrial development and noise levels ranging from 75 to 80 dBA as normally unacceptable (p. 29). The potential impacts of exposing people to short-term or long-term noise levels exceeding County thresholds and/or policy, and the potential for project-generated increases in ambient noise levels in adjoining areas are unknown.

Potential Mitigations: Mitigation would include site layout and building design measures such as using structures as noise barriers for adjacent outside uses.

Scope of the EIR: The EIR shall assess the ambient noise levels and the changes resulting from project development. The EIR shall include a sound study by a licensed acoustical engineer, in which an assessment of the noise levels to which employees and users of the project facilities would be exposed would provide a basis for conclusions about significance and mitigation measures for project design, construction and operation.

13. PUBLIC FACILITIES

A. *SOLID WASTE*

Setting/Issues: The Tajiguas landfill, owned and operated by the Santa Barbara County Public Works Department, has a remaining permitted capacity expected to be exhausted by 2001. An expansion of the permitted capacity was recently approved and would extend the service life of the landfill for 25 more years. County solid-waste thresholds of significance are currently 196 tons per year for project-specific waste generation and an increase of 40 tons per year or more for cumulative impacts. The proposed project is considered a commercial/industrial project for purposes of determining waste generation rates. As a manufacturing park, the generation rate would be 0.0026 tons per sf. The warehouse rate of 0.0013 would be applied to the self-storage component of the proposed project. The County thresholds also provide an option in which similar uses within the County could be surveyed for rates of waste generation.

Potential Impacts: Using an extremely conservative calculation, the proposed project would add an annual total of 1,797 tons per year (590,000 sf of new manufacturing uses x 0.0026 + 202,509 sf of new self storage uses x 0.0013) to existing operations at the site.

Potential Mitigations: The applicant has proposed a Solid Waste Management/Reduction Program to reduce potentially significant impacts. Specific measures could include:

- Bins and storage for recyclable materials;
- Collection of recycling on a regular basis;
- Composting of landscaping materials and grass clippings;
- Separation of recyclable construction/demolition wastes and appropriate disposal of non-recyclable wastes;
- Pamphlets for tenants to educate them about recycling;
- Purchase and use of recycled materials; and
- Encouragement of other measures such as two-sided copying and reusable dishware in employee kitchens.
- Mitigation measures would include those intended to reduce the waste stream through conservation practices and recycling efforts.

Additional mitigation would include the requirement to prepare a Construction and Demolition Waste Management Plan, to be reviewed and approved by the County Solid Waste and Utilities Division of the Public Works Department. Recommendations developed through this process could become additional mitigations. Using a solid waste reduction of 50 percent of the total waste stream for industrial waste generators as per County thresholds (1995), the proposed project's residual impacts would be 899 tons per year (1,797 tons per year x 0.50). Thus, residual impacts of the proposed project are known significant under the County thresholds of significance for both project-specific impacts and cumulative impacts.

Scope of the EIR: The EIR shall evaluate the solid-waste generating potential of the project for significance and propose mitigation measures that reduce it to the maximum extent feasible. The EIR consultant shall work with the Solid Waste Division of the County's Public Works Department.

B. WASTEWATER COLLECTION AND DISPOSAL

Setting/Issues: Sewage disposal would be provided by the Goleta West Sanitation District (GWSD). The applicant has provided a Sewer Service Availability Letter from the GWSD as part of the application submittal. According to a wastewater generation study prepared for the GWSD and the Goleta Sanitary District (GSD) in November, 1998, existing remaining and available capacity is 0.83 million gallons per day (mgpd) for the GWSD and the reduction in projected new demand over the next ten years is 0.71 mgpd. The GWSD has installed a trunk line along Los Carneros Road that is expected to receive wastewater from the project without any additional upgrades.

Potential Impacts: The proposed project would not be expected to exceed projected capacity of the GWSD. Installation of new and altered sewer system facilities onsite is required in order to provide sewer service to the new buildings. Impacts of installing new or altered sewage system facilities onsite are potentially significant.

Potential Mitigations: A Can-And-Will-Serve letter from the GWSD must be secured in order to assure provision of service. Water conservation measures, discussed more

specifically under the Water Resources section below, would reduce the volume of sewage generated by the proposed project.

Scope of the EIR: The EIR shall provide additional evaluation of the capacity of the GSWD to accept anticipated wastewater and any needed upgrades to the sewage collection system.

14. *RECREATION*

Setting/Issues: The County Park Department is responsible for enhancing recreational opportunities, preserving natural resources, and maintaining facilities at County parks and open spaces. Area County parks include those at Goleta Beach, Lake Los Carneros, Tucker's Grove, and Stow Grove. At present, the only neighborhood park in the project vicinity is the new park behind the Camino Real Marketplace, south of the intersection of Storke and Hollister. Almost no new parks have been added in the Goleta area since 1980, leaving a substantial deficit of all types of recreational facilities (GCP, 1993).

The applicant has proposed onsite restoration of wetlands and setting approximately 17 acres aside as open space and wetlands with public trails. In addition, the applicant has proposed additional internal bike trails and onsite recreational facilities for employees. These facilities would include benches, tables with inlaid chess and backgammon boards, a bocci ball area, jogging trails, nature trails, horseshoe pits, and volleyball and other court facilities. Bicycle racks, bicycle lockers, and building shower facilities would also be provided. Commercial/industrial projects in the Goleta planning area are assessed a South Coast West Development Impact Parks Fee of $1,608 per 1,000 sf.

Potential Impacts: There are no County-adopted thresholds of significance relative to recreational impacts of projects such as the proposed Cabrillo Business Park. Recreational issues are primarily those associated with the onsite employee demand. Given the proposed uses and employment generation (an estimated 2,300 employees, of which about 450 are already employed onsite with a net increase of 1,850 employees), an unknown but potentially substantial demand for onsite passive and active recreational amenities could be generated. Impacts associated with the adequacy of applicant-proposed amenities in terms of type, location, distribution, etc. are unknown. -However, a number of outdoor amenities, such as a plaza, an outdoor eating area, an open area with public trails, and other recreational amenities such as bocci-ball courts are proposed by the applicant and would be available to both employees and the public.

Potential Mitigations: Potential mitigations are to be developed as appropriate during environmental review. These measures could include recommendations regarding type, location, distribution, etc. of applicant-proposed public and private amenities.

Scope of the EIR: The EIR shall address project-specific and regional recreational impacts of the project, adequacy of the onsite amenities, and mitigation measures to address deficiencies. The EIR consultant shall coordinate with the County Parks Department.

15. *TRANSPORTATION/CIRCULATION*

Setting/Issues: The proposed project would be served by two major roads, Hollister Avenue and Los Carneros Road. A private road, currently named Technology Drive, would provide the major internal access to the site from Hollister. An extension of Phelps Road, which currently ends in a cul-de-sac in the Storke Ranch housing development, as proposed would cross California Department of Fish and Game property and connect with the eastern bend of the existing Technology Drive. The extension and that portion of Technology Drive within the project site would become a public road providing access from Los Carneros Road. Both intersections would become signalized. While neither intersection has been evaluated in the County's Goleta Transportation Improvement Plan (GTIP), the intersection of Hollister and Los Carneros has been predicted to decrease from a level-of-service (LOS) B to an LOS E in 15 years, a significant impact.

In addition to signalizing the intersections, a bus stop would be installed just north of the intersection of Technology Drive with Los Carneros Road and an existing bus stop along Hollister Drive east of Technology Drive would be upgraded. The applicant's consultant has also prepared a Transportation Demand Management plan (TDM plan) that identifies methods for reducing car trips and providing alternative means of transportation. Issues would include the impact of extending Phelps Road along the route currently proposed by the applicant, the effect of adding additional trips to roads and intersections that are already projected to reach an unacceptable LOS, the provision of additional project design, traffic, and site plan information, and the effectiveness of the TDM plan.

The applicant has estimated that about 2300 parking spaces would be needed for approximately 2,300 employees at full buildout (including new occupants of existing buildings and occupants of proposed buildings). County parking space requirements under the applicable zoning ordinance would total an estimated 1800 spaces, a difference of 500 parking spaces.

Potential Impacts: Traffic impacts associated with the proposed project are not only of local concern but of areawide concern as well. Intersections in the study area that could potentially be affected include:

- Hollister Avenue at project access locations to be signalized, Storke Road, Fairview Avenue, and Los Carneros Road;
- Los Carneros Road at project access locations to be signalized, Los Carneros Way, US 101 Northbound and Southbound ramps, Mesa Road, and El Colegio Road; and
- Storke Road/Glen Annie Road at US 101 Northbound and Southbound ramps, Phelps Road (with and without the extension), and El Colegio Road.

The County thresholds of significance for project-specific and cumulative impacts are based upon volume-to-capacity (V/C) changes to an intersection. The thresholds set out increases in Level-Of-Service (LOS) for which an increase in V/C greater than a specified percent or, for intersections with LOS below C, the addition of trips, would be considered potentially significant. Changes to LOS for critical moves at signalized

intersections can be used only for environmental assessments of significance. In general, in applying this guideline, increases of more than 150 critical moves would change an LOS classification.

The applicant has not provided any estimates of Average Daily Trips (ADTs) or Peak-Hour Trips (PHTs) associated with the proposed project. In addition, the number of parking spaces to be provided is significantly greater than that required by ordinance, which would have aesthetics, water resources, and transportation implications. Its significance is unknown.

The conceptual nature of the proposed site development has limited the amount of information generally available for Final Development Plan review of traffic impacts. Items such as site distances, full extent of the right of way including both sides of the street and the roadway centerline, opposing and adjacent access points, turning radii of typical project vehicles such as delivery trucks and buses, opposing and adjacent access points, and outside diameter of traffic circles are not available. Potential transportation impacts are considered to be potentially significant.

Potential Mitigations: The applicant's transportation consultant has done a draft Transportation Demand Management Plan which sets forth proposed carpooling, van pooling, and employer notification requirements to encourage use of alternative methods of transportation. In addition, the applicant is adding a second bus stop, which will improve site access to bus transit. Other mitigation measures could include: an internal electric bus or shuttle service; an onsite day-care facility to reduce the number of offsite trips by employees during peak-hours (a.m. and p.m.); convenient and affordable restaurants onsite and a copy center or similar commercial uses to reduce trip generation; employer-sponsored vanpooling; car hookups for electrically powered cars; awarding employees bonuses for using alternative transportation on a regular basis; reducing the size and layout of parking lots well below the County's requirements; phasing parking lot installation, and offsite measures that address regional transportation needs, such as a bikeway system.

Scope of the EIR: The EIR shall assess the project-specific and regional transportation impacts of the project. The EIR shall include a traffic study using the LOS methodology for signalized intersections, the HCM methodology for unsignalized impacts, and the HCM methodology for signalized intersections with a significant impact conclusion after the LOS methodology is applied. The study shall include assessment with and without the proposed extension of Phelps Road. Other elements of the study include signal warrant analysis at project assess points on Hollister Avenue and Los Carneros Road to determine the need for and type of signals to be installed as well as further access mitigations and turning movement diagrams. The EIR shall review applicant-supplied transportation reports and include supplemental analysis where needed. The EIR consultant shall coordinate with the Transportation – Traffic Division of the County Public Works Department and the Metropolitan Transit District (MTD) for appropriate bus stop design and service.

16. *WATER RESOURCES/FLOODING*

Setting/Issues: The proposed project is within the Goleta Water District (GWD) service area. A water classification letter from the GWD has been provided as part of the application submittal.

As Figure 2 indicates, the eastern third of the project site falls within the 100-year flood hazard area. The applicant's engineering consultant has prepared a preliminary study of the hydrology and hydraulic drainage for the site (Penfield & Smith, 1999). Based on this study, the remainder of the site is within Flood Insurance Rate Map Zone C. The flood hazard area drains into the Goleta Slough. The applicant proposes to provide a drainage system that would capture the runoff from the site during a 25-year storm event. The storm drain system would carry water offsite through underground pipelines, three detention basins, and engineered bioswales. In addition, provisions for overland runoff during a 100-year storm event would be incorporated into the drainage plan. Pad grades would be kept above the surface water elevation in the event of drainage system failure.

Project Impacts. For the Goleta Valley, the water duty factor (including irrigation for landscaping) for Research Park uses in the County thresholds manual is 0.14 acre-feet per year (AFY) per 1,000 sf. Application of this factor to the new building sf proposed to be added (assuming 792,900 sf in MRP use) yields a net consumptive demand of 111 AFY. The applicant has estimated water demand by using factors specific to the type of square footage being added and has projected 125 AFY, which, allowing for a potential error in calculation, is similar to staff's estimate. The County has determined that service through the Goleta Water District does not have the potential to cause overdraft of the Goleta Groundwater Basin due to the GWD's required compliance with the *Wright Judgment*. As a result, project water demand impacts to water resources are considered less than significant.

The preliminary engineering consultant's study suggests that runoff from two of the three proposed detention basins would be slightly lower than the current runoff south and east of the site into the Goleta Slough. The third basin would not be expected to discharge any runoff; it would enter an offsite curb inlet on Hollister Avenue. This approach could reduce the potential impact of runoff from the site compared to current conditions. The bioswales are expected to convey runoff from the site to concentration points offsite, reducing the potential contaminant levels in the runoff discharged offsite. Changes in the maintenance of the water level of the wetlands to be preserved, restored and created onsite and changes in the level of offsite stormwater contributions, particularly to the Goleta Slough, could result in adverse impacts to the wetlands.

Project Mitigation:. Mitigation would include water conservation measures for buildings onsite, such as recirculating water heaters, insulated hot water heaters, low-flow toilets and showerheads, and self-closing valves in lavatories and drinking fountains. The applicant's landscape architect consultant has proposed use of drought-tolerant plantings and controlled irrigation in project landscaping. Other exterior measures, including mulching, appropriate erosion/drainage control, and use of oil/water filters prior to

parking lot runoff entering bioswales could also be considered. Flood control requirements include showing the top-of-bank on the plans, maintaining a finish floor elevation of 2 feet above the 100-year flood level rather than the 1.5 feet proposed by the applicant, and evaluation of the capacity of the storm drain to the Airport property with supporting calculations. The applicant's preliminary study recommends replacing that 24-inch storm drain, which is in poor condition, with a new 24-inch drain. High water tables in the immediate vicinity of the project suggest that construction of buildings and parking lots will need to incorporate specific structural design and construction elements to address this constraint. Residual impacts of changes to the direction or rate of groundwater flow that supports the wetlands, the quantity of groundwater, and to its quality are unknown and potentially significant. Changes to drainage patterns, alterations to the flow of flood water, and exposure of people to the potential for site flooding are potentially significant and mitigable.

Scope of the EIR: The EIR shall assess the water resources impacts of the project. The EIR shall also review applicant-provided geologic, hydraulic and hydrological, and biological reports with water resources components. Specific issues include: the adequacy of the proposed drainage system and overall site design to address water resources issues. The EIR consultant shall coordinate with the P&D Geologist, the Flood Control/Water Resources Division of the County Public Works Department, and the P&D Biologist.

C. ALTERNATIVES ANALYSIS

1. The "No Project" Alternative

Under this alternative, no additional buildings or demolition of existing buildings would occur. The Cabrillo Business Park would remain in its current use. Environmental issues associated with this alternative would include aesthetics, biological resources, air quality, archaeological, land use, noise, public facilities, recreation, transportation/circulation, and water resources/flooding. Impacts of this alternative for the issues identified would be expected to be reduced from those of the proposed project.

2. No Extension of Phelps Road

This scenario would involve access to the site from Hollister Avenue and from Los Carneros without an additional access from the proposed extension of Phelps Road. Alternative locations for the extension could also be considered. The biological impacts of construction over what CDFG considers to be a portion of the Goleta Slough would be avoided or minimized, depending upon the alternative locations evaluated. Without the extension of Phelps Road, the applicant could consider deferral of development on the southern portion of the site until the County installed the road as part of its Capital Improvements Plan.

3. Development of M-RP and M-S-GOL in Other Locations

This alternative would consider the possibility of other feasible locations for the research park and self-storage development proposed by the applicant. The two uses would not necessarily be located together. One aspect of the analysis of this alternative would be consideration of multiple sites for the types of development proposed for the Cabrillo Business Park, and the potential retention of the wetlands onsite in open space.

4. Reduced Project

This alternative would decrease the size of the proposed project and examine the resulting effects on environmental impacts.

5. Project Redesign

This alternative would provide a substantially revised site design that, among other things, incorporates the existing site topography into site layout and modifies the configuration of the proposed internal road system consistent with site constraints.

TABLE A-1: GENERAL PLAN AND ZONING CHANGES

Proposed Parcel	Parcel Size (sf/acres)	Proposed Uses	Existing Plan Designation	Proposed Plan Designation	Existing Zoning	Proposed Zoning	Other
1	240,069/5.51	R&D	Industr. Park	Industr. Park	MRP	MRP	Airport Clear Zone
2	107,169/2.46	R&D/Retail	Industr. Park	Industr. Park	MRP	MRP	
3	171,460/3.94	R&D	Industr. Park Light Industry	Industr. Park	MRP M-S-GOL	MRP	
4	167,273/3.84	R&D	Industr. Park	Industr. Park	MRP	MRP	
5	225,402/5.17	R&D	Light Industry	Industr. Park	M-S-GOL	MRP	Airport Safety Zone
6	163,801/3.76	R&D	Light Industry	Industr. Park	M-S-GOL	MRP	
7	206,628/4.74	R&D	Industr. Park	Industr. Park	M-S-GOL	MRP	Airport Safety Zone
8	116,364/2.67	SS	Light Industry	Light Industry	M-S-GOL	MS	
9	260,253/5.97	R&D	Industr. Park Light Industry	Industr. Park	MRP M-S-GOL	MRP	
10	130,223/2.99	R&D	Industr. Park Light Industry	Industr. Park	MRP M-S-GOL	MRP	Airport Clear Zone
11	141,781/3.25	SS	Light Industry	Light Industry	M-S-GOL	MS	Airport Clear Zone
12	211,265/4.85	SS	Industr. Park Light Industry	Light Industry	MRP M-S-GOL	MS	Airport Safety Zone/Airport Clear Zone
13	46,339/1.06	SS	Industr. Park Light Industry	Light Industry	MRP M-S-GOL	MS	Airport Safety Zone
14	708,283/16.26	R&D/MAN	Industr. Park Light Industry	Light Industry	MRP M-S-GOL	MS	Airport Safety Zone
15	135,414/3.11	MAN	Industr. Park Light Industry	Light Industry	MRP M-S-GOL	MS	Airport Safety Zone
16	74,263/1.70	Greenbelt buffer	Industr. Park	Light Industry	MRP	MS	
17	549,846/12.62	Greenbelt buffer	Industr. Park Light Industry	Light Industry	MRP M-S-GOL	MS	Airport Safety Zone/Airport Clear Zone
18	143,279/3.29	Recreation Area	Light Industry	Light Industry	M-S-GOL	MS	Airport Safety Zone
19	109,073/2.50	Vehicle access	Industr. Park Light Industry	Light Industry	MRP M-S-GOL	MS	Airport Safety Zone
20	110,338/2.53	Vehicle access	Light Industry	Light Industry	M-S-GOL	MS	Airport Clear Zone

TABLE A-2: SUMMARY OF PROPOSED SITE DEVELOPMENT

Proposed Parcel	Proposed Phase of Construction	Buildings Retained	Buildings Removed	Buildings Proposed	Building Size (sf)	Parking Spaces (current/new)	Proposed Uses
1	I	-	-	Building 1	80,000 (2-story)	0/319	R&D[1]
2	II	-	-	Building 2	60,000 (2-story)	0/81	R&D/Retail
3	III	-	-	Building 3	60,000 (2-story)	0/203	R&D
4	II, III	-	-	Building 4	60,000 (2-story)M/	M/200	R&D
5	V	-	-	Building 5	80,000 (2-story)	0/233	R&D
6	V, VI	-	-	Building 6	50,000 (2-story)	0/166	R&D
7	VII	-	-	Building 7	70,000 (2-story)	M[2]/198	R&D
8	VI, VIII	-	-	Building 8	44,300	0/6	SS[3]
9	V, VI, IX	-	Control Range Maintenance	Building 9	70,000 (2-story)	0/299	R&D
10	VI, IX	-	Control Range	Building 10	60,000 (2-story)	M/89	R&D
11	VI, VIII	-	-	Building 11	55,500	M/6	SS
12	II, IV	-	-	Buildings 12A and 12B	103,300	0/9	SS
13	III	Screened storage	-	-	<29,189 >[4]	M/0	SS
14	II, VII	Administration Manufacturing Program Design	Existing buildings onsite would be retained.	No additional buildings proposed.	47,728 (existing) 113,330 (existing) 45,476 (existing) 9141 (existing)	34/34 M/184 M/72 M/124	R&D/MAN[5]
15	III, V	Utility Utility Screened storage	Existing storage would be retained.	-	18,000 (existing) 4,000 (existing) <83,744>	M/76	MAN/SS
16	I, IV	Open space	-	Greenbelt buffer	<74,263>	0/0	Greenbelt buffer
17	I, III, VI	Open space	-	Greenbelt buffer	-	0/0	Greenbelt buffer

[1] R&D – Research and development uses
[2] M- Existing parking spaces would be modified and the number changed.
[3] SS – Screened-storage facilities (both for business/self storage and for screened storage).
[4] < > - Existing nonstructural square feet
[5] MAN – Manufacturing uses

Proposed Parcel	Proposed Phase of Construction	Buildings Retained	Buildings Removed	Buildings Proposed	Building Size (sf)	Parking Spaces (current/new)	Proposed Uses
18	III, V, VI	Open space	-	Greenbelt buffer	-	0/0	Recreation Area
19	II, III, V, VI	Technology Drive	-	-	-	0/0	Vehicle access
20	IV, V, VI	Portion of Technology Drive	-	Phelps Road Extension		0/0	Vehicle access
Totals	9 Phases	6	3	12	-		

TABLE A-3: PROPOSED RECIPROCAL PARKING AND ACCESS FOR NEW PARCEL CONFIGURATION

Parcel No.	Sharing	Mechanism
1, 2, and 3	Parking and access	Reciprocal easement agreement
4 and 15	Parking	Reciprocal easement agreement
4 and 14	Access	Reciprocal easement agreement
5, 7, and 14	Access	Reciprocal easement agreement
9 and 10	Parking and access	Reciprocal easement agreement