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Proposed Final Mitigated Negative Declaration

Ocean Meadows Residential Project

SCH2020070159

Case No.19DVP-00000-00002, 19TRM-00000-00002, 19TRM-00000-00003, 19CDP-0000-00034

MND No. 20NGD-00000-00007

November 2020

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
ACOE	U.S. Army Corps of Engineers
ADT	average daily traffic
AFY	acre-feet per year
APCD	Santa Barbara County Air Pollution Control District
BAR	Board of Architectural Review
BFE	base flood elevation
bgs	below ground surface
BMP	best management practice
CCC	California Coastal Commission
CCIC	Central Coastal Information Center
CCBER	Vernon and Mary Cheadle Center for Biodiversity and Ecological Restoration
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Goleta
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
COPR	Coal Oil Point Reserve
County	County of Santa Barbara
dB(A)	A-weighted decibel
ECAP	Energy and Climate Action Plan
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
GHG	greenhouse gas
HVAC	heating, ventilation, and air conditioning
ITE	Institute of Transportation Engineers
L_{dn}	Day-Night Average Level
L_{eq}	Equivalent Noise Level
LOMR	Letter of Map Revision
LOS	level of service
LRDP	Long Range Development Plan
MCV2	Manual of California Vegetation, Second Edition
NAHC	Native American Heritage Commission
NCOS	North Campus Open Space
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRS	University of California Natural Reserve System
O_3	ozone
P&D	Planning and Development
$PM_{2.5}$	fine particulate matter
PM_{10}	course particulate matter
PRD	Permit Registration Document

Acronym/Abbreviation	Definition
ROC	reactive organic compound
RWQCB	Regional Water Quality Control Board
SBCAG	Santa Barbara County Association of Governments
SWRCB	State Water Resources Control Board
UCSB	University of California, Santa Barbara
US-101	U.S. Highway 101
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey

INTRODUCTION

This Final Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] 21000 et. seq.) and the CEQA Guidelines (California Code of Regulations [CCR] 15000 et. seq.) regarding the Ocean Meadows Residential Project. A Draft IS/MND (SCH 2020070159) was circulated for a 30-day public review and comment period from **July 8, 2020 through August 10, 2020**. Modifications to the Draft IS/MND based on public comments received during the public comment period are shown in ~~strikeout~~ or underline text throughout the text of this document. CEQA Guidelines Section 15074(b) requires the decision-making body to consider comments received on the Draft IS/MND when approving the project. Copies of the comment letters are provided as Appendix L. During the public review period, 10 comment letters were received. The following table provides information about each comment raised and where in this Final IS/MND the comment was addressed.

No.	Commenter	Date Received	IS/MND Section Addressed
Organizations			
1a	Susan Arakawa (Santa Ynez Band of Chumash Indians Tribal Elders' Council)	07/27/2020	Misc. Request for Consultation
1b	Freddie Romero (Santa Ynez Band of Chumash Indians Tribal Elders' Council)	08/13/2020	Section 4.5, Cultural Resources
Agencies			
2	Kelly Schmoker-Stanphill (California Department of Fish and Wildlife)	08/04/2020	Misc. Request for Site Visit
3	Michelle Kubran (California Coastal Commission)	08/06/2020	Section 4.4, Biological Resources Section 4.10, Land Use
4a	Anne Wells (City of Goleta)	08/09/2020	Section 1.2, Project Characteristics Section 1.3, Construction Activities Section 1.4, Project Approvals Section 2, Project Location Section 4.1, Aesthetics Section 4.3, Air Quality Section 4.4, Biological Resources Section 4.8, Geologic Processes Section 4.11, Noise Section 4.14, Transportation Section 7, Initial Review of Project Consistency with Applicable Subdivision, Zoning and Comprehensive Plan Requirements

No.	Commenter	Date Received	IS/MND Section Addressed
4b	Dennis Lammers (Stantec for City of Goleta)	08/08/2020	Section 4.14, Transportation
6a	Shari Hammond (University of California, Santa Barbara)	08/13/20	Section 4.1, Aesthetics Section 4.4, Biological Resources Section 4.10, Land Use Section 4.13, Recreation Section 4.15, Water Resources
7a	Michael W. Kisgen (UC Natural Reserve System)	8/10/2020	Section 4.4, Biological Resources
Individuals			
8a	Michelle Martinez (Resident)	08/10/2020	Section 4.3a, Air Quality Section 4.11, Noise
9	William Tracy (Resident)	07/17/2020	Section 1.2, Project Characteristics Section 4.14, Transportation

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1.0 REQUEST/PROJECT DESCRIPTION

Ocean Meadows Investors LLC (Applicant/Owner) proposes to develop a residential community composed of single-family homes and condominiums located in the Goleta area of unincorporated Santa Barbara County, California. The Ocean Meadows Residential Project (project) would be developed on two separate legal parcels (APN 073-090-072 [referred to as Lot 2] and APN 073-090-073 [referred to as Lot 3]) adjacent to the University of California, Santa Barbara's (UCSB) Sierra Madre Student Housing Project and the North Campus Open Space (NCOS) property. Lot 2 is approximately 5.87 gross acres/5.45 net acres and would be subdivided into 32 lots plus one common lot, then developed with 32 single-family homes; 9 lots (1, 5, 13, 14, 15, 18, 20, 21, 22) would also have efficiency accessory dwelling units.[1] Lot 3 is approximately 0.54 gross/net acres and would be subdivided into one lot with six residential condominiums. Refer to Figure 1, Project Location; Figure 2, Site Plan – Lot 2; and Figure 3, Site Plan – Lot 3.

1.1 PROJECT OBJECTIVES

The objectives of the Ocean Meadows Residential Project are as follows:

- Provide a residential community with a range of single-family and designated affordable housing units
- Finalize the overall development concept previously considered as part of a sale of land ~~to~~ the Trust for Public Land, who then donated the land to UCSB to be held in open space
- Develop an underutilized and previously disturbed project site in close proximity to existing residential, recreational, commercial, and public transit
- Provide six affordable residences and nine efficiency units to help address the housing crisis in Santa Barbara County

1.2 PROJECT CHARACTERISTICS

Given the interrelated nature of the project's prior approvals, this project description discusses development on both Lot 2 and Lot 3; however, separate project applications are being processed for development on Lot 2 and Lot 3~~, respectively~~. Collectively, the project would include development of the elements discussed below.

Lot 2 – Single-Family Residential Subdivision

Lot 2 would consist of the subdivision of a ~~n existing~~ 5.87-gross-acre/5.45-net-acre parcel into 32 residential lots and one common lot (total 33 new lots), then developed with 32 single-family homes. Residential lot sizes range from 3,841 square feet to 8,291 square feet and would be developed with a single-family residence selected from four potential floor plans. The residences would range in size from 2,560 square feet to 2,659 square feet and would be two-stories, approximately 25 feet in height. An attached two-car garage would provide two covered parking spaces for each residence. An additional 64 uncovered parking spaces and 9 guest spaces would be provided to the community. Nine lots (1, 5, 13, 14, 15, 18, 20, 21, 22) would also include a 283-square-foot efficiency accessory dwelling unit. Fresh air supply systems or air conditioning units would be provided for residences. ~~Site grading would include overexcavation,~~

[1] The Health and Safety Code Section 17958.1 and California Building Code Section 1208.4 define efficiency units for occupancy by no more than two persons, which have a minimum floor area of 150 square feet and may also have partial kitchen or bathroom facilities, as specified by the ordinance. In all other respects, these efficiency units shall conform to minimum standards for those occupancies otherwise made applicable pursuant to this part.

~~recompaction, and finished grading to address site-specific geotechnical considerations and construction of site improvements.~~ A total of 16,100 cubic yards of cut and 10,100 cubic yards fill would be required. Primary access would be provided from a 24-foot-wide private road off ~~of~~ Sierra Madre Court/Elkus Walk with a secondary emergency access for fire department vehicles through UCSB's Sierra Madre Student Housing. Pedestrian access would be provided adjacent to and on the road incorporating a "living streets" concept, as well as to the NCOS.

Stormwater Management and Landscaping

Stormwater treatment and runoff reduction will be addressed on site using a combination of self-retaining areas and permeable pavement. The rear 10 feet of lots located along the northwesterly boundary (adjacent to the NCOS property) will be dedicated self-retaining areas. An additional self-retaining area is located at the northern end of the site near the roadway turn-around. The majority of the private roadways, walkways, and parking areas will be constructed with permeable pavement. Retention requirements have been met as all areas of the site are directed to self-retaining areas or permeable pavement; therefore, there is no runoff from the site for a 95th percentile storm event. Low-impact design features on Lot 2 include sweeping parking lots regularly, maintenance of the landscaped self-retaining areas by periodic removal of debris and vegetative overgrowth, and inspection and maintenance of overflow outlets. Refer to Appendix A for the Stormwater Control Plan prepared by Stantec. Elements of the preliminary landscape plan include a plant palette that is native in character and suitable to the Goleta regional climate.~~,~~ ~~plant material~~ Vegetation types will consist of ~~be~~ low-water and low-maintenance plants, and only organic fertilizers and soil amendments will be used. A total of 129 new tress would be planted, with 39 being removed. Additionally, given the proximity to the NCOS, the landscape plan would also avoid invasive, exotic plant species in alignment with UCSB's Long Range Development Plan (LRDP) Policy ESH 11.

Lot 3 – Condominium Subdivision

Lot 3 would consist of the subdivision of a~~n existing~~ 0.54-gross/net-acre parcel into one lot and six condominiums. Residential condominiums would be 875-square-foot modules with two bedrooms and two bathrooms. The condominium structures would be one-story, approximately 13 feet in height. A total of 11 parking spaces will be provided, including six covered parking spaces, four uncovered parking spaces, and one uncovered accessible parking space. Air conditioning units would be provided for the condominiums. ~~Site grading would include overexcavation, recompaction, and finished grading to address site-specific geotechnical considerations and construction of site improvements, including removal of an approximately 15,185-square-foot asphalt paved parking lot remaining from the Ocean Meadows Golf Course.~~ A total of 300 cubic yards cut and 600 cubic yards fill would be required. Access would be provided from a 24-foot-wide driveway off Whittier Drive. A pedestrian trail would connect Lot 3 to the NCOS.

Stormwater Management and Landscaping

New concrete curbs and gutters and curb extensions are proposed along the private access roads to control and direct stormwater runoff to new drainage facilities. Two bioretention basins are currently proposed at the northwest and southeast corners of the site. The basins and preliminary grading and drainage have been designed so that each basin is appropriately sized for the expected treatment volumes. Low-impact design features on Lot 3 include maintenance of landscaping using minimum or no pesticides and sweeping parking lots regularly; posting all dumpsters with signs stating, "Do not dump hazardous materials here" or similar; maintenance of the landscaped self-retaining areas by periodic removal of debris and vegetative overgrowth; inspection and maintenance of overflow outlets and storm drain inlets; and replenishment of mulch layer, as needed. Refer to Appendix A for the Stormwater Control Plan prepared by Stantec.

Landscaping would include street trees planted along roads within the project site, shrubs, and ground cover vegetation within the bioretention areas. Total new impervious area would be approximately 13,050 square feet, and new private and common area landscaping would be approximately 10,387 square feet. Elements of the preliminary landscape plan include a plant palette that is native in character and suitable to the Goleta regional climate., ~~plant material~~ Vegetation types will ~~be~~ consist of low-water and low-maintenance plants, and only organic fertilizers and soil amendments will be used. A total of 24 trees will be planted and 9 trees removed. Additionally, given the proximity to the NCOS, the landscape plan would also avoid invasive, exotic plant species in alignment with UCSB's LRDP Policy ESH 11.

Other Project Components Applicable to Both Lots

Development of both Lot 2 and Lot 3 also consists of ancillary improvements, such as utility extensions within the footprint of both lots. Utilities for the project would connect to existing utility lines within City of Goleta (City) roads and would require prior approval by the City. Long-term management of both Lot 2 and Lot 3, including landscaping and stormwater features, will be performed by individual homeowners and a homeowner's association subject to ~~County-approved~~ covenants, conditions, and restrictions (CC&Rs) approved by the County of Santa Barbara (County).

Lighting

Lighting proposed on Lot 2 and Lot 3 would be consistent with the Goleta Community Plan such that outdoor lighting would be placed to minimize impacts on neighboring properties and fully shielded with low-glare design (Policy VIS-GV-6 and 6.1). Given the proximity to the NCOS, lighting would also be dark sky compliant at 3,000K or less unless necessary for safety.

Domestic Animals

The proximity of the project site to the NCOS and the University of California Natural Reserve System Coal Oil Point Reserve (NRS COPR) (approximately 0.13 miles to the south) could introduce domestic animals like cats and dogs that can harm or disrupt natural wildlife. As such, the project would include provisions in the CC&Rs to manage domestic animals. Such measures will include installing on-site signage to inform residents about the importance of wildlife, leashing pets, and keeping cats indoors. As part of the project, the Applicant proposes to increase docent staffing presence at the NRS COPR and minimize predators and domestic animal disturbance by contributing an annual payment of $7,000 with a 2% inflator for predator control, and $4,800 per year for docents to the NRS COPR.

1.3 CONSTRUCTION ACTIVITIES

Lot 2 and Lot 3 construction activities for the project would include clearing, grubbing, excavating, grading, landscaping, and other activities. Construction is expected to occur in four stages with construction activities anticipated to commence in the winter of 2020 and continue through the spring of 2022.

Construction Equipment and Vehicles

Construction would require the use of heavy equipment to grade the project site, as well as haul equipment and materials. Staging areas would be located on site. Construction equipment would include manual and power hand tools, backhoes, skip loaders, front loaders, excavators, small cranes, vibratory compactors, concrete pump trucks, 10-wheeler dump trucks, demolition equipment (e.g., saw cut machines,

jackhammers, air compressors), paving machines, steel drum compaction rollers, finish rollers, and other such equipment.

Construction-related vehicles would access the site via Storke Road and US Highway 101. Parking for worker and construction vehicles would be temporarily restricted adjacent to work zones, as well as contractor staging areas within the project site. Worker and construction vehicle parking adjacent to Lot 3 would be within the City of Goleta (Whitter Drive), and as such, would require prior authorization from the City. Prior to use of City roadways during project construction, the Applicant would be required to obtain all necessary permits and approvals from the City of Goleta.

Site Preparation

The proposed project would disturb both Lot 2 and Lot 3 in their entirety for grading, paving, landscaping, and construction. Vegetation located within the grading limits would be removed prior to or during construction. Most of this vegetation is composed of non-native species associated with the golf course that previously occupied the sites. Up to 42 non-native trees on Lot 2 and 9 non-native trees on Lot 3 would also be removed. No native trees or special-status plant species would be removed.

Site grading on Lot 2 would include overexcavation, recompaction, and finished grading to address site-specific geotechnical considerations and construction of site improvements. A total of 16,100 cubic yards cut and 10,100 cubic yards fill would be required for Lot 2. Due to soil shrinkage and other on-site geotechnical considerations, grading quantities are expected to balance on site.

Site grading on Lot 3 would include overexcavation, recompaction, and finished grading to address site-specific geotechnical considerations and construction of site improvements, including removal of an approximately 15,185-square-foot asphalt paved parking lot remaining from the Ocean Meadows Golf Course. A total of 300 cubic yards cut and 600 cubic yards fill would be required for Lot 3. Due to soil shrinkage and other on-site geotechnical considerations, grading quantities are expected to balance on site.

Material Hauling

Construction-related vehicles, such as haul trucks, would access the site via Storke Road and US Highway 101. A total of 16,400 cubic yards cut and 10,700 cubic yards fill would be required for construction of Lots 2 and 3. While grading is expected to be balanced onsite, for purposes of this analysis, it is anticipated that 712 one-way truck trips would be required for material hauling during the grading phase of construction, including removal of the existing paved parking lot on Lot 3 and other over-excavated material. Haul routes would be established with prior approval from the City of Goleta. Transportation impacts associated with construction vehicles, including hauling of cut and fill material, are further discussed in Section 4.14, Transportation, and associated air quality/greenhouse gas emissions are discussed in Section 4.3a, Air Quality; Section 4.3b, Greenhouse Gas Emissions; and Appendix E.

1.4 PROJECT APPROVALS

The following discretionary permits and approvals may be required for the proposed project:

State:

- Clean Water Act Section 401 Water Quality Certification issued by the Regional Water Quality Control Board (RWQCB)

- Construction General Permit Order 2009-0009-DWQ coverage with the RWQCB
- Construction Stormwater Pollution Prevention Plan (SWPPP)

Local:

- County of Santa Barbara Planning and Development
    - Development Plan
    - Tract Map
    - Coastal Development Permit
    - Certification of the MND by the Planning Commission
- City of Goleta
    - Encroachment permits for the following:
        - Utility Connections in City Right-of-Way
        - Haul/Truck Routes

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2.0 PROJECT LOCATION

General Location

The project site is located in unincorporated Santa Barbara County, California (Figure 1), and is proposed to be developed within the remnants of the Ocean Meadows Golf Course, which had been in operation since the 1960s until 2013. The property is located ~~just~~ west of Storke Road in the Goleta Community Plan area. The site is adjacent to property owned by UCSB to the south and east (with some residential development), residentially developed property to the north, and open space to the south and west. Other notable land uses in the area include the NCOS, NRS COPR, Girsh Park, and the Camino Real shopping center.

2.1 SITE INFORMATION

Site Information	Lot 2	Lot 3
Comprehensive Plan Designation	Coastal Zone, Goleta Community Plan Planned Development – 58	Coastal Zone, Goleta Community Plan Planned Development – 58
Zoning District, Ordinance	Planned Residential Development – 58 (PRD-58), Article II Coastal Zoning Ordinance	Planned Residential Development – 58 (PRD-58), Article II Coastal Zoning Ordinance
Site Size	5.87 gross acres / 5.45 net acres	0.54 gross and net acres
Present Use and Development	Former golf course maintenance building; golf course vegetation	Former golf course parking lot
Surrounding Uses/Zoning	North – UCSB NCOS South – UCSB NCOS and Sierra Madre Housing East – UCSB Sierra Madre Housing West – UCSB NCOS	North – City of Goleta/Residential South – UCSB NCOS East – UCSB Sierra Madre Housing West – UCSB NCOS
Access	Sierra Madre Court/Elkus Walk	Whittier Drive (City of Goleta)
Public Services	Water Supply – Goleta Water District Sewage – Goleta West Sanitary District Fire – Santa Barbara County Fire Department, Fire Station 11 Other – Santa Barbara County Sheriff	Water Supply – Goleta Water District Sewage – Goleta West Sanitary District Fire – Santa Barbara County Fire Department, Fire Station 11 Other – Santa Barbara County Sheriff

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3.0 ENVIRONMENTAL SETTING

3.1 PHYSICAL SETTING

The project site is located in unincorporated Santa Barbara County, California (Figure 1) and is proposed to be developed within the remnants of the Ocean Meadows Golf Course, which had been in operation from the 1960s until 2013. The property is located just west of Storke Road in the Goleta Community Plan area. The site is adjacent to property owned by UCSB to the south and east (with some residential development), residentially developed property to the north, and open space to the south and west.

The project site is located in the western Transverse Ranges geomorphic province of California. The Transverse Ranges are characterized by east-west trending mountain ranges and valleys that are bound by numerous faults, both active and inactive. Bedrock is commonly sedimentary rock of Tertiary age ranging from deep sea fine-grained claystone and mudstone to coarse-grained nonmarine sandstones and conglomerates. The bedrock units are typically very dense, moderately to severely folded, faulted and rotated, creating a complex assemblage of rock units. The site is located within the central portion of the Goleta U.S. Geological Survey (USGS) 7.5-minute quadrangle (Figure 4, USGS Topographic Map).

The site is located within the mid-southern margin of the Goleta Basin, which is approximately 8 miles long by 3 miles wide. The basin is bound by the Santa Ynez Mountains to the north and the Goleta Mesa to the south. The Goleta Basin is characterized by young alluvial sediments that cut through and are deposited upon older alluvial fan conglomerate deposits and much older Tertiary age sedimentary bedrock at depth.

Several canyons and drainages from the Santa Ynez Mountains to the north drain into Devereux Lagoon and related wetlands west and north of the project site. Due to the site's proximity adjacent to and slightly within wetland area, the site is composed of estuarine deposits with older alluvial sediments in the near-surface with "Pico" formation soils encountered at depth.

A biological resources assessment was prepared to assess potential biological resources on and in the vicinity of the project site. Dudek biologists completed vegetation mapping, focused botanical and rare plant surveys, focused raptor surveys, and wetland delineation surveys within the project site. Surveys included an inventory of the plant and wildlife species encountered. Dudek's report is included in Appendix B. The on-site vegetation consists primarily of golf course turf grass and related ornamental plantings. Although not on site, there are three creek drainages that cross through the former golf course (now NCOS) that are designated Environmentally Sensitive Habitat Areas in the Goleta Community Plan (County of Santa Barbara 1993). These include Devereux Creek from the west, Phelps Ditch from the north, and an unnamed eastern tributary of Devereux Creek

An archaeological literature and records search conducted at the California Historical Resources Information System at UCSB's Central Coastal Information Center (CCIC) determined that no cultural resources have been previously identified within the project area, and 5 cultural resources were previously identified within 0.5 miles of the project site. Additionally, 72 cultural resource investigations have been undertaken within 0.5 miles of the project site in all directions, 5 of which addressed portions or all of the project site. Cultural resource records are generally not available to the public, but non-confidential information is available. Dudek prepared a Phase I Archaeological Resources Report, which is included as Appendix C (with all confidential information excluded).

The project site is not located within an Alquist-Priolo Fault Zone, indicating that the State Geologist has not mapped surface traces of active faults in the vicinity of the site. The closest Alquist-Priolo Fault Zone is located approximately 24 miles to the southeast of the project site, at the closest point, along the Pitas Point Fault (CGS 2016). In addition, the closest fault to the project site, the Late Quaternary, More Ranch segments of the Mission Ridge-Arroyo Parida-Santa Ana Faults, are located outside the proposed development areas. The north branch of the More Ranch Fault is located between the northern (Lot 3) and southern (Lot 2) parcels along the east-to-west draining Devereux Creek and is interpreted to be blind at the site (i.e., not visible), while the south branch is located off site. Both the north and south branch of the More Ranch Fault are not considered to represent a ground rupture hazard to the proposed development, because setbacks from the fault have been incorporated into site design (CGS 2010) (Appendix D, Geotechnical Report).

The proposed project is situated approximately 0.7 miles from the coast and within the former northern portion of the Devereux estuary system. The soils in the project vicinity ~~exists~~ consist of varied soil regimes including artificial fill underlain by recent slough and alluvium soils (Milpitas-Positas fine sandy loams) and Pleistocene terrace deposits belonging to the Monterey and Santa Barbara formations (USDA 1980, as cited in Appendix D). The representative Milpitas-Positas soils exist at 2% to 9% slopes, and have a series profile typically consisting of 0–8 inches of brown, fine sandy loam; 8–20 inches of brown to dark brown loam; 18–24 inches of light brownish gray loam; 24–25 inches of light gray to brown, moist loam; and 25–33 inches of dark yellowish. The project site is composed of artificial fill over alluvium and estuarine deposits over "Pico" formation bedrock (Appendix D).

Land uses surrounding the project site include single-family residential uses to the north, UCSB housing to the east and south, and open space within the UCSB NCOS to the west. Other notable land uses in the area include Camino Real Marketplace, Girsh Park, and the NRS COPR. Population in the area estimated by the US Census Bureau and rounded to the nearest thousand is approximately 59,000 (Goleta and Isla Vista) (USCB 2020).

There are no agricultural uses in the immediate vicinity, and the site is not mapped with any California Department of Conservation Farmland Mapping and Monitoring Program important farmland designation (Figure 5, Farmland Mapping).

3.2 ENVIRONMENTAL BASELINE

As noted above, the Ocean Meadows Golf Course operated at the project site from the 1960s until 2013. In 2004, an Environmental Impact Report (EIR) analyzed development of a 32-single-family-unit residential project and a 21-unit condominium project on the project site, in addition to the Ellwood-Devereux Open Space Plan. The residential component was never constructed, but the certified EIR did analyze the conversion of the golf course to open space. The golf course occupied a 70.32-acre parcel. In 2012, the County of Santa Barbara (County) Board of Supervisors approved the lot split under Parcel Map (PM) 14,784, which subdivided the golf course property into three smaller parcels: Lot 1, 63.91 acres; Lot 2, 5.87 acres; and Lot 3, 0.54 acres. The subdivision of land was also subject to approval by the California Coastal Commission under CDP 4-12-044 (Trust for Public Land and Devereaux Creek Properties Inc.). Lot 1 was sold by the property owner to the Trust for Public Land, who then donated Lot 1 to UCSB with conditions that the lot be held in open space. Lot 2 and Lot 3 remained designated and zoned for residential development. Lot 1 is now the UCSB NCOS and as noted in PM 14,784 permit records, provides the necessary open space required by the County's Planned Residential Development zoning requirements for Lot 2 and Lot 3. Remnant development from the Ocean Meadows Golf Course remain on Lot 2 and Lot 3, including paving from the parking lot, a maintenance building, and non-native grasslands associated with the golf course.

4.0 POTENTIALLY SIGNIFICANT EFFECTS CHECKLIST

The following checklist indicates the potential level of impact and is defined as follows:

Potentially Significant Impact: A fair argument can be made, based on the substantial evidence in the file, that an effect may be significant.

Less-Than-Significant Impact with Mitigation: Incorporation of mitigation measures has reduced an effect from a Potentially Significant Impact to a Less-Than-Significant Impact.

Less-Than-Significant Impact: An impact is considered adverse, but does not trigger a significance threshold.

No Impact: There is adequate support that the referenced information sources show that the impact simply does not apply to the subject project.

Reviewed Under Previous Document: The analysis contained in a previously adopted/certified environmental document addresses this issue adequately for use in the current case and is summarized in the discussion below. The discussion should include reference to the previous documents, a citation of the page(s) where the information is found, and identification of mitigation measures incorporated from the previous documents.

4.1 AESTHETICS/VISUAL RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. The obstruction of any scenic vista or view open to the public or the creation of an aesthetically offensive site open to public view?		X			
b. Change to the visual character of an area?		X			
c. Glare or night lighting which may affect adjoining areas?		X			
d. Visually incompatible structures?		X			

Existing Setting:

The Ocean Meadows Residential Project site is currently undeveloped and the site of a former golf course which ceased operations in 2013. The Ocean Meadows Residential Project site is surrounded by residential development to the north, south, and east. Immediately north of Whittier Drive and east of Storke Road is medium-density housing. UCSB's Santa Catalina high-rise student housing complex and the Sierra Madre student housing complex are located in the immediate vicinity of the project site. Views are largely dominated by the adjacent residential development to the north, south, and east. Unobstructed views toward the south are available across the NCOS from certain locations on Storke Road and Whittier Drive.

County Environmental Thresholds:

The County's Visual Aesthetics Impact Guidelines in its Environmental Thresholds and Guidelines Manual (County of Santa Barbara 2018) classify coastal and mountainous areas, the urban fringe, and travel corridors as "especially important" visual resources. A project may have the potential to create a significantly adverse aesthetic impact if (among other potential effects) it would impact important visual resources, obstruct public views, remove significant amounts of vegetation, substantially alter the natural character of the landscape, or involve extensive grading visible from public areas. The Visual Aesthetics Impact Guidelines address public, not private views.

Impact Discussion:

(a–d) ***Less than Significant with Mitigation*****.** The proposed project would result in the development of single-family and condominium development on a project site formerly used as a golf course. Implementation of the proposed project would result in a change in visual character to the area. However, the project site is within and adjacent to an existing developed residential area. The proposed residences would not exceed two stories in height and would incorporate colors and materials consistent with input from the County Board of Architectural Review (BAR). In addition, UCSB's Sierra Madre housing project is three stories tall and largely screens the proposed residences from views from Storke Road and Whittier Drive. Individuals using the proposed NCOS would be able to see the project's residential structures looking north and northeast across the open space property. However, the project site is set against the existing Sierra Madre housing and other residential neighborhoods off Whittier Drive. The proposed project would construct 32 single-family residences on 5.87 acres (5.45 dwelling units per acre), ranging in size from 2,560 square feet to 2,659 square feet, two stories, and approximately 25 feet in height on Lot 2. Six condominium units are proposed for Lot 3's 0.54-acre site (11.11 dwelling units per acre), 875 square feet in size, one-story structures, and approximately 13 feet in height. Surrounding the project site is a mix of residential land uses. This includes single-family residences to the north with approximately 2,800 square feet in size and UCSB housing for students and faculty. Specifically, the Sierra Madre Villages, located adjacent Lot 2, consist of ~~109~~ 115 units for students in three-story buildings. Similarly, the Sierra Madre Apartments, located adjacent to Lot 3, consists of 36 units in three-story buildings for faculty. The overall scale and size of the proposed residences would be consistent with or smaller than the existing development in the immediate vicinity (UCSB 2020a, 2020b).

Existing conditions on the project site do~~es~~ not provide sources of night lighting. Surrounding residential developments and existing street infrastructure, such as street lights on nearby roadways provide sources of night lighting. In addition, illumination from vehicle headlights on nearby roadways are present within existing conditions. Existing residential developments and street infrastructures near the project site could result in light trespass to various parts of the project site. Construction and operation of the proposed project would result in an introduction of new sources of night lighting on the project site ~~onto the environment~~. Impacts related to glare or night lighting have the potential to affect adjoining areas and sensitive receptors such as residents, motorists, and pedestrians. For example, potential impacts from the proposed project would include night lighting escaping from windows onto previously mentioned sensitive receptors (light trespass). Although the project would result in an increase of night lighting sources and both interior and exterior lighting installed onsite would be visible to viewers in the area, the existing nighttime environment is typical of an urban environment and additional lighting sources would not substantially affect existing views. Furthermore, with implementation of Mitigation Measures **(MM) AEST-1 BAR Required** would require final approval of the project by the Board of Architectural review. BAR conceptually reviewed the proposed project and found the design, scale, and character consistent with the Goleta Community Plan (County of Santa Barbara 1993) and other County policies on May 3, 2019. For example, SBAR comments

found the mass, bulk, scale, and architectural style acceptable and the board made suggested revisions to the design to landscaping and fencing, expand access to be later assess by the board. Further, the potential for light spillover or light trespass from the project site onto adjacent properties would be addressed with implementation of MM AEST-2 **Lighting**, which would require lighting to be low intensity, low glare, and hooded/shielded to direct lighting downward. Therefore, the project would have a **less-than-significant impact** on aesthetic/visual resources.

Cumulative Impacts:

The implementation of the project is not anticipated to result in any substantial change in the aesthetic character of the area, since development would be visually compatible with its surroundings, and views of the project would be limited. Thus, the project would not cause a cumulatively considerable effect on aesthetics.

Mitigation and Residual Impact:

The following mitigation measures would reduce the project's aesthetic impacts to a less-than-significant level:

MM AEST-1 **BAR Required.** The Owner/Applicant shall obtain Board of Architectural Review (BAR) approval for project design. All project elements (e.g., design, scale, character, colors, materials and landscaping shall be compatible with vicinity development and shall conform in all respects to BAR approval 19BAR-00000-00096.

TIMING: The Owner/Applicant shall submit architectural drawings of the project for review and shall obtain final BAR approval prior to CDP issuance. Grading plans, if required, shall be submitted to Planning and Development (P&D) concurrent with or prior to BAR plan filing.

MONITORING: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that the project has been built consistent with approved BAR design and landscape plans prior to Final Building Inspection Clearance.

MM AEST-2 **Lighting.** The Owner/Applicant shall ensure any exterior night lighting installed on the project site is of low intensity, low glare design, minimum height, dark sky compliant and shall be hooded to direct light downward onto the subject lot and prevent spill-over onto adjacent lots. The Owner/Applicant shall install timers or otherwise ensure lights are dimmed after 10 p.m. The Owner/Applicant shall ensure all lighting will be no greater than 3,000K. This requirement shall be included in the project CC&Rs.

PLAN REQUIREMENTS: The Owner/Applicant shall develop a Lighting Plan for BAR approval incorporating these requirements and showing locations and height of all exterior lighting fixtures with arrows showing the direction of light being cast by each fixture.

TIMING: Lighting shall be installed in compliance with this measure prior to Final Building Inspection Clearance.

MONITORING: P&D and/or BAR shall review a Lighting Plan for compliance with this measure prior to approval of a Land Use Permit or Coastal Development Permit for structures. P&D Permit Compliance staff shall inspect structures upon

completion to ensure that exterior lighting fixtures have been installed consistent with their depiction on the final Lighting Plan.

With the incorporation of MM AEST-1 and MM-AEST-2, residual impacts to aesthetics would be less than significant.

4.2 AGRICULTURAL RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Convert prime agricultural land to non-agricultural use, impair agricultural land productivity (whether prime or non-prime) or conflict with agricultural preserve programs?				X	
b. An effect upon any unique or other farmland of State or Local Importance?				X	

Existing Setting:

The project site was a part of the Ocean Meadows Golf Course, which operated on site from the 1960s through 2013. At this time, an existing maintenance building, sheds, pavement, parking lot, and non-native grasses associated with the golf course remain. The Farmland Mapping and Monitoring Program (DOC 2016) designates the area as "Urban and Built-Lands" (Figure 5). The project site does not contain a combination of acreage and/or soils that render the site an important agricultural resource. The site does not adjoin, and therefore will not impact, any neighboring agricultural operations.

Impact Discussion:

(a–b) ***No Impact.*** The project site does not contain a combination of acreage and/or soils that render the site an important agricultural resource. The site does not adjoin and/or would not impact any neighboring agricultural operations.

Cumulative Impacts:

The project would not result in any loss or impact to agricultural or forestry land and as such, no cumulative impacts would occur.

Mitigation and Residual Impact:

No impacts are identified. No mitigations are necessary.

4.3A AIR QUALITY

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation, or exposure of sensitive receptors to substantial pollutant concentrations (emissions from direct, indirect, mobile and stationary sources)?		X			
b. The creation of objectionable smoke, ash or odors?		X			
c. Extensive dust generation?		X			

Existing Setting:

Santa Barbara County is part of the Central South Coast Air Basin, which also includes Ventura and San Luis Obispo Counties (Figure 6, Central South Coast Air Basin). Ambient air quality within the basin is generally good; however, the area periodically experiences atmospheric temperature inversion layers (generally between May and October) that tend to prevent the rapid dispersion of pollutants. Additionally, recent wildfires have increased particulate emissions, causing unhealthy conditions for most individuals. Presently, Santa Barbara County is in attainment of the California Ambient Air Quality Standards for nitrogen dioxide, sulfur dioxide, carbon monoxide, sulphates, hydrogen sulfide, and lead; it is in nonattainment for ozone (O_3) (8-hour) and course particulate matter (PM_{10}); and it is unclassified for fine particulate matter ($PM_{2.5}$). The major sources of O_3 precursor emissions in the County are motor vehicles and marine vessels, the petroleum industry, and solvent use. Sources of PM_{10} include mineral quarries, grading, demolition, agriculture tilling, road dust, and vehicle exhaust ($PM_{2.5}$). The Santa Barbara County Air Pollution Control District (APCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan.

The project site includes a 5.87-acre and 0.54-acre parcel. Surrounding land uses include residential development and the NCOS. The project site is not currently developed with any land uses that produce operational emissions. The majority of the emissions produced within the project site and vicinity are from vehicles traveling along Storke Road. Mobile sources of emissions increase during UCSB's school year due to vehicle use associated with college students. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board has identified the following typical groups (sensitive receptors) who are most likely to be affected by air pollution: children under 14 years of age, people over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics. The sensitive receptors nearest to the project site include single-family residences, Girsh Park on Phelps Road, and the NCOS.

County Environmental Thresholds:

Chapter 5 of the Santa Barbara County Environmental Thresholds and Guidelines Manual (as revised in 2018) addresses the subject of air quality. The thresholds provide that a proposed project will not have a significant impact on air quality if operation of the project will:

- emit (from all project sources, mobile and stationary), less than the daily trigger for offsets set in the APCD New Source Review Rule, for any pollutant; and
- emit less than 25 pounds per day of oxides of nitrogen (NO_x) or reactive organic compounds (ROC) from motor vehicle trips only; and
- not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone); and
- not exceed the APCD health risk public notification thresholds adopted by the APCD Board; and
- be consistent with the adopted federal and state Air Quality Plans.

No thresholds have been established for short-term impacts associated with construction activities. However, the County's Grading Ordinance requires standard dust control conditions for all projects involving grading activities. Long-term/operational emissions thresholds have been established to address mobile emissions (i.e., motor vehicle emissions) and stationary source emissions (i.e., stationary boilers, engines, and chemical or industrial processing operations that release pollutants).

Impact Discussion:

(a– c) ***Less than Significant with Mitigation***.

Dudek prepared a technical memorandum regarding air quality, greenhouse gas emissions, and energy. The memorandum is included as Appendix E.

Short-Term Construction Impacts. Project-related construction activities would require grading that has been minimized to the extent possible under the circumstances. Earth-moving operations at the project site would not have the potential to result in significant project-specific short-term emissions of fugitive dust and $PM_{10,}$ with the implementation of standard dust control measures that are required for all new development in the County. Emissions estimates were generated by Dudek using the CalEEMod Version 2016.3.2 and these estimates are included in Appendix E. Smoke and ash are not anticipated; however, minor odors associated with equipment operation could be generated. **MM AQ-1 Dust Control** requires the implementation of dust control measures to reduce potential air quality impacts to less-than-significant levels. **MM AQ-2 Odor Abatement** requires the implementation of odor abatement measures for construction equipment to reduce potential odor-emitting sources to less-than-significant levels.

Emissions of O_3 precursors (NO_x and ROC) during project construction would result primarily from the on-site use of heavy earthmoving equipment. Due to the limited period of time that grading activities would occur on the project site, construction-related emissions of NO_x and ROC would not be significant on a project-specific or cumulative basis. However, due to the non-attainment status of the Central South Coast Air Basin for O_3, the project should implement measures recommended by the APCD to reduce construction-related emissions of O_3 precursors to the extent feasible. Compliance with these measures is routinely required for all new development in the County.

Construction of the proposed project would also result in the temporary addition of pollutants to the local airshed caused by construction vehicle trips (i.e., on-road haul trucks, vendor trucks, and worker vehicle trips). Emissions associated with such trips are considered in Appendix E, including hauling construction equipment, grading, and cut and fill material. As noted in Section 1.3 Construction Activities, grading is anticipated to balance onsite. However, for purposes of this analysis, one-way trips are estimated at 712 trips. As shown in Table 4 of Appendix E, the estimated annual construction emissions generated during construction of the project would not exceed thresholds.

A commenter on the Draft IS/MND expressed concern about air emissions and the schedule for construction in relationship to COVID-19. As stated herein, mitigation measures would reduce the potential for air quality and odor impacts to less than significant.

Long-Term Operation Emissions. Operation of the project would generate ROC, NO_x, carbon monoxide, sulfur oxides, PM_{10}, and $PM_{2.5}$ emissions from mobile sources, including vehicle trips from resident vehicles and haul trucks. These emissions were evaluated in Dudek's technical memorandum (Appendix E). Pollutant emissions associated with long-term operations were quantified using CalEEMod. Project-generated mobile source emissions were estimated based on the project's estimated traffic impacts discussed in Section 4.14, Transportation. Table 1 provides a summary of air quality emission thresholds and impact analysis.

Table 1. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions

Emission Source	ROC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Area	0.40	0.01	0.28	<0.01	<0.01	<0.01
Energy	0.01	0.04	0.02	<0.01	<0.01	<0.01
Mobile	0.09	0.32	0.92	<0.01	0.24	0.07
Total	**0.49**	**0.37**	**1.22**	**<0.01**	**0.24**	**0.07**
Vehicle source emission threshold	*25*	*25*	–	–	–	–
Vehicle source emissions threshold exceeded?	**No**	**No**	–	–	–	–
Area + vehicle source emissions threshold	*55*	*55*	–	–	*80*	–
Area + vehicle source emissions threshold exceeded?	**No**	**No**	–	–	**No**	–

Source: Refer to Appendix H.
Notes: ROC = reactive organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter.

The proposed project's 47 residential units (32 single-family homes, 6 affordable residential condominiums, and 9 efficiency accessory dwelling units) are below threshold levels for significant air quality impacts. Therefore, the proposed project would not have a potentially significant long-term impact on air quality.

Cumulative Impacts:

The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant impact constitutes a significant effect at the project level. In this instance, the project has been found not to exceed the significance criteria for air quality. Therefore, the

project's contribution to regionally significant air pollutant emissions is not cumulatively considerable, and its cumulative effect is less than significant.

Mitigation and Residual Impact:

The following mitigation measures would reduce the project's air quality impacts to a less-than-significant level:

MM AQ-1 **Dust Control**. The Applicant shall comply with the following dust control measures at all times, including weekends and holidays:

a. Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust on the site.
b. During clearing, grading, earthmoving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems shall be used to prevent dust from leaving the site and to create a crust after each day's activities cease.
c. During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site.
d. After work is completed for the day and whenever wind exceeds 15 mph, the construction area shall be watered down.
e. When wind exceeds 15 mph, the site shall be watered at least once each day, including weekends and/or holidays.
f. Increased watering shall be ordered as necessary to prevent transport of dust off site.
g. Soil stockpiled for more than two days shall be covered or treated with soil binders to prevent dust generation. These measures shall be reapplied as needed.
h. If the site is graded and left undeveloped for over 4 weeks, the Applicant shall immediately:
    i. Seed and water to re-vegetate graded areas; and/or
    ii. Spread soil binders; and/or;
    iii. Employ any other method(s) deemed appropriate by Planning and Development (P&D) or the Santa Barbara County Air Pollution Control District (APCD).

PLAN REQUIREMENTS: These dust control requirements shall be noted on all grading and building plans.

Pre-Construction Requirements: The contractor or builder shall provide P&D monitoring staff, APCD, and the City of Goleta with the name and contact information for assigned on-site dust control monitor(s) who shall be responsible for the following:

a. Assuring all dust control requirements are complied with, including those covering weekends and holidays.
b. Ordering increased watering as necessary to prevent transport of dust off site.
c. Attending the pre-construction meeting.

TIMING: The dust monitor shall be designated prior to issuance of a grading permit. The dust control components apply from the beginning of any grading or construction throughout all development activities until final building inspection clearance is issued

MONITORING: The P&D Processing Planner shall ensure measures are on plans. The P&D Grading and Building Inspectors shall spot check. Grading and Building shall ensure compliance on site. APCD inspectors shall respond to nuisance complaints.

MM AQ-2 **Odor Management.** Construction equipment shall be maintained in working order to minimize the generation of odors. Equipment shall comply with the Santa Barbara County Air Pollution Control District standards for equipment emissions. The contractor shall provide the contact information of a designated representative to address odor complaints.

PLAN REQUIREMENTS: The Applicant and/or their contractor shall provide to APCD a list of the specific construction equipment to be used.

TIMING: Proof of APCD approval shall be provided to Planning and Development (P&D) staff prior to Coastal Development Permit issuance.

MONITORING: P&D compliance staff shall perform site inspections throughout construction to ensure compliance.

With the incorporation of MM AQ-1 and MM AQ-2, residual impacts to Air Quality would be less than significant.

4.3B AIR QUALITY – GREENHOUSE GAS EMISSIONS

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		

Existing Setting:

Greenhouse gases (GHGs) include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulphur hexafluoride, and nitrogen trifluoride. The largest source of GHG emissions from human activities in the United States is from fossil fuel combustion for electricity, heat, and transportation.

Specifically, the Inventory of U.S. Greenhouse Gas Emissions and Sinks (EPA 2018) states that the primary sources of GHG emissions in 2018 included transportation (27.9 %), electricity production (26.9%), industry (22.2%), agriculture (9.9%) commercial (6.8%) and residential (12%). This release of GHGs creates a blanket around the earth that allows light to pass through, but traps heat at the surface, thereby preventing its escape into space. While this is a naturally occurring process known as "the greenhouse effect," there is strong evidence to support that human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to a warming of the earth and has the potential to severely impact the earth's climate system. For instance, the County is projected to experience, a rise in sea level, an increase in the number of wildfires, land vulnerable to 100-year flood events, and temperature increases, even under a low-emissions scenario. Increases in flood events and wildfires can in turn contribute to increased sedimentation in California's watersheds (CNRA 2018.

Climate change results from GHG emissions "generated globally over many decades by a vast number of different sources" rather than from GHG emissions generated by any one project (County of Santa Barbara 2018). As defined in California Environmental Quality Act (CEQA) Guidelines Section 15355 and discussed in Section 15130, "a cumulative impact consists of an impact which is created as a result of the combination of the [proposed] project…evaluated…together with other projects causing related impacts." Therefore, by definition, climate change under CEQA is a cumulative impact.

Dudek prepared an analysis of GHG emissions, which is included in Appendix E.

Environmental Threshold:

CEQA Guidelines Section 15183.5(a) states, "Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in…a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from…that existing programmatic review…a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan."

CEQA Guidelines Section 15064.4(a) states "A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." CEQA Guidelines Section 15064.4(b) further states the following:

> A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:
>
> (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
> (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project […]

A lead agency may determine that a project's incremental contribution to an existing cumulatively significant issue, such as climate change, is not significant based on supporting facts and analysis (CEQA Guidelines Section 15130[a][2]).

The significance criteria used in this GHG emissions analysis are those set forth above from the Appendix G of the CEQA Guidelines and, the application of those criteria informed by CEQA Guidelines Section 15064.4, and 15126.4.

The County Board of Supervisors adopted the Energy and Climate Action Plan (ECAP) in May 2015 and certified the accompanying EIR (County of Santa Barbara 2015a). The ECAP meets the criteria in CEQA Guidelines Section 15183.5(b) for a "plan to reduce GHG emissions." The ECAP commits the County to reduce community-wide GHG emissions by 15% below 2007 levels by 2020, consistent with the California Global Warming Solutions Act of 2006 (Assembly Bill 32) and the related Climate Change Scoping Plan (Scoping Plan; CARB 2017). The ECAP EIR contains a programmatic analysis of GHG emissions for unincorporated Santa Barbara County. A project that was included in the ECAP's emissions forecast may tier from the ECAP's certified EIR for its impact analysis of GHG emissions. A project that tiers from the ECAP's EIR is considered in compliance with the requirements in the ECAP and would be considered less than significant. However, the project cannot tier from the ECAP's EIR because the ECAP used a 2020 GHG emission reduction target year, and the project would be constructed after 2020.

In December 2018, the County's Board of Supervisors adopted a GHG emissions reduction goal of 40% below 1990 levels by 2030. The County is currently preparing GHG emissions CEQA threshold guidance to ensure this goal is met to but no threshold has been formally adopted at this time. In the absence of an adopted numeric threshold, the significance of the project's GHG emissions will be evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The plans, policies, regulations, and requirements that are considered in this analysis are as follows:

- CARB's Scoping Plan and actions taken in furtherance of its objectives to achieve identified near-term (2020), mid-term (2030) and long-term (2045/2050) targets for the reduction of GHG emissions; and,
- Those adopted in furtherance of SB 375, and specifically Santa Barbara County Association of Governments' (SBCAG) Regional Plan

In addition, the project will be evaluated against a County-specific efficiency metric threshold based on the County's 2020 GHG inventory (County of Santa Barbara 2015a). An efficiency metric is calculated by dividing the allowable GHG emissions inventory in a selected calendar year by the service population (residents plus employees), which then leads to the identification of a quantity of emissions that can be permitted of a per service population basis without significantly impacting the environment. This approach is appropriate for the proposed project because it measures the project's emissions on a per-service population basis to determine its overall GHG efficiency relative to regulatory GHG reduction goals, as a opposed to applying a relatively arbitrary threshold limit that may not be well substantiated. Under the efficiency metric, the project's GHG emissions are evaluated herein relative to the emissions level in the project's build out year and the associated efficiency metric. To that end, an efficiency metric was calculated based on the 2023 emission level (year of project build out) and the project's service population (sum of the number of employees and the number of residents provided by the project).

As there are no emissions, employment, or population specific to the project's buildout year (2023), population and employment data are generated for year 2023 by interpolating employment for years 2020 and 2035. To calculate emissions for year 2023, the CO_2e emissions are first calculated for 2020, so as to establish the benchmark for compliance with AB 32's 2020 reduction target (a return to 1990 levels) (CARB 2017~~5~~).

To develop the 2020 efficiency metric, estimated emissions for the ECAP were used for year 2020, which included enacted statewide and local GHG reduction measures. To develop the service population for that

year, the SBCAG Regional Growth Forecast was relied upon for the forecasted population and employment data, which is consistent with the assumptions in the ECAP (SBCAG 2012). To develop the efficiency metric for 2023, the County's forecasted emissions in 2020 were reduced by 5.2% per year through 2023, which is consistent with the CARB's Scoping Plan target and County's GHG emission reduction goal of 50% reduction by 2030 based on 1990 levels (CARB 2017~~5~~; County of Santa Barbara 2018). The SBCAG 2010–2040 Regional Growth Forecast was then used to interpolate population and employment data for the year 2023 (SBCAG 2012). The population and employment data for 2020, 2035, and the interpolation for 2023 are detailed in Tables 2 and 3. If the project achieves the 2023 efficiency metric, the project would not interfere with the State's ability to achieve the mid-term GHG reduction target per SB 32 and EOs-3-05 and would assist the County in meetings its 2030 reduction goals.

Table 2. 2023 Interpolated Population and Employment

	2020	**2035**	**2023[1]**
Population	145,581	160,588	148,582
Employment	55,779	60,324	56,688
		Total Service Population	**201,360**

Source: SBCAG 2011

[1] The 2023 Service population was calculated as follows: [(2035 service population – 2020 service population) ÷ (2035 – 2020)] × (2023– 2020)] + (2020 service population).

The calculated efficiency metric for 2023 using both the CARB's Scoping Plan and the ECAP and the interpolated service population are shown in Table 3.

Table 3. 2023 Calculated Efficiency Metric

	Population	**Employment**	**Service Population**	**Emissions (MT CO_2e)[1]**	**Efficiency Metric (MT CO_2e/SP/year)[2]**
2023 Efficiency Metric	148,582	56,688	201,360	863,916	4.21

[1] 2023 emissions were calculated based on the County's ECAP forecast for 2020 and using a 5.2% annual reduction based on the CARB Update to the Scoping Plan (CARB 2017~~5~~; County Of Santa Barbara 2015a).

[2] The 2023 Service population was calculated as follows: [(2035 service population – 2020 service population) ÷ (2035 – 2020)] × (2023– 2020)] + (2020 service population).

CO_2e = carbon dioxide equivalent; MT = metric ton; SP = service population.

As shown in Table 3, the calculated efficiency metric for 2023 based on the CARB Scoping Plan projected emissions trajectory was 4.21 MT CO_2e/SP/year. Again, this 2023 efficiency metric reflects trajectory planned in the State's Scoping Plan. If the project achieves the 2023 efficiency metric, it would not interfere with the attainment of the 2030 and 2050 statewide emissions reduction targets, and therefore not interfere with the State's and the County's ability to achieve the mid-term and long-term GHG reduction targets in the 2018 GHG emissions reduction goal.

Impact Discussion:

(a, b) Less than Significant.

Construction Emissions

Construction of the project would result in GHG emissions that are primarily associated with use of off-road construction equipment, on-road vendor trucks, and worker vehicles. CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Appendix E. Construction of the proposed project is anticipated to commence in May 2020, lasting a total of approximately 6 months. On-site sources of GHG emissions include off-road equipment and off-site sources include on-road vehicles (haul trucks, vendor trucks, and worker vehicles). Table 4 presents construction emissions for the project from on-site and off-site emission sources.

Table 4. Estimated Annual Construction GHG Emissions

Year	CO_2	CH_4	N_2O	CO_2e
	Metric Tons			
2020	145.76	0.03	0.00	146.59
2021	330.58	0.07	0.00	332.43
2022	227.34	0.05	0.00	228.69
			Total	**707.71**
			Amortized Emissions Over 30 Years	**23.59**

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
See Appendix E for complete results.

As shown in Table 4, the estimated total GHG emissions during construction would be approximately 708 MT CO_2e. The project's total GHG emissions amortized over 30 years would be 24 MT CO2e. Because there is no construction-only GHG significance threshold, the amortized construction emissions will be added to the operational emissions and their significance will be evaluated against the operational thresholds.

Operational Emissions

Operation of the project would generate GHG emissions through area sources; motor vehicle trips to and from the project site; energy use (natural gas and generation of electricity consumed by the project); off-road equipment; stationary sources; solid waste disposal; and generation of electricity associated with water supply, treatment, and distribution and wastewater treatment. CalEEMod was used to calculate the annual GHG emissions based on the operational assumptions described in Appendix E.

The estimated operational year (2023) project-generated GHG emissions from area sources, energy usage, motor vehicles, solid waste generation, and water usage and wastewater generation from the project are shown in Table 5.

Table 5. Estimated Annual Operational GHG Emissions

Emission Source	CO_2	CH_4	N_2O	CO_2e
	Metric Tons			
Area	0.46	<0.01	0.00	0.47
Energy	144.58	0.01	<0.01	145.22
Mobile	229.19	0.01	0.00	229.47
Waste	7.98	0.40	0.00	17.87
Water	6.01	0.01	<0.01	7.55
			Total	**400.59**
			Amortized construction emissions	23.59
			Operation + amortized construction total	424.18

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
See Appendix E for complete results.

As shown in Table 5, estimated annual project-generated GHG emissions in 2023 would be approximately 401 MT CO_2e per year as a result of project operations. Estimated annual project-generated emissions in 2023 from area, energy sources, mobile, solid waste, and water/wastewater sources, and amortized project construction emissions would be approximately 424 MT CO_2e per year.

As discussed in Appendix E, the other quantitative significance threshold for the proposed project was to perform a quantitative analysis using a County-specific efficiency metric threshold for a post-2020 year (i.e., 2023). As shown in Table 3, the efficiency metric calculated for 2023 is 4.21 MT CO_2e/SP/year.

As discussed in Section 4.10, Land Use, the proposed project is anticipated to have 130[2] residents County of Santa Barbara 2018) for the service population. Using the estimated operational emissions of 420 MT CO_2e and service population of 130, the project would have a GHG efficiency metric of 3.27 MT CO_2e/SP/year. The proposed project's efficiency metric would not exceed the significance threshold efficiency metric of 4.21 MT CO_2e/SP/year.

As discussed in Appendix E, the proposed project would not conflict with an applicable plan, policy, or regulation. GHG emissions are largely related to combustion sources. The project site is located adjacent to several transit stops, bicycle lanes, and pedestrian paths enabling a resident to access commercial centers, such as Camino Real Marketplace on foot, or via bicycle or bus. Therefore, the proposed project would be considered to have a **less than significant** impact with respect to GHG emissions without mitigation**.**

Cumulative Impacts:

The proposed project's total GHG emissions would be less than the applicable threshold. Additionally, as discussed in Appendix E the project would not conflict with the policies and regulations identified in the County's ECAP, CARB's Scoping Plan or SBCAG's Regional Plan. Therefore, the project's incremental

[2] The proposed project's estimated population of 130 was based on the County's Environmental Thresholds and Guidelines (County of Santa Barbara 2018), single-family residences have an average resident per household rate of 3.01 persons per household. A condominium has an average resident per household of 2.65 persons. The County does not have an established rate for efficiency dwelling units; however, based on occupancy criteria in the California Building Code, the assumed residential capacity is 2.0 persons for the efficiency dwelling units.

contribution to a cumulative effect is not cumulatively considerable and the project's GHG emissions would not have a significant impact on the environment.

Mitigation and Residual Impact:

Impacts would be less than significant. No mitigation is necessary.

4.4 BIOLOGICAL RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
Flora					
a. A loss or disturbance to a unique, rare or threatened plant community?		X			
b. A reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants?		X			
c. A reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements)?		X			
d. An impact on non-native vegetation whether naturalized or horticultural if of habitat value?		X			
e. The loss of healthy native specimen trees?				X	
f. Introduction of herbicides, pesticides, animal life, human habitation, non-native plants or other factors that would change or hamper the existing habitat?			X		
Fauna					
g. A reduction in the numbers, a restriction in the range, or an impact to the critical habitat of any unique, rare, threatened or endangered species of animals?		X			
h. A reduction in the diversity or numbers of animals on site		X			

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
(including mammals, birds, reptiles, amphibians, fish or invertebrates)?					
i. A deterioration of existing fish or wildlife habitat (for foraging, breeding, roosting, nesting, etc.)?		X			
j. Introduction of barriers to movement of any resident or migratory fish or wildlife species?			X		
k. Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife?		X			

Existing Setting:

The project site is located in the Goleta area adjacent to UCSB's NCOS and Sierra Madre Student Housing and residential neighborhood to the north of Whittier Drive. Other notable land uses in the area, although not adjacent to the site, include the Camino Real Marketplace, Girsh Park, and the NRS Coal Oil Point Reserve (COPR). Given the proximity of the project site to the NCOS (adjacent to the project site) and COPR (0.13 miles from the project site), additional details of each open space are provided below.

NCOS

The NCOS is adjacent to the project site and located on the 238-acre UCSB North Campus. The NCOS is part of the 652-acre Ellwood–Devereux Open Space Plan Area, which was established in 2003 through a cooperative effort by UCSB, the City of Goleta, and the County of Santa Barbara. The Ellwood–Devereux Coast Open Space and Habitat Management Plan (Open Space Plan) encompassed 10 properties, which at that time were owned by multiple public and private entities within the three jurisdictions. The Open Space Plan allowed for improved public coastal access, preservation and enhancement of 652 acres, and reduction and clustering of future UCSB and private residential development adjacent to existing development and infrastructure. Three development projects are specifically noted in the Open Space Plan, one of which is the Ocean Meadows Residences Project (Draft Ellwood–Devereux Coast Open Space and Habitat Management Plan 2004). Appendix K includes a technical memorandum providing a detailed summary of the relationship of the Ocean Meadows Project to the NCOS.

The NCOS is managed by the Vernon and Mary Cheadle Center for Biodiversity and Ecological Restoration (CCBER) at UCSB. CCBER has overall responsibility for developing and implementing the restoration plan for the former Ocean Meadows Golf Course and other areas of the NCOS. CCBER's restoration plan, as

incorporated in the UCSB Long Range Development Plan (LRDP)[3] and approved by the California Coastal Commission, provides for long-term enhancement of a variety of habitat types, including salt marsh, wetland, riparian, native grassland, and peripheral shrubland. The restoration plan planting palate within 100 feet of existing and proposed residential development[4] accounts for the Santa Barbara County Fire Department defensible space requirements and is shown on approved restoration plans as "Peripheral Shrubland-Grassland Mosaic." CCBER states that "the area within 100 feet of the homes, and including the trail, will not be ESHA [environmentally sensitive habitat area], but will be planted with native plants that are compatible with the NCOS management goals of providing both habitat and defensible space and reducing the chance for invasive plants to establish in the area. The planting palette includes colonies of three primary native perennial grasses that benefit from seasonal mowing: Creeping Wildrye (*Elymus triticoides*), Salt grass (*Distichlis spicata*), Purple Needle Grass (*Stipa pulchra*) as well as scattered native shrubs such as Buckwheat (*Eriogonum parvifolium*), Giant Wildrye (*Elymus condensatus*), Coastal sage (*Artemisia californica*), Purple sage (*Salvia leucophylla*), Sticky monkey flower (*Diplacus aurantiacus*), California Rose (*Rosa californica*), Alkali heath (*Frankenia salina*), salt bush (*Atriplex lentiformis and A. californicus*), deerweed (*Acmispon glaber*), and additional minor sub-shrubs and annuals (CCBER 2020) (Appendix K).

COPR

Under CEQA, the University of California Natural Reserve System (NRS) is a trustee agency. NRS COPR is approximately 0.13 miles (200 meters) south of the project site and managed by UCSB. The COPR consists of 170 acres of 13 types of protected coastal habitats. The COPR beach is breeding habitat for the threatened Pacific coastal population of the western snowy plover (*Charadrius alexandrines nivosus*), as well as rare invertebrates such as the Globose dune beetle (*Coelus globosus*), dune spider (*Cerbalus aravaensis*), and sand tiger beetle (*Cicindela Formosa*). Belding's savanna sparrow (*Passerculus sandwichensis beldingi*) breeds on the pickleweed habitat located at Devereux Slough (Sandoval and Swarbrick 2015). Larger mammals such as bobcats are frequently observed, and a mountain lion was seen in 2019 (Whitman and Sandoval 2020). These animals may cross between NCOS and the COPR as part of a wildlife corridor (Whitman and Sandoval 2020).

In addition to protecting a wide variety of coastal and estuarine habitats, local surfers, runners, and beachgoers from Goleta, Isla Vista, and surrounding areas enjoy the waves and natural beauty at Sands Beach. However, conflicts between people and the natural inhabitants of the COPR, such as western snowy plover, occur when beachgoers unleash dogs or trespass into protected areas. Urban development can also bring nuisance predators (crows, skunks, rats, raccoons, crows) and potential parasites like the raccoon roundworm (*Baylisascaris procyonis*), as well as introduce domestic predators like house cats (Whitman and Sandoval 2020). Beach use survey data provided by NRS COPR notes a significant increase in the number of Sands Beach users associated with various events that may have influenced beach use. The largest increase occurred in 2017 with the opening of UCSB's San Joaquin Villages (approximately 1,000

[3] A university Long Range Development Plan (LRDP) is a comprehensive plan that guides physical development, such as the location of buildings, open space, circulation, and other land uses. An LRDP identifies the physical development needed to achieve academic goals, and is an important reference document for the campus (UCOP 2020).

[4] At the time the North Campus Open Space Restoration Project Restoration Plan (Restoration Plan) was developed by UCSB in 2016, several residential projects were contemplated (Ocean Meadows, UCSB Sierra Madre Student Housing) under construction (UCSB Ocean Walk), or occupied (residential neighborhoods adjacent to the NCOS in City of Goleta).

students), Sierra Madre student housing (115 student units and 36 faculty/staff units), and Santa Catalina Residence Hall post-renovation (1,300 students) (UCSB 2020c; Whitman and Sandoval 2020).

The COPR has worked with CCBER and UCSB Facilities Management to ensure that management practices with other UCSB-owned properties adjacent to the COPR do not infringe on the practices, procedures, and policies set by the COPR. The Reserve Director is a member of the NCOS Project Committee because developments and restoration practices occurring on the North Campus Open Space may affect the COPR. The representation is to ensure that impacts of the NCOS restoration on the Reserve are minimized and that any impacts that cannot be avoided are appropriately mitigated (Sandoval and Swarbrick 2015). In fact, the Ocean Meadows Project was considered on multiple occasions at this committee with County staff in attendance.

Dudek prepared a biological resources report to summarize site resources and assess the project's potential impacts to biological resources. Dudek biologists completed vegetation mapping, focused botanical and rare plant surveys, a general wildlife habitat assessment, focused coastal raptor surveys, and a formal wetland delineation survey within the project site. Surveys included an inventory of the plant and wildlife species encountered. Dudek's Biological Resource Assessment Report is included as Appendix B. A public comment letter received on August 10, 2020, provided by the COPR, comments on several items of the biological resources report. On October 22, 2020, COPR provided a subsequent comment letter indicating that the impacts from the project have been addressed with the Applicant's commitment to install regulatory signage on site at the Ocean Meadows Development, inclusion of provisions in the project's CC&Rs to control domestic pets, and through payment of funding to enhance NRS's docent and educational programs and nuisance predator control. UCSB NRS recommends the inclusion of a mitigation measure as additional assurance of the project's financial commitment to the Reserve, which is proposed as MM BIO-11. Herein this document augments the discussion of the biological resources report, and therefore the analysis should be taken in total. Since preparation of the Biological Resource Assessment Report, development plans have been prepared providing more details on building locations; therefore, Dudek reanalyzed impacts to biological resources within fuel modification zones because prior analysis had assumed a larger area of potential impact based on the locations of access roads and structures. Detailed project plans enabled the accurate fuel modification zones to be calculated from proposed structures thereby reducing the area of potential impact. Furthermore, as noted above, the planting palette selected for the area within 100 feet of existing and proposed residential development will be planted with native plants that are compatible with the NCOS management goals of providing both habitat and defensible space, and reducing the chance for invasive plants to establish in the area.

The County received a request from Kelly Schmoker-Stanphill of the California Department of Fish and Wildlife on August 4, 2020, to perform a site visit. The County Planner Nicole Lieu met Ms. Schmoker-Stanphill and Dudek staff biologist Heather Moine and staff planner Jessica Kinnahan on August 13, 2020. Ms. Schmoker-Stanphill indicated that CDFW concurs with the findings of the Draft IS/MND and had no further comment.

Methods:

The location of documented sensitive vegetation communities, special-status wildlife species, special-status plant species, and critical habitat present on or near the project site and that have potential to occur on site were identified through a query of the California Natural Diversity Database for a standard six U.S. Geological Survey 7.5-minute quadrangles surrounding the project site (CDFW 2018a); U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation website (USFWS 2018a); and the California Native Plant Society (CNPS) online Inventory of Rare and Endangered Plants (CNPS 2018a). In

addition, Dudek reviewed the following available resources to assess the potential for biological and wetland resources within the project site and vicinity:

- USGS National Hydrography Dataset (USGS 2018a)
- USFWS National Wetlands Inventory (USFWS 2018b)
- StreamStats (USGS 2018b)
- U.S. Department of Agriculture, Natural Resources Conservation Service Web Soil Survey (USDA-NRCS 2018)

Dudek's consideration of wildlife and plant species in Appendix B follows approved regulatory protocols and survey requirements.

Nomenclature for on-site vegetation communities reflects the most current system, Manual of California Vegetation, Second Edition (MCV2), and California Natural Community List (CDFW 2018a). Vegetation communities were mapped based on these sources. CNPS launched a web-based version of MCV2 in 2015 that provides up-to-date rankings and vegetation community descriptions (CNPS 2018b). This web-based version of MCV2 was used to provide the vegetation community rankings (Figure 7a, Vegetation).

Dudek ornithologists conducted breeding raptor surveys between March 6 and June 9, 2018, per California Coastal Commission (CCC) protocol (Table 4 in Dixon 2004). The surveys were conducted within the boundaries of the northern and southern project parcels. The CCC protocol requires that breeding raptor surveys in the coastal zone conform to the following:

- Be conducted between March 1 and June 15
- Consist of at least five visits
- Be spaced at least 1 week apart
- Consist of at least 2 hours on site between dawn and 10:00 a.m.
- Specifically involve searches for nests, foraging birds, and birds using trees for nesting, perching, or roosting

Dudek biologists familiar with the target special-status plant species and general flora of Santa Barbara County conducted seasonally timed focused surveys of the project site in May, July, and August 2018. Based on the literature review, Dudek identified special-status plant species that had occurred, or that could occur, within or in the vicinity of the project site. The focused botanical surveys were conducted in accordance with the USFWS (2000), California Department of Fish and Wildlife (CDFW) (CDFG 2009), and CNPS (2001) guidelines.

A review of hydrologic features and a formal delineation of those identified that would likely be subject to the jurisdiction of the U.S. Army Corps of Engineers (ACOE), Regional Water Quality Control Board (RWQCB), CDFW, CCC, and/or County was conducted during the field survey. Hydrologic features were evaluated in the field in order to define and characterize their jurisdictional status based on their potential to be regulated by the ACOE acting under Section 404 of the Clean Water Act; the RWQCB acting under Section 401 of the Clean Water Act and the Porter-Cologne Act; the CDFW acting under Sections 1600–1607 of the California Fish and Game Code; CCC acting under the Coastal Zone Management Act and the Coastal Land Use Plan (County of Santa Barbara 2014); and/ or the County per the Environmental Thresholds and Guidance (County of Santa Barbara 2018).

Results:

Vegetation Communities

A total of nine vegetation communities and four additional land cover types were mapped during field surveys, as shown in Table 6 and Figure 7a. Of the nine vegetation communities, three are variants of the same community (i.e., annual brome grasslands) and all are described in MCV2 (Sawyer et al. 2009) and the Natural Communities List (CDFG 2010). The vegetation communities include California brittle bush shrubland, salt grass flats, meadow barley patches, purple needle grass grassland, cattail marshes, annual brome grassland semi-natural stands, and eucalyptus semi-natural stands. Four additional land cover types are not described in MCV2 and Natural Communities List, and are characterized as unvegetated, ornamental, developed, and disturbed habitat. Three sensitive vegetation communities were observed in the project site and include: California brittle bush shrubland, meadow barley patches, and purple needle grass grassland. The project will not result in any temporary impacts to the sensitive vegetation communities; however, there will be 0.04 acres of permanent on-site impacts to California brittle bush shrubland and less than 0.01 acres of permanent on-site impacts to meadow barley patches. The California brittle bush shrubland is associated with an open channel stormwater system. Impacts are shown in Figure 7b, Figure 7c, and Figure 7d.

Table 6. Vegetation Communities and Land Cover Types
Total Acres and Impacts in the Project Site and Off-Site

				Total Acres Documented		Temporary Impacts	Permanent Impacts	
Common Vegetation Name[1a]	**Macrogroup[1b]**	**Alliance[1b]**	**State Rank[2]**	**Acres (On-Site)[3]**	**Acres (Off-Site)[3]**	**Acres (Off-Site)[3]**	**Acres (On-Site)[3]**	**Acres (Off-Site)[3]**
Coastal Scrub	MG044. California Coastal Scrub	*Encelia californica* (California brittle bush) Shrubland Alliance	S3	0.04[5]	–	–	0.04	–
			Coastal Scrub Total	*0.04*[5]	–	–	*0.04*	–
Native Grassland	MG081. North American Pacific Coastal Salt Marsh	*Distichlis spicata* (Salt grass flats) Herbaceous Alliance	S4	0.04[6]	< 0.01	–	0.04	0.00
	MG049. Western Cordilleran Montane Shrubland and Grassland	*Hordeum brachyantherum* (Meadow barley patches) Alliance	S3?	< 0.01	–	–	<0.01	–
	MG045. California Annual and Perennial Grassland	*Nassella pulchra* (Purple needle grass grassland) Alliance	S3?	None	0.02	–	–	0.00
			Native Grassland Total	*0.04*	*0.02*	–	*0.04*	*0.00*
Wetland	MG073. Western North American Freshwater Marsh	*Typha (angustifolia, domingensis, latifolia)* (Cattail marshes) Herbaceous Alliance	S5	0.02[5]	–	–	0.02	–
			Wetland Total	*0.02*	–	–	*0.02*	–

Table 6. Vegetation Communities and Land Cover Types
Total Acres and Impacts in the Project Site and Off-Site

				Total Acres Documented		Temporary Impacts	Permanent Impacts	
Common Vegetation Name[1a]	**Macrogroup[1b]**	**Alliance[1b]**	**State Rank[2]**	**Acres (On-Site)[3]**	**Acres (Off-Site)[3]**	**Acres (Off-Site)[3]**	**Acres (On-Site)[3]**	**Acres (Off-Site)[3]**
Non-Native Grassland	MG045. California Annual and Perennial Grassland	*Bromus* (*diandrus, hordeaceus*) – *Brachypodium distachyon* (Annual brome grasslands) Semi-natural Stands - Disturbed	None	0.09	–	–	0.09	–
		Bromus (*diandrus, hordeaceus*) – *Brachypodium distachyon* (Annual brome grasslands) Semi-natural Stands - Maintained	None	4.18	–	–	4.18	–
		Bromus (*diandrus, hordeaceus*) – *Brachypodium distachyon* (Annual brome grasslands) Semi-natural Stands – Non-Maintained	None	0.45	–	–	0.45	–
Non-Native Grassland Total				*4.72*	–	–	*4.72*	–

Table 6. Vegetation Communities and Land Cover Types
Total Acres and Impacts in the Project Site and Off-Site

				Total Acres Documented		Temporary Impacts	Permanent Impacts	
Common Vegetation Name[1a]	**Macrogroup[1b]**	**Alliance[1b]**	**State Rank[2]**	**Acres (On-Site)[3]**	**Acres (Off-Site)[3]**	**Acres (Off-Site)[3]**	**Acres (On-Site)[3]**	**Acres (Off-Site)[3]**
Non-Native Woodland	MG027. Introduced North American Mediterranean Woodland and Forest	*Eucalyptus* (*globulus, camaldulensis*) (Eucalyptus groves) Semi-Natural Woodland Stands	None	0.38	–	–	0.38	–
Non-Native Woodland Total				*0.38*	–	–	*0.38*	–
Other Land Cover Types		Unvegetated	None	0.02	–	–	0.02	–
		Ornamental	None	0.09	–	–	0.09	–
		Developed	None	1.09	0.61	-	1.09	0.48
		Disturbed Habitat	None	–	5.54	-	–	4.52
Other Land Cover Types				*1.20*	*6.15*	-	*1.20*	*5.00*
Grand Total				**6.40**	**6.18**	**-**	**6.40**	**5.00**

[1a] As defined in the County of Santa Barbara Environmental Thresholds

[1b] As defined in the *Manual of California Vegetation, Second Edition* (MCV2) (Sawyer et al. 2009) and CDFW's *California Natural Communities List* (CNCL) (CDFW 2018a).

[2] For alliances with state ranks of S1-S3, all associations within them are considered highly imperiled. A question mark (?) denotes an inexact numeric rank due to insufficient samples over the full expected range of the type, but existing information points to this rank (CDFW 2018b).

[3] On-site = Lands within the project parcel boundaries; Off-site = lands outside of the project parcel boundaries. Off-site areas assessed within easements and fuel management zones.

[5] Found within a Stormwater Management System

[6] Associated with the North Campus Open Space Restoration Plan

Wildlife Species

The project site supports habitat for a number of grassland, woodland, and to a lesser extent marshland wildlife species. A total of 34 wildlife taxa were recorded on site during surveys conducted in 2018 (Appendix B). No federally or state-listed wildlife species were detected during focused surveys conducted by Dudek in 2018. One special-status species, Cooper's hawk (*Accipiter cooperii*) (CDFW Watch List) was identified within the project site. Two additional special-status species were documented flying over the project site, the California gull (*Larus californicus*) (CDFW Watch List) and double-crested cormorant (*Phalacrocorax auritus*) (CDFW Watch List). However, as discussed in Dudek's biological report, the project site lacks suitable cover, nesting, or foraging resources for these species and, as a result, development of the project site is not expected to impact these species (Appendix B). As noted by the COPR, since 2003, western snowy plover also occurs and nests in the most northern areas of COPR, approximately 0.19 to 0.31 miles (300 to 500 meters) from the project site.

Tidewater goby (*Eucyclogobius newberryi*), western pond turtle (*Actinemys marmorata*), snowy plover (*Charadrius nivosus nivosus*), California horned lark (*Eremophila alpestris actia*), Belding's savannah sparrow (*Passerculus sandwichensis beldingi*), and California least tern (*Sternula antillarum browni*) are not considered to occur on site; however, there may be a potential for indirect impacts to these individuals should they occur in the adjacent NCOS Restoration Project habitat.

The pallid bat (*Antrozous pallidus*) is a CDFW Species of Special Concern. Pallid bat was detected in 2017 by a passive monitoring station directly northwest of the project site during bat acoustic monitoring for the adjacent NCOS Restoration Project (CDFW 2018c). Although the pallid bat is known to roost in bridges and buildings, it is far more greatly associated with roosting in rock outcroppings. The species is highly associated with roosting in crevices (Hermanson and O'Shea 1983), so those that roost in human-made structures are likely to roost in those that provide suitable crevices, such as gaps between concrete slabs under bridges. Since suitable foraging habitat occur on the project site and this species has been recently detected, there is a high potential for this species to forage on site. Additionally, existing buildings are not known to have narrow crevices in which bats such as pallid bats can roost; therefore, pallid bat has a low potential to roost on site.

The Townsend's big-eared bat (*Corynorhinus townsendii*) is CDFW Species of Special Concern. Suitable foraging habitat occurs on site. However, the human-made structures on site may not be suitable for roosting. In addition, the closest species documented occurrence is approximately 5 miles northwest of the project site (CDFW 2018c). Therefore, this species has a moderate potential to forage and low potential to roost on site.

The western red bat (*Lasiurus blossevillii*) is a CDFW Species of Special Concern. Western red bat was detected in 2017 by a passive monitoring station directly northwest of the project site during acoustic monitoring for the adjacent NCOS Restoration Project (CDFW 2018c). Suitable foraging habitat and roosting substrates (i.e., eucalyptus trees) occur on-site. Therefore, this species has a high potential to forage and moderate potential for roost, including maternity roosts, in trees (particularly the eucalyptus trees) on site.

Plant Species

Two special-status plants, southern tarplant (*Centromadia parryi* ssp. *australis*; California Native Plant Society [CNPS] California Rare Plant Rank [CRPR] 1B.1/locally rare [Locally Rare]) and eastern annual saltmarsh aster (*Symphyotrichum subulatum*; Locally Rare), were documented in the project site during focused surveys conducted in 2018. In early 2015, the entire area that now contains these plants species was scraped and cleared of vegetation as part of road construction for the Sierra Madre Villages (Google

Earth Pro 2015). It is very likely that southern tarplant and eastern annual saltmarsh aster was seeded in the area as part of the NCOS Restoration Project.

Additionally, woolly seablite (*Suaeda taxifolia*; CNPS CRPR 4.2/Locally Rare) has a high potential to occur. Although typical habitat does not occur on site, this species was observed directly north and along the border of the utility easement in the southern project parcel during 2018 rare plant surveys and has a high potential to become established along the easement should the landscape remain undeveloped.

Critical Habitat

No USFWS-designated critical habitat for listed wildlife species exists within the project site. Western snowy plover habitat is known to occur 0.75 miles off site. The Pacific Coast population of western snowy plover was listed as "threatened" under the Endangered Species Act in 1993 because of declining populations. The stretch of beach between Isla Vista and Ellwood (including Sands Beach), approximately 0.75 miles from the project site, was designated "Critical Habitat" under the Endangered Species Act in December 1999.

Aquatic Resources

Overall, no hydrologic features on site were considered under the jurisdiction of the ACOE, RWQCB, CDFW, CCC, or County. The cattail marsh feature in the southwestern portion of the project site occurs in a Manufactured Water Quality Treatment Facility Area (i.e., storm drain channel). This feature was requested by the RWQCB and created by UCSB as part of their NCOS Project for local storm effluent purposes. In addition, meetings with UCSB and CCC on July 11, 2018, concluded the Manufactured Water Quality Treatment Facility Area was not considered by CCC or the County to be a wetland and would not require wetland setbacks. As a result, this feature is not considered to be under agency jurisdiction. See email documenting the jurisdiction of the Manufactured Water Quality Treatment Area in Appendix F.

Wildlife Corridors and Habitat Linkages

The project site is situated adjacent to UCSB's North Campus Open Space Restoration Project. Overall, this Project aims to restore the upper section of Devereux Slough and natural flood plain as well as enhancing wetland and upland habitats for both common species and threatened and endangered species. As a result, a significant and highly utilized corridor exists directly adjacent to the project site. Wildlife may cross the NCOS and enter the COPR to the south as well. The project site does not contribute to the existence of a wildlife corridor for several reasons. The NCOS Restoration Project is currently under development. Any wildlife crossing from the NCOS Restoration Project into the project parcels would either be avian species or very small mammals or reptiles. Larger wildlife seeking to pass across the region would likely be traveling between open spaces from the Santa Barbara Airport, through lands approximately 0.3 miles south of the project site, through Devereux Slough and northwest. From Devereux Slough, should any larger wildlife seek to cross northeast, they would be required to travel along residential developments, through the project site, travel across Storke Road, and onto small patches of open space. However, these small patches are surrounded by residential developments and the patches terminate in development approximately 0.3 miles northeast of the project site. A similar situation is encountered if traveling from Devereux Slough and north through the project site; larger wildlife encounter residential development directly north of the northern project parcel. In addition, the southern project parcel is directly adjacent to residential development, which prohibits the movement of wildlife from the open space south through the southern parcel. Lastly, the project site lacks streams, canyons, or similar topography that are commonly used by larger wildlife and would facilitate wildlife movement. Therefore, all taken into consideration, the project site does not contribute to or facilitate wildlife movements in the region.

County Environmental Thresholds:

The County's Environmental Thresholds and Guidelines Manual (County of Santa Barbara 2018) includes guidelines for the assessment of biological resource impacts. The following thresholds are applicable to this project:

Wetlands

Projects that result in a net loss of important wetland area or wetland habitat value, either through direct or indirect impacts to wetland vegetation or degradation of water quality, or project that would threaten the continuity of wetland-dependent animal or plant species are considered to have a potentially significant effect on the environment. Projects that substantially interrupt wildlife access, use, and dispersal in wetland areas would typically be considered to have a potentially significant impact. Projects that disrupt the hydrology of wetlands systems would have a potentially significant impact.

Riparian Habitats

Project-created impacts may be considered significant due to: direct removal of riparian vegetation; disruption of riparian wildlife habitat, particularly animal dispersal corridors and or understory vegetation; intrusion within the upland edge of the riparian canopy leading to potential disruption of animal migration, breeding, or other such activities through increased noise, light and glare, and human or domestic animal intrusion; or construction activity that disrupts critical time periods for fish and other wildlife species.

Native Grasslands

In general, project-created impacts to native grasslands may be considered significant if they involve removal of or severe disturbance to a patch or a combined patch area of native grasses that is greater than 0.25 acres in size. The grassland must contain at least 10% relative cover of native grassland species (based on a sample unit). Impacts to patch areas less than 0.25 acres in size that are clearly isolated and not part of a significant native grassland or an integral component of a larger ecosystem are usually considered insignificant.

Other Rare Habitat Types

The County's Environmental Thresholds and Guidelines Manual (County of Santa Barbara 2018) recognizes that not all habitat types found in Santa Barbara County are addressed by the habitat-specific guidelines. Impacts to other habitat types or species may be considered significant, based on substantial evidence in the record, if they substantially: (1) reduce or eliminate species diversity or abundance; (2) reduce or eliminate the quality of nesting areas; (3) limit reproductive capacity through losses of individuals or habitat; (4) fragment, eliminate, or otherwise disrupt foraging areas and/or access to food sources; (5) limit or fragment range and movement; or (6) interfere with natural processes, such as fire or flooding, upon which the habitat depends.

Impact Discussion:

Direct impacts are impacts that result from direct ground-disturbing activities and consist of the loss of habitat, including any plant and wildlife species that habitat may contain. Direct impacts may be permanent or temporary. Direct permanent impacts refer to the absolute and permanent physical loss of a biological resource due to project construction activities, such as clearing and grading for the establishment of permanent platforms or uses (e.g., building envelope, roads, parking lots, landscaping, and stormwater treatment areas). Direct temporary impacts refer to a temporary loss of vegetation communities and land covers due to construction of proposed temporary access roads, temporary grading and slope construction, temporary work areas associated with private pedestrian paths, and temporary work areas associated with drainage improvement areas. Indirect impacts are reasonably foreseeable effects caused by project

implementation on remaining or adjacent biological resources outside the direct construction disturbance zone. Indirect impacts may occur during construction (i.e., short-term construction-related indirect impacts) or later in time as a result of the development (i.e., long-term, or operational, indirect impacts).

(a) A loss or disturbance to a unique, rare or threatened plant community?

Vegetation types within the development footprint that are considered sensitive by CDFW and/or the County of Santa Barbara, as well as under CEQA include coastal scrub (California brittle brush, S3) and native grasslands (purple needlegrass grassland, S3?; and meadow barley, S3?, see Table 6). Impacts to grasslands less than 0.25 acres, which are isolated and not a part of a significant native grassland or essential component of a larger ecosystem, are typically considered insignificant (County of Santa Barbara Thresholds 2018). The native grasslands on site are a combined ~~0.10~~ 0.04 acres, which is significantly less than the County threshold. In addition, these mapped grasslands are isolated and not an essential component of a larger ecosystem. Similarly, the coastal scrub is composed of isolated and patchily distributed shrubs along a Manufactured Water Quality Treatment Facility Area, which are not part of a larger ecosystem. In addition, between 2014 and 2015 UCSB installed the coastal scrub along this storm drain channel as part of the Sierra Madre Villages. Therefore, due to the limited amount and extent of coastal scrub California brittle bush shrubland (0.04 acres), native grassland meadow barley patches (less than 0.01 acres), and native grasslands (0.02 acres), direct impacts to these sensitive vegetation communities would be **less than significant**.

Short-term construction effects to sensitive vegetation communities in the adjacent NCOS ~~Restoration Project~~ and possibly into the COPR may include fugitive dust; runoff, sedimentation, erosion, and chemical pollution; and accidental clearing, grading, and trampling. Excessive dust from short-term construction can decrease or limit plant survivorship by decreasing photosynthetic output, reducing transpiration, and adversely affecting reproductive success. Construction or other infrastructure upgrades, including mass grading, can severely or permanently alter the surface hydrology in an area and affect plant communities by reducing access to sheet flow during rain events or increasing the chance of erosion. Operation and maintenance of construction equipment can increase the chance of petroleum or other chemical spills or leaks (e.g., fuels, lubricants, cleaning solutions) that can enter off-site vegetation. Vegetation can also be crushed through the inadvertent clearing outside the designated project footprint.

Over the long term, increases in human activity along the open space-urban interface (also referred to as "edge areas") and within open space areas may result in secondary effects, which include the following:

- Fertilizers and herbicides may penetrate open space areas through run-off and overspray, adversely affect vegetation communities by killing or weakening native species and/or allowing establishment of non-native species in edge areas.
- Increased urban and stormwater runoff from impervious surfaces such as roads or structures may result in long-term hydrological alterations, including increased runoff volume, increased peak flow rates, increased duration of flows, and altered patterns in the tributary drainages on site.
- Invasive plant species that thrive in edge habitats are a well-documented problem along the open space–urban interfaces in southern California. Invasive species can degrade habitat by forming monocultures that displace native communities, and can colonize virtually any area that is subject to some kind of disturbance, such as the banks of stream channels and adjacent upland areas, including road shoulders, cleared zones along housing developments, and fire breaks.
- Urbanization also alters wildfire regimes as a result of human activities at the open space–urban interface, such as accidental ignitions from sparks from equipment such as mowers striking rocks, cigarettes, children playing with matches, and intentional ignitions such as arson. While wildfires are most likely to be ignited in edge areas, the actual effect of large wildfires can occur at the

much broader landscape level, especially when fires are quickly spread into undeveloped lands by strong winds.

- Domestic pets, such as dogs and cats, may harm or kill wildlife, potentially on the NCOS and on the COPR. Additionally, urban nuisance wildlife, such as raccoons, crows, and skunks, may increase on site.

Therefore, indirect impacts to sensitive vegetation communities would be **less than significant with mitigation.** Implementation of **MM BIO-1 WEAP, MM BIO-2 Fencing, , MM BIO-3 Fire Protection, MM BIO-4 Stormwater BMPs, MM BIO-5 Equipment Storage-Construction, and MM AQ-1 Dust Control** would reduce impacts to **less than significant**.

(b) A reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants?

Two special-status plants were documented on the project site during surveys conducted in 2018, including: southern tarplant (CRPR 1B.1, Locally Rare, 15 individuals) and eastern annual saltmarsh aster (Locally Rare, 31 individuals). These two species were detected northeast of the project site, as shown in Figure 7d. In early 2015, the entire area that now contains southern tarplant and the eastern annual saltmarsh was scraped clear of vegetation as part of road construction for the Sierra Madre Villages (Google Earth Pro 2015). No CNDDB occurrences for these species were documented on the project site or neighboring NCOS property. It is likely that southern tarplant was seeded in the area as part of habitat restoration of the NCOS Restoration Project. A third special-status plant species, woolly seablite (4.2, Locally Rare), was determined to have a high potential to occur through the establishment from the adjacent restoration efforts. Since preparation of the Biological Resources Technical Report, development plans have been prepared providing more details on building locations. The County requires 100-foot fuel modification zones from buildings and structures avoid impacts to special-status plant species, as shown in Figure 7d. Based on the analysis, the project has no proposed direct impacts to special-status plant species, therefore; direct impacts would be **less than significant**.

Potential indirect impacts to special-status plants in the adjacent NCOS Restoration Project and potentially the COPR are essentially the same as the indirect impacts for sensitive vegetation communities discussed above in question a. Potential short-term impacts include fugitive dust; runoff; sedimentation; chemical pollution; erosion; litter; accidental clearing, grading, and trampling; fertilizers and herbicides; invasive plant species; and wildfires. Based on the analysis, the project has the potential to cause significant indirect impacts to special-status plant species. However, implementation of **MM BIO-1 WEAP, MM BIO-2 Fencing, MM BIO-3 Fire Protection, MM BIO-4 Stormwater BMPs, MM BIO-5 Equipment Storage-Construction**, and **MM AQ-1 Dust Control** would reduce any potential indirect impacts to special-status plant species, although these species currently occur due to the implementation of restoration. Therefore, indirect impacts to special-status plant species would be **less than significant with mitigation**.

(c) A reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements)?

No features within the project site were considered under the jurisdiction of the USACE, RWQCB, CDFW, CCC, or County. The cattail marsh feature in the southwestern portion of the project site occurs in a Manufactured Water Quality Treatment Facility Area (i.e., storm drain channel). This feature was requested by the RWQCB and created by UCSB as part of their NCOS Project for local storm effluent purposes. In addition, Dudek's senior ecologist, John Davis IV, attended several meetings with UCSB, the County, and the CCC and concluded that the Manufactured Water Quality Treatment Facility Area is not considered a

wetland by CCC or the County and would not require standard wetland setbacks, see documentation in Appendix F. The impacts to this feature are consistent with the original design and goal of providing a Manufactured Water Quality Treatment Facility Area for the Sierra Madre Apartments and the Ocean Meadows Development. Therefore, **no impacts** to jurisdictional features will occur.

The project would permanently impact native vegetation: 0.04 acres of native grassland (salt grass flats, S4) and 0.02 acres of wetlands (cattail marshes, S5). These vegetation communities are not considered sensitive based on County thresholds (County of Santa Barbara 2018), and therefore, direct impacts to these vegetation communities would be **less than significant**.

Potential indirect impacts to native vegetation in the adjacent NCOS Restoration Project and possibly the COPR are essentially the same as the indirect impacts for sensitive vegetation communities discussed above in question a. Potential short-term impacts include fugitive dust; runoff; sedimentation; chemical pollution; erosion; litter; accidental clearing, grading, and trampling; fertilizers and herbicides; invasive plant species; and wildfires. Based on the analysis, the project has the potential to cause significant indirect impacts to native vegetation. However, implementation of **MM BIO-1 WEAP, MM BIO-2 Fencing, MM BIO-3 Fire Protection, MM BIO-4 Stormwater BMPs, MM BIO-5 Equipment Storage-Construction, BIO-6 Nesting bird Surveys**, and **MM AQ-1 Dust Control** would reduce any potential impacts. Therefore, impacts would be **less than significant with mitigation**.

(d) An impact on non-native vegetation whether naturalized or horticultural if of habitat value?

The project would temporarily impact 0.07 acres of disturbed habitat – a mix of various non-native plant species. Additionally, the project would permanently impact 4.72 acres of non-native grassland (0.09 acres of *Bromus* [*diandrus, hordeaceus*] – *Brachypodium distachyon* [Annual brome grasslands] Semi-natural Stands – Disturbed, 4.18 acres of *Bromus* [*diandrus, hordeaceus*] – *Brachypodium distachyon* [Annual brome grasslands] Semi-natural Stands – Maintained, and *Bromus* [*diandrus, hordeaceus*] – *Brachypodium distachyon* [Annual brome grasslands] Semi-natural Stands – Non-Maintained), 0.38 acres of (Eucalyptus groves) Semi-Natural Woodland Stands, 0.09 acres of ornamental vegetation, and 5.47 acres of disturbed habitat. These vegetation communities are not considered sensitive based on County thresholds (County of Santa Barbara 2018); however, these vegetation communities represent marginally suitable habitat for common wildlife species. Trees will be removed as part of the project; however, based on biological surveys performed as part of the project, no bird nests were noted. Additionally, preconstruction nesting bird surveys would also be performed, consistent with **MM BIO-6 Nesting Bird Surveys**. Nevertheless, any direct impacts to individuals, nests, eggs, or young, including nest abandonment, of any native bird species as a result of construction activities would be significant. Significant direct impacts to habitat for nesting bird species and native bird species would be reduced to **less than significant with mitigation** with implementation of **MM BIO-1 WEAP** and **MM BIO-6 Nesting Bird Surveys.**

Potential indirect impacts to non-native vegetation in the adjacent NCOS Restoration Project and possibly the COPR are essentially the same as the indirect impacts for sensitive vegetation communities discussed above in question a. Non-native vegetation with habitat value can include shrubs or trees for nesting birds. Potential short-term impacts include fugitive dust; runoff; sedimentation; chemical pollution; erosion; litter; accidental clearing, grading, and trampling; fertilizers and herbicides; invasive plant species; and wildfires. Based on the analysis, the project has the potential to cause significant indirect impacts to non-native vegetation. However, implementation of **MM BIO-1 WEAP, MM BIO-2 Fencing, MM BIO-3 Fire Protection, MM BIO-4 Stormwater BMPs**, **MM BIO-5 Equipment Storage-Construction, and MM AQ-1 Dust Control** would reduce any potential indirect impacts to non-native vegetation. Therefore, indirect impacts to non-native vegetation would be **less than significant with mitigation**.

(e) The loss of healthy native specimen trees?

The County's Environmental Thresholds and Guidelines Manual (County of Santa Barbara 2018) define specimen trees as mature trees that are healthy and structurally sound and have grown into the natural stature particular to the species. The County thresholds (County of Santa Barbara 2018) further describe that native specimen trees, regardless of size, are potentially significant, and rare native trees, which are very low in number or isolated in distribution (such as Island Oak) may be particularly significant. This significance evaluation is done on a case-by-case basis and considers tree size, numbers, location, relationship to habitat, etc. In general, the loss of 10% or more of the trees of biological value on a project site is considered potentially significant.

Monterey pine (*Pinus radiata*), red willow (*Salix laevigata*), and arroyo willow (*Salix lasiolepis*) were recorded. The survey area is outside the natural range of Monterey pine; therefore, Monterey pine should not be considered a native species. The red willows and arroyo willows were of sapling and shrub size had not grown into the natural stature particular to the species. Since the individuals are outside the natural range and/or have not grown into the natural stature particular to the species, the individuals should not be considered healthy native specimen trees. A total of 39 trees would be removed from Lot 2 and 9 trees from Lot 3. A total of 129 trees will be planted (including oaks and sycamores) on Lot 2 and a total of 24 trees on Lot 3. Therefore, the project would result in **no impacts** healthy native specimen trees.

(f) Introduction of herbicides, pesticides, animal life, human habitation, non-native plants or other factors that would change or hamper the existing habitat?

The existing habitat is dominated by non-native grassland, non-native woodland, developed areas, and disturbed habitats. The project includes a proposed preliminary landscape plan prepared by CJM::LA, Courtney Jane Miller Landscape Architecture, May 10, 2019. Elements of the preliminary landscape plan include a plant palette that is native in character and suitable to the Goleta regional climate, plant material will be low-water and low-maintenance, and only organic fertilizers and soil amendments will be used. Additionally, given the proximity to the NCOS, the landscape plan would also avoid invasive, exotic plant species in alignment with UCSB's LRDP Policy ESH 11. Mitigation Measure MM BIO-10 requires the use of native plant species, approval of the landscape plan by the County Board of Architectural Review and Planning and Development (P&D) and certification by the landscape architect that the installed landscaping is consistent with the approved plan prior to final building inspection.

Lighting proposed on Lot 2 and Lot 3 would be consistent with the Goleta Community Plan such that outdoor lighting would be placed to minimize impacts on neighboring properties and fully shielded with low-glare design (Policy VIS-GV-6 and 6.1). Given the proximity to the NCOS, lighting would also be dark sky compliant at 3,000K or less unless necessary for safety. These lighting features would minimize impacts of human habitation on the NCOS. Furthermore, in the context of the existing development, such as the Sierra Madre Student Housing project, the proposed project would introduce minimal lighting. MM BIO-9, Lighting, would minimize potential lighting impacts.

The proximity of the project site to the NCOS and the NRS COPR, approximately 0.13 miles to the south, could introduce domestic animals such as cats and dogs that can harm or disrupt natural wildlife. As such, the project would include provisions in the CC&Rs to manage domestic animals. Such measures would include installing on-site signage to inform residents about the importance of wildlife, leashing pets, and keeping cats indoors.

The introduction of animal life such as domestic pets and human habitation would change the current use of the existing habitat; however, the current habitat dominated by non-native vegetation would not be

significantly impacted. As previously noted, the project site supports habitat for a number of grassland, woodland, and to a lesser extent marshland wildlife species. Wildlife crossing from the NCOS Restoration Project into the project parcels would either be avian species or very small mammals or reptiles, which would continue to be able to access the NCOS and proceed into the COPR. Larger mammals, like bobcats or mountain lions, which have been observed on the COPR, would continue to be able to use the NCOS and COPR for habitat linkage.

Although 0.13 miles from the proposed project site, the COPR provides habitat for many sensitive wildlife and plant species that would be susceptible to harm from increased human presence in the area. As noted by the COPR, beach use survey data notes a significant increase in the number of Sands Beach users associated with various events that may have influenced beach use. The largest increase occurred in 2017 with the opening of UCSB's San Joaquin Villages (approximately 1,000 students), Sierra Madre housing (per UCSB's Housing, Dining & Auxiliary Enterprises website has 506 students and 36 faculty/staff units), and Santa Catalina Residence Hall post-renovation (1,300 students) (UCSB 2020c; Whitman and Sandoval 2020). Although the Ocean Meadows Project would cause an increase in residents in the area, the population associated with 47 new residential units (9 of which are efficiency units) is minimal. As discussed in Section 4.12, Public Facilities, approximately 130 people would be estimated to occupy the project at full buildout. The proposed project would include provisions in the CC&Rs to require leashed dogs and indoor cats, with on-site directional signage and a monetary contribution to COPR to increase predator control.

Since the proposed preliminary landscape plan includes the use of a plant palette that is native in character, only organic fertilizers and soil amendments will be used, and introduction of domestic pets would be minimal, impacts would be **less than significant with mitigation**.

(g-i) (g) A reduction in the numbers, a restriction in the range, or an impact to the critical habitat of any unique, rare, threatened or endangered species of animals? (h) A reduction in the diversity or numbers of animals on site (including mammals, birds, reptiles, amphibians, fish or invertebrates)? (i) A deterioration of existing fish or wildlife habitat (for foraging, breeding, roosting, nesting, etc.)?

The project would result in permanent direct impacts to 0.38 acres of marginally suitable nesting and 4.78 acres of suitable foraging habitat for Cooper's hawk, great blue heron, great egret, and white-tailed kite on site which could directly affect individuals, including nests, eggs, and young. The loss of nesting and foraging habitat would be **less than significant** because it would not substantially reduce the available habitat for these species in the project vicinity (i.e., there are many additional foraging and nesting opportunities in the immediate surroundings, including NCOS Restoration Project). Nevertheless, any direct impacts to individuals, nests, eggs, or young, including nest abandonment, of these special-status species or any native bird species as a result of construction activities would be significant. Significant direct impacts to special-status nesting bird species and native bird species, including those above, would be reduced to **less than significant with mitigation** with implementation of **MM BIO-1 WEAP** and **BIO-6 Nesting Bird Surveys.**

Pallid bat, Townsend's big-eared bat, and western red bat may forage on the project site within coastal scrub, grasslands, and eucalyptus groves. In total, these habitats make up 5.16 acres of the land cover within the project site. The project would permanently remove 4.74 acres of hunting habitat (grassland communities) for these bat species. However, since there are many feeding opportunities in the immediate surroundings, including the NCOS Restoration Project, the loss of foraging habitat would be **less than significant** because it would not substantially reduce the available habitat for these species. There is a potential for western red-bat individuals to establish both active day roosts (used for sleeping; torpor) and maternity roost (lactating females and young) in the foliage of trees on site, particularly the eucalyptus groves, or underneath peeling eucalyptus bark. Depending

on when construction activities commence, the direct removal of the eucalyptus groves on site could result in direct injury or mortality to individuals roosting.

Disturbances to day roosts occupied by special-status bat species would be significant if the impact would reduce populations to below self-sustaining levels. Injury or mortality to day roosting individuals in known colonies may be significant if population impacts would reduce populations to self-sustaining levels. In addition, disturbance to maternity roosts would be significant as maternity roosts contain the next generation of bats that are unable to fly or feed themselves. Disturbances to maternity roosts can result in the direct injury or mortality of pups or result in females leaving the roost and abandoning their pups, thereby reducing population growth and propagation of subsequent generations. Thus, impacts to maternity roost sites occupied by special-status bat species would be a potentially significant. Direct impacts to special-status bat species day roosts, individuals, and maternal roosts would be reduced to **less than significant with mitigation** with implementation of **MM BIO-1 WEAP** and **MM BIO-7 Bat Monitoring.**

Indirect impacts to special-status wildlife species may include both habitat degradation and effects on individuals. Habitat degradation may occur in the same manner as discussed for vegetation communities. Short-term construction effects to wildlife habitat may include fugitive dust; runoff, sedimentation, chemical pollution, and erosion; These short-term construction effects may affect suitable wildlife habitat in the adjacent NCOS Restoration Project resulting in indirect impacts to suitable habitat or individual special-status species with a low potential or not expected to occur in the project site, but likely to occur in the adjacent NCOS Restoration Project, including tidewater goby, western pond turtle, snowy plover, California horned lark, Belding's savannah sparrow, and California least tern. **MM BIO-1 WEAP, MM BIO-2 Fencing, MM BIO-3 Fire Protection, MM BIO-4 Stormwater BMPs, MM BIO-5 Equipment Storage-Construction, and MM AQ-1 Dust Control** would reduce any potential indirect impacts to native vegetation. Therefore, indirect impacts to native vegetation would be **less than significant with mitigation**.

No designated critical habitat occurs or adjacent to the project site. **No impacts** will occur.

(j) Introduction of barriers to movement of any resident or migratory fish or wildlife species?

A significant and highly utilized wildlife corridor exists directly adjacent to the project site within the NCOS Restoration Project. However, the project site does not contribute to the existence of a wildlife corridor for several reasons: any wildlife currently crossing into the project site would be avian species or very small mammals or reptiles; larger wildlife seeking to pass across the region are likely traveling between open spaces from the Santa Barbara Airport through Devereux Slough and northwest; any larger wildlife seek to cross northeast would be required to travel along residential developments, through the project site, across Storke Road, and onto small patches of open space that are surrounded by residential developments terminate in development approximately 0.3 miles northeast of the project site. Therefore, wildlife are likely not traveling from Devereux Slough and northeast through the project site.

A similar situation is encountered if traveling from Devereux Slough and north through the project site; larger wildlife encounter residential development directly north of the northern project parcel. In addition, the southern project parcel is directly adjacent to residential development which prohibits the movement of wildlife from the open space south through the southern parcel. Lastly, the project site lacks streams, canyons, or similar topography that are commonly used by larger wildlife and would facilitate wildlife movement. Therefore, all taken into consideration, the project site does not contribute to or facilitate wildlife movements in the region. For these reasons, **less than significant** impacts to wildlife corridors and linkages would occur.

(k) Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife?

Construction noise and vibration may disturb bird breeding activities, potentially resulting in nest abandonment or reduced productivity. Noise can raise the level of stress hormones, interfering with sleep and other activities. Chronic vehicle noise can also affect birds by masking calls, affecting behaviors such as mate attraction and territory defense.

Lighting related to construction and over the long term can have well-documented indirect effects on wildlife (Longcore and Rich 2004), including disorientation; avoidance of areas; disturbances of nighttime rest and sleep periods of diurnal birds; simulated increased day length, affecting reproductive cycles by triggering premature reproductive activity; and increased risk of predation.

The presence of domestic animals could have effects on normal activities of wildlife. The introduction of outdoor domestic cats and presence of unleashed dogs can have an indirect/direct effect in the surrounding open spaces, including NCOS and COPR areas. Fencing around the perimeter of the newly created lots resulting from the tract maps would limit the intrusion of domestic animals into these areas. Given the proximity of existing development to the project site, new walls and fencing would have minimal impact on wildlife movements, as discussed in (j) above.

Trash and other garbage associated with construction activities and long-term development can degrade vegetation communities and wildlife habitat, and can attract nuisance and pest species that affect wildlife species. Trash and debris include discarded construction-related materials, such as packaging materials, which may be dispersed into natural areas by wind. Trash generated by construction personnel, such as food packaging and cigarette butts, also can be dispersed by wind and water into natural areas. Pest and predatory species, such as American crows (*Corvus brachyrhynchos*), common ravens (*Corvus corax*), coyotes (*Canis latrans*), striped skunks (*Mephitis mephitis*), and northern raccoons (*Procyon lotor*) may be attracted to discarded food. However, increased human activity over the long term is not expected to increase the amount of trash and garbage in open space areas, as the open space will be open to public access and the project site is being developed in an urbanized environment on the edge of the open space.

Overall, long-term indirect effects along the urban-open space interface are expected to be limited because most of the project is bordered by existing development and future development. Long-term indirect edge effects from noise, lighting, and pollutants (except for impacts on adjacent suitable habitat and water quality) therefore are expected to be minor. However, short-term indirect effects from construction activities is expected to be significant.

Project impacts from light, fencing, noise, human presence, and/or domestic animals, which could hinder the normal activities of wildlife would be **less than significant with mitigation** with implementation of **MM BIO-8 Waste Disposal** and **MM BIO-9 Lighting**.

Cumulative Impacts:

Since the project would not significantly impact biological resources on site, and through the long-term funding of docent and predator control, it would not have a cumulatively considerable effect on the County's biological resources

Mitigation and Residual Impact:

The following mitigation measures would reduce the project's biological resource impacts to a less-than-significant level.

MM BIO-1 **Workers Environmental Awareness Program (WEAP).** The Applicant shall fund a County-approved biologist to prepare and implement a worker education and awareness program (WEAP) specific to the project. The program shall be presented to all individuals involved in the construction of the project. The program shall include information focused on sensitive vegetation communities and common wildlife species and their habitats and shall include, but not be limited to, the following:

- Description of sensitive vegetation communities
- Workers shall be provided with photographs of sensitive biological resources including sensitive wildlife and plant species.
- Workers shall be informed verbally and in writing of the various project tasks that require biological surveys and monitoring for resource protection.
- Workers shall be provided with a photograph or description of the markers for active bird nests, trees, or other mitigation areas, so that they shall know these are not to be disturbed without a biological monitor present.
- Workers shall be informed not to litter. All trash and litter shall be picked up and removed from the construction sites at the end of each day.
- Workers shall be informed to obey a speed limit of 15 miles per hour while traveling on the project site to avoid collisions with wildlife.
- Workers shall avoid driving over or otherwise disturbing areas outside the designated construction areas.

PLAN REQUIREMENTS*:* The Applicant shall submit the WEAP to the County for review and approval prior to implementation. All workers, contractors, and visitors shall attend the WEAP prior to entering the project site and performing any work. The Applicant shall provide copies of the training attendance sheets to County staff as a record of compliance with this measure on a monthly basis.

TIMING*:* The WEAP shall be reviewed and approved by the County prior to Zoning Clearance approval. Implementation of the WEAP training shall occur prior to the start of construction and as new crew members are added to the project.

MONITORING*:* P&D permit compliance staff will ensure compliance with the WEAP throughout construction by review of attendance sheets and hardhats, inspection of the site, and interviewing workers, as appropriate.

MM BIO-2 **Fencing.** To prevent inadvertent impacts on adjacent sensitive vegetation communities, native vegetation, special-status species, and common wildlife species and their habitats, construction limits will be fenced and staked. Wildlife-safe construction fencing shall installed to identify the limits of grading/disturbance, which would reduce potential human trampling outside of the construction limits and minimize the potential spread of non-native weeds or invasive plant species. Wildlife-safe construction fencing and flagging shall remain in place during construction and replaced as needed.

PLAN REQUIREMENTS*:* The detailed fencing plan, showing the location of required fencing shall be reviewed and approved by County staff prior to Zoning Clearance approval. This condition shall be printed on all project plans.

TIMING*:* The detailed fencing plan, showing the location of fencing shall be submitted to P&D staff for review and approval prior to Zoning Clearance approval. The fence shall be installed prior to the start of ground disturbing activities.

MONITORING*:* P&D Permit Compliance staff will inspect the project plans and site, to ensure compliance with this measure as appropriate.

MM BIO-3 **Fire Protection.** Implementation of best management practices shall be employed during all construction activities, including implementation of a Stormwater Pollution Prevention Plan and fire prevention procedures during construction. Implementation of best management practices that also minimize impacts from generation of fugitive dust, fire hazard, and chemical pollutants shall be employed.

During construction, measures shall be taken to mitigate the potential for brush or grass fires from use of heavy equipment, welding, vehicles with catalytic converters, etc. These requirements include:

a. All equipment with the potential to work off-road shall be equipped with appropriate mufflers and have extinguishers mounted on each vehicle;
b. Personnel shall be briefed on the dangers of wildfire and be able to respond accordingly should the need arise;
c. On-site supervisor(s) shall have a cell phone or other means of initiating a 911 response time in a timely manner in the event of a medical emergency and/or fire;
d. All dead and decadent vegetation immediately surrounding the facility should be removed and soil disturbance should be kept at a minimum;
e. Smoking shall be in a designated area and/or in enclosed cab only;
f. Hot work permit is required as needed;
g. A water tender will be available on each construction site during the entire phase of construction;
h. A competent water tender operator shall be available on site during all construction and remain on site a minimum of 30 minutes after all construction has finished for the day.

PLAN REQUIREMENTS*:* The Permittee shall restate the provisions for fire protection on all grading and building plans. The name and telephone number of on-site supervisor shall be provided to the Fire Department.

TIMING*:* Fire protection measures shall be implemented throughout construction. The name and telephone number of an on-site supervisor shall be provided to the Fire Department prior to commencement of construction or grading activities.

MONITORING*:* P&D permit processing planner shall ensure measures are on plans prior to Zoning Clearance approval. Fire Department staff shall spot check for compliance during construction.

MM BIO-4 **Stormwater Best Management Practices (BMPs)**. To minimize pollutants impacting downstream waterbodies or habitat, the parking area and associated driveways shall be designed to minimize degradation of stormwater quality. Best management practices (BMPs)—such as landscaped areas for infiltration (vegetated filter strips, bioswales, or bioretention areas)—designed in accordance with the California Stormwater BMP Handbook for New Development and Redevelopment or other approved method as determined by Public Works, Water Resources Division staffshall be installed to intercept and remove pollutants prior to discharging to the storm drain system. The BMPs selected shall be maintained in working order. The plant species palette within the vegetated filter strips, bioswales, and bioretention areas shall include only non-invasive plant species. The Applicant is responsible for the maintenance and operation of all improvements and shall maintain annual maintenance records. A maintenance program shall be specified in an inspection and maintenance plan and include maintenance inspections at least once a year. Long-term maintenance shall be the responsibility of the future homeowner's association. A maintenance program shall be specified in the Covenants, Conditions and Restrictions. ~~or in a maintenance program submitted by the Applicant for commercial/industrial sites and recorded with the Clerk of the Board.~~ The plans and a copy of the long-term maintenance program shall be submitted to Planning and Development (P&D) and Public Works, Water Resources Division staff, for review prior to approval of zoning clearance. BMP maintenance is required for the life of the project, and transfer of this responsibility is required for any subsequent sale of the property. The condition of transfer shall include a provision that the Applicant conduct a maintenance inspection at least once a year and retain proof of inspections.

PLAN REQUIREMENTS: The BMPs shall be described and detailed on site, the grading and drainage and landscape plans, and depicted graphically. The location and type of BMP shall be shown on site, and the building and grading plans.

TIMING: The plans and maintenance program shall be submitted to P&D for approval prior to Zoning Clearance approval.

MONITORING: P&D compliance monitoring staff shall inspect the site for installation prior to final building inspection clearance. The Applicant shall make annual maintenance records available for review by P&D upon request.

MM BIO-5 **Equipment Storage-Construction.** The Applicant shall designate one or more construction equipment filling and storage areas on site to contain spills, facilitate cleanup and proper disposal, and prevent contamination from discharging to the storm drains, street, drainage ditches, creeks, or wetlands. The areas shall be no larger than 50 x 50 foot, unless otherwise approved by Planning and Development (P&D) and shall be located at least 100 feet from any storm drain, waterbody, or sensitive biological resources.

PLAN REQUIREMENTS: The Applicant shall designate the P&D approved location on all grading plan permits.

TIMING: The Applicant shall install the area prior to commencement of construction.

MONITORING: P&D compliance monitoring staff shall ensure compliance prior to and throughout construction.

MM BIO-6 **Nesting Bird Surveys.** To avoid disturbance of nesting birds, including raptorial species, protected by the Federal Migratory Bird Treaty Act (MBTA) and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code (CFGC), the removal of vegetation, ground disturbance, exterior construction activities, and demolition shall occur outside of the bird nesting season (February 1 through August 31) whenever feasible. If these activities must occur during the bird nesting season, then a pre-construction nesting bird survey shall be performed by a County-qualified biologist. Pre-construction surveys for nesting birds shall occur within the area to be disturbed and shall extend outward from the disturbance area by 500 feet. The distance surveyed from the disturbance may be reduced if property boundaries render a 500-foot survey radius infeasible, or if existing disturbance levels within the 500-foot radius (such as from a major street or highway) are such that project-related activities would not disturb nesting birds in those outlying areas. If any occupied or active bird nests are found, a buffer shall be established and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. The buffer shall be 300 feet for non-raptors and 500 feet for raptors, unless otherwise determined by the qualified biologist and approved by P&D. Buffer reductions shall be based on the known natural history traits of the bird species, nest location, nest height, existing pre-construction level of disturbance in the vicinity of the nest, and proposed construction activities. All construction personnel shall be notified as to the location of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities or vegetation removal shall occur within this buffer until the County-qualified biologist has confirmed that nesting is completed, the young have fledged and are no longer dependent on the nest, or the nest fails, and there is no evidence of a second nesting attempt; thereby determining the nest unoccupied or inactive. If birds protected under MBTA or CFGC are found to be nesting in construction equipment, that equipment shall not be used until the young have fledged and are no longer dependent on the nest, and there is no evidence of a second nesting attempt.

PLAN REQUIREMENTS AND TIMING: If construction must begin within the nesting season, then the pre-construction nesting bird survey shall be conducted no more than one week (7 days) prior to commencement of vegetation removal, grading, or other construction activities. Active nests shall be monitored by the biologist at a minimum of once per week until it has been determined that the nest is no longer being used by either the young or adults, and there is no evidence of a second nesting attempt. Bird survey results and buffer recommendations shall be submitted to County Planning and Development for review and approval prior to commencement of grading or construction activities. The qualified biologist shall prepare weekly monitoring reports, which shall document nest locations, nest status, actions taken to avoid impacts, and any necessary corrective actions taken. Active nest locations shall be marked on an aerial map and provided to the construction crew on a weekly basis after each survey is conducted. Active nests shall not be removed without written authorization from USFWS and CDFW.

MONITORING: P&D shall be given the name and contact information for the biologist prior to initiation of the pre-construction survey. P&D Permit Compliance staff shall review the survey report(s) for compliance with this condition prior to the commencement of ground-disturbing activities and perform site inspections throughout the construction period to verify compliance in the field.

MM BIO-7 **Bat Monitoring**. Prior to work being conducted (within 7 days of the start of ground disturbance), measures shall be employed to protect potential western red bat roost sites as discussed herein (MM BIO-7). Prior to construction activities, surveys of potential tree roosting sites shall be conducted using an appropriate combination of visual and acoustic survey techniques (including tree inspection, exit counts, and passive and active acoustic monitoring) for areas that may be directly impacted by the project. Bats shall be identified to the most specific taxonomic level possible. Where active western red bat roosts are located, the California Department of Fish and Wildlife (CDFW) and the County shall be notified and consulted.

It is recommended for construction work to avoid the bat breeding season (April through August). If work is scheduled to occur during the breeding season (April through August), surveys shall be conducted of any trees with the potential to serve as maternity roosts for western red bat prior to construction activities. No work shall occur within 100 feet of the roost location until the end of the maternity roosting season. For the protection of young (i.e., unable to fly) and hibernating adults, all project-related activities shall avoid direct impacts to maternity roosts or colonies ~~present during the winter and spring~~. No vehicles or equipment shall park or idle beneath a known roost location.

If the project cannot avoid removal of an active roost, an exclusion plan shall be prepared to mitigate the loss of a significant roost, which shall detail installation of replacement housing and installation/monitoring of exclusionary devices. The exclusion plan shall require approval from CDFW prior to implementation.

Reporting shall include the following:

a. The exact location of all roosting sites (location shall be adequately described and drawn on a map)
b. The number of individuals present at the time of visit (count or estimate)
c. The location, amount, distribution, and age of all droppings will be described and pinpointed on a map
d. The type of roost (i.e., day roost, maternity roost, night roost, or bachelor colony) must also be clearly stated.

All survey results, including field data sheets, shall be provided to the CDFW and County. Locations of all roosts shall be kept confidential to protect them from disturbance.

PLAN REQUIREMENTS*:* This condition shall be printed on project plans prior to grading permit issuance.

TIMING*:* Pre-construction bat monitoring shall be conducted by a County approved biologist within 7 days of ground-disturbing activities.

MONITORING*:* All pre-activity survey reports shall be submitted to P&D Permit Compliance staff prior to the initiation of ground-disturbing activities.

MM BIO-8 **Waste Disposal**. The Applicant shall provide an adequate number of covered receptacles for construction and employee trash to prevent trash & debris from blowing offsite, shall ensure waste is picked up weekly or more frequently as needed, and shall ensure site is free of trash and debris when construction is complete.

PLAN REQUIREMENTS*:* All plans shall contain notes that the site is to remain trash-free throughout construction.

TIMING*:* Prior to building permit issuance, the Applicant shall designate and provide P&D with the name and phone number of a contact person(s) responsible for trash prevention and site clean-up. Additional covered receptacles shall be provided as determined necessary by P&D.

MONITORING*:* Permit compliance monitoring staff shall inspect periodically throughout grading and construction activities and prior to Final Building Inspection Clearance to ensure the construction site is free of all trash and debris.

MM BIO-9 **Lighting**. The Applicant shall ensure any exterior night lighting installed on the project site is of low intensity (3,000 kelvins or less), low glare design, minimum height, and shall be hooded to direct light downward onto the subject lot and prevent spill-over onto adjacent lots. Particular attention should be paid to ensuring that light does not spillover unto the adjacent NOCS (open space) property, The Applicant shall install timers or otherwise ensure lights are dimmed after 10 p.m.

PLAN REQUIREMENTS*:* The Applicant shall develop a Lighting Plan for permit compliance staff approval incorporating these requirements and showing locations and height of all exterior lighting fixtures with arrows showing the direction of light being cast by each fixture.

TIMING*:* Lighting shall be installed in compliance with this measure prior to Final Building Inspection Clearance.

MONITORING: P&D and/or BAR shall review a Lighting Plan for compliance with this measure prior to issuance of Coastal Development Permits for structures. P&D Permit Compliance staff shall inspect structures upon completion to ensure that exterior lighting fixtures have been installed consistent with their depiction on the final Lighting Plan.

MM BIO-10 **Use of Natives.** Landscaping shall be consistent with the proposed landscape plan by CJM::LA, Courtney Jane Miller Landscape Architecture, May 10, 2019 that incorporates native plants and use of organic fertilizers and soil amendments.

PLAN REQUIREMENTS: The landscape plan shall be reviewed and approved by the Board of Architectural Review and P&D.

TIMING: Landscaping shall be installed prior to Final Building Inspection Clearance.

MONITORING: The landscape architect shall verify in writing to P&D compliance monitoring staff compliance with the BAR-approved landscape plans and the use of native seed stock on the property prior to Final Building Inspection.

With the incorporation of MM BIO-1 through MM BIO-10, residual impacts to biological resources would be less than significant.

4.5 CULTURAL RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Cause a substantial adverse change in the significance of any object, building, structure, area, place, record, or manuscript that qualifies as a historical resource as defined in CEQA Section 15064.5?			X		
b. Cause a substantial adverse change in the significance of a prehistoric or historic archaeological resource pursuant to CEQA Section 15064.5?		X			
c. Disturb any human remains, including those located outside of formal cemeteries?		X			
d. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X			

Existing Setting:

On February 19, 2019, Dudek conducted a search of the California Historical Resources Information System at the CCIC, located on the campus of UCSB. The search included any previously recorded cultural resources and investigations within a 0.5-mile radius of the project area. The California Historical Resources Information System search also included a review of the National Register of Historic Places, the California Register of Historic Resources, the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. Due to confidentiality concerns, certain maps are only available to a licensed archaeologist. However, the non-confidential Dudek Phase I Archaeological Resources Report is included in Appendix C.

The CCIC records indicate that 72 previously conducted studies have been undertaken within a 0.5-mile radius of the project site between 1974 and 2015. Of these studies, 5 address the entire or portions of the current project site: SR-00046, -00777, -02127, -03323, and -03511. The CCIC records indicate that no cultural resources have been previously recorded within the project site, and five cultural resources have been previously recorded within a 0.5-mile radius of the project site. No tribal cultural resources have been noted on site.

On March 6, 2019, Dudek requested a search of the Native American Heritage Commission's (NAHC) Sacred Land File to determine the presence of any Native American cultural resources within the project site (see Appendix C). Dudek received a response on March 14, 2019, indicating that the NAHC records search results were positive for known Native American heritage resources within the project site. The NAHC also identified 10 Native American individuals who could potentially provide specific knowledge regarding other cultural resources identified within the project site that could be at risk.

Dudek performed an intensive field survey of the project site on March 6, 2019. Although no cultural resources were observed during the field survey, the general significance of the archaeological resources surrounding the project site provide substantial evidence that the potential for unknown significant prehistoric and historic archaeological resources to exist within the project site is possible. Additionally, the NAHC Sacred Land Files records search results were positive for known Native American heritage resources within the project site. It has been established that fill soils were placed throughout a large portion of the project site as a result of the construction of the Ocean Meadows Golf Course in 1965. These fill soils were placed and construction for the golf course occurred before the establishment of laws regulating the evaluation and treatment of cultural resources. Therefore, the soils underlying the fill soils within the project site have yet to be evaluated for the presence of cultural materials or the potential for the unrecorded archaeological resources to exist. Based on the presence of fill soils throughout the project site, it is difficult to impossible to assess the potential for unknown significant prehistoric and historic archaeological resources to exist within the project site; therefore, the potential must be assumed as possible until soils underlying the existing fill soils can be observed (Appendix C).

On July 20, 2020, Freddie Romero, the Cultural Preservation Consultant from the Santa Ynez Band of Chumash Indians, contacted the County to discuss the Draft IS/MND and proposed mitigation measures. On July 21, 2020, the County met with Mr. Romero. At the meeting, Mr. Romero requested that a Native American monitor be on site during all ground-disturbing activities associated with the project. Subsequent to the meeting, the County received a response from the Tribal Elders' Council for the Santa Ynez Band of Chumash Indians requesting consultation. Santa Barbara County staff planner Nicole Lieu, consulting archaeologist from Dudek Heather McDaniel McDevitt, and staff planner Jessica Kinnahan met via Zoom with Mr. Romero on September 23, 2020 to review proposed mitigation measures, which were emailed to Mr. Romero after the Zoom meeting. Mr. Romero stated in a response email the same day that the mitigation

measures were acceptable. The mitigation measures contained in this proposed Final IS/MND are the same as those accepted by the Santa Ynez Band of Chumash Indians.

County Environmental Thresholds:

Chapter 8 of the County's Environmental Thresholds and Guideline Manual (County of Santa Barbara 2018) contains guidelines for the identification, significance evaluation, and mitigation of impacts to cultural resources, including archaeological, historic, and tribal cultural resources. In accordance with the requirements of CEQA, these guidelines specify that if a resource cannot be avoided, it must be evaluated for importance using the criteria in CEQA Guidelines Section 15064.5(a)(3)A–D. Generally, a lead agency must consider a cultural resource to be "historically significant" if the resource meets the significance criteria for listing in the California Register of Historical Resources. CEQA calls cultural resources that meet these criteria "historical resources."

CEQA Guidelines Section 15064.5(b) states that "a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." As defined in CEQA Guidelines Section 15064.5(b), substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

Impact Discussion:

(a) ***No Impact***. The project site is developed with the remnants of the Ocean Meadows Golf Course. None of the remaining features meet the criteria for cultural significance. As a result, the proposed project would not cause a substantial adverse change in the significance of any historical resource.

(b–d) ***Less than Significant with Mitigation***. Based on a Phase 1 Archaeological Investigation conducted on the project site (Appendix C), as well as records on file at the CCIC, cultural resources are located in the vicinity of the proposed project; however, none on the project site. The CCIC records indicate that 72 previously conducted studies have been undertaken within a 0.5-mile radius of the project site between 1974 and 2015. Of these studies, 5 address the entire or portions of the current project site: SR-00046,-00777, -02127, -03323, and -03511. The CCIC records indicate that no cultural resources have been previously recorded within the project site and five cultural resources have been previously recorded within a 0.5-mile radius of the project site.

Considering the general archaeological sensitivity of the Devereux Slough area, the proximity of the project site to several prehistoric archaeological sites, the NAHC Sacred Land Files records search returning positive results for known Native American heritage resources, and the presence of fill soils throughout the project site, mitigation measures are recommended to address the potential for unknown cultural resources with the potential to be encountered during proposed ground-disturbing activities. These mitigation measures have been developed with input from the Santa Ynez Band of Chumash Indians after receiving their request for consultation.

As described under Existing Setting, tribal cultural resources were identified on the subject parcel. Given the overall cultural sensitivity of the site, as demonstrated by the number of recorded sites in proximity to the project site, there is the potential that unknown cultural resources, including tribal cultural resources, could be encountered during grading and ground disturbance. Impacts would be significant; however, incorporation of **MM CULRES-1 through MM-CULRES-4 ~~Cultural Resources Treatment Plan – Lot 2 and Lot 3, MM CULRES-2 Field Survey and Monitoring~~, ~~MM CULRES-23 Cultural Resource Monitor~~**, and **~~MM CULRES-34 Inadvertent Discovery~~** would reduce impacts below a level of

significance. These measures would ensure that any previously unidentified cultural resources discovered during site development, including tribal cultural resources, would be treated in accordance with the requirements of CEQA and the NAHC. Thus, impacts would be **less than significant with mitigation**.

Cumulative Impacts:

Since the project would not significantly impact cultural resources, it would not have a cumulatively considerable effect on the County's cultural resources with implementation of the mitigation measures described below.

Mitigation and Residual Impact:

The following mitigation measures would reduce the project's cultural resource impacts to a less-than-significant level:

MM CULRES-1 **Cultural Resources Treatment Plan - Lot 2 and Lot 3.** Prior to any ground disturbance or cultural resource studies, a Cultural Monitoring and Treatment Plan (CMTP) shall be developed by a County-qualified archaeologist and submitted to the County of Santa Barbara (County) for approval. The CMTP shall include protocols for monitoring, treatment of inadvertent discovery of cultural materials; contact procedures, including consultation with Native American communities upon discovery of cultural material; and a research plan and methodology for Phase I and Extended Phase I cultural resources assessment as outlined in MM CULRES-2 through MM CULRES-4 and in accordance with State Office of Historic Preservation Guidelines.

TIMING: The CMTP shall be filed with the County for approval prior to Zoning Clearance issuance.

MONITORING: Planning and Development staff shall confirm submittal and approval of the CMTP.

MM CULRES-2 **Field Survey and Monitoring – Lot 3.** In Lot 3, once pavement and fill soils have been removed, a Phase I Intensive Pedestrian Survey shall be conducted by a County-qualified archaeologist and observed by a Chumash Native American monitor. If the results of the survey are negative, a supplemental memo shall be provided to the County of Santa Barbara (County) to document the results. Prior to conducting the Intensive Phase I Pedestrian Survey, removal of fill soils shall be monitored by a County-qualified archaeologist and Chumash Native American monitor, unless the depth of fill soils can be definitely determined. If the depth of fill soils are confirmed, a County-qualified archaeologist and Chumash Native American monitor shall monitor the removal of fill soils once they have reached the depth of 30 centimeters (1 foot) above native soils. If cultural material is observed in native soil after the removal of fill soils, an Extended Phase I Archaeological Investigation shall be performed by a County-qualified archaeologist and observed by a Chumash Native American monitor to delineate the absence/presence of cultural material both vertically and horizontally within the project site. Following the cultural resource studies and any subsequent testing or evaluation pursuant to CEQA and County Guidelines, a County-qualified archaeologist and Chumash Native American monitor shall monitor all ground-disturbing activities until such a time clear indication of the potential to encounter unknown cultural resources is unlikely.

TIMING: Unless special or unusual circumstances (as determined by Planning and Development [P&D] staff) warrant an exception, the field excavation phase of an approved mitigation plan shall be completed within 90 days after final approval necessary to implement the physical development of the project or, if a phased project, in connection with the phased portion to which the specific mitigation measures are applicable. Nothing in this section shall nullify protections for Native American cemeteries under any other provision of law.

MONITORING: The Owner/Applicant shall provide P&D compliance monitoring staff with the name and contact information for the assigned on-site monitor(s) prior to grading/building permit issuance and pre-construction meeting. P&D compliance monitoring staff shall confirm monitoring by archaeologist and Native American consultant. P&D grading inspectors shall spot-check fieldwork.

MM CULRES-3 Cultural Resource Monitoring – Lot 2. The Owner/Applicant shall have all earth disturbances within project site monitored by a County-qualified archaeologist until such a time clear indication of the potential to encounter unknown cultural resources is unlikely a~~.~~ s determined by the archaeologist, If cultural resources are encountered, notification will occur in compliance with the County-approved Cultural Monitoring and Treatment Plan.

TIMING: Prior to zoning clearance issuance, the Owner/Applicant shall submit for Planning and Development (P&D) review and approval, a contract or Letter of Commitment between the Owner/Applicant and the archaeologist, consisting of a project description and scope of work, and once approved, shall execute the contract.

MONITORING: The Owner/Applicant shall provide P&D compliance monitoring staff with the name and contact information for the assigned on-site monitor(s) prior to grading/building permit issuance and pre-construction meeting. P&D compliance monitoring staff shall confirm monitoring by archaeologist and Native American consultant. P&D grading inspectors shall spot check fieldwork.

MM CULRES-4 Inadvertent Discovery. The Owner/Applicant and/or their agents, representatives, or contractors shall stop or redirect work immediately in the event archaeological remains are encountered during grading, construction, landscaping, or other construction-related activity. The Owner/Applicant shall immediately contact Planning and Development (P&D) staff in accordance with the Cultural Monitoring and Treatment Plan.

PLAN REQUIREMENTS: This condition shall be printed on all building and grading plans.

MONITORING: P&D permit processing planner shall check plans prior to issuance of Coastal Development Permit. P&D compliance monitoring staff shall spot-check in the field throughout grading and construction.

~~**MM CULRES-1 Field Survey and Monitoring.** Once pavement, fill soils, and existing structures have been removed, an Extended Phase I Intensive Field Survey shall be conducted by a qualified archaeologist. The results of this survey shall be reported to the County and a supplemental memo shall be provided to document the results.~~

~~The removal of fill soils shall be monitored by a qualified archaeologist, unless the depth of fill soils can be definitely determined. If the fill soils are confirmed, a qualified archaeologist shall monitor the removal of fill soils once they have reached the depth of 30 centimeters (1 foot) above native soils. If cultural material is observed, an Extended Phase I Archaeological Investigation shall be performed to delineate the absence/presence of cultural material within the project site. If the results of the survey/testing are negative, a qualified archaeologist shall monitor all ground-disturbing activities until such a time clear indication of the potential for identifying unknown cultural resources is unlikely to be encountered during ground disturbing construction activities.~~

~~**TIMING**: Unless special or unusual circumstances (as determined by P&D staff) warrant an exception, the field excavation phase of an approved mitigation plan shall be completed within 90 days after final approval necessary to implement the physical development of the project or, if a phased project, in connection with the phased portion to which the specific mitigation measures are applicable. Nothing in this section shall nullify protections for Native American cemeteries under any other provision of law.~~

~~**MONITORING**: The Owner/Applicant shall provide Planning and Development (P&D) compliance monitoring staff with the name and contact information for the assigned on site monitor(s) prior to grading/building permit issuance and pre-construction meeting. P&D compliance monitoring staff shall confirm monitoring by archaeologist and Native American consultant. P&D grading inspectors shall spot check fieldwork.~~

~~**MM CULRES-2 Cultural Resource Monitor**. The Owner/Applicant shall have all earth disturbances, including scarification and placement of fill, within the archaeological site area monitored by an archaeologist approved by Planning and Development (P&D), as well as a Native American consultant, in compliance with the provisions of the County Archaeological Guidelines.~~

~~**TIMING**: Prior to issuance of a grading permit, the Owner/Applicant shall submit for P&D review and approval, a contract or Letter of Commitment between the Owner/Applicant and the archaeologist, consisting of a project description and scope of work, and once approved, shall execute the contract.~~

~~**MONITORING**: The Owner/Applicant shall provide P&D compliance monitoring staff with the name and contact information for the assigned on-site monitor(s) prior to grading/building permit issuance and pre-construction meeting. P&D compliance monitoring staff shall confirm monitoring by archaeologist and Native American consultant. P&D grading inspectors shall spot check fieldwork.~~

~~**MM CULRES-3 Stop Work at Encounter.** The Owner/Applicant and/or their agents, representatives, or contractors shall stop or redirect work immediately in the event archaeological remains are encountered during grading, construction, landscaping, or other construction related activity. The Owner/Applicant shall immediately contact Planning and Development (P&D) staff, and retain a P&D-approved archaeologist and Native American representative to evaluate the significance of the find in compliance~~

~~with the provisions of the County Archaeological Guidelines and conduct appropriate mitigation funded by the Owner/Applicant.~~

~~**PLAN REQUIREMENTS:** This condition shall be printed on all building and grading plans.~~

~~**MONITORING:** P&D permit processing planner shall check plans prior to issuance of Coastal Development Permit. P&D compliance monitoring staff shall spot check in the field throughout grading and construction.~~

With the incorporation of MM CULRES-1 through MM CULRES-~~3~~4, residual impacts to cultural resources would be less than significant.

4.6 ENERGY

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Substantial increase in demand, especially during peak periods, upon existing sources of energy?			X		
b. Requirement for the development or extension of new sources of energy?			X		

Existing Setting:

According to the California Energy Commission, California used approximately 288,613 gigawatts per hour of electricity in 2017 (CEC 2018). Electricity usage in California for differing land uses varies substantially by the type of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. Because of the state's energy efficiency standards and efficiency and conservation programs, California's per-capita energy use has remained stable for more than 30 years, while the national average has steadily increased (CEC 2018).

Natural gas represents one third of energy commodities consumed in California, and mainly falls into four sectors: (1) residential, (2) commercial, (3) industrial, and (4) electric power generation. In addition, natural gas is a viable alternative to petroleum for use in cars, trucks, and buses (CEC 2017). According to the U.S. Energy Information Administration, California used approximately 2.382 quadrillion British thermal units of natural gas in 2015 (EIA 2017). By sector, industrial uses utilized approximately 35.8% of the state's natural gas, followed by approximately 35% from electric power, approximately 17.5% from residential uses, approximately 10.3% from commercial uses, and approximately 1.5% from transportation uses (EIA 2017).

County Environmental Thresholds:

The County has not identified significance thresholds for electrical and/or natural gas service impacts (County of Santa Barbara 2018). Private electrical and natural gas utility companies provide service to customers in Central and Southern California, including the unincorporated areas of the Santa Barbara County.

Impact Discussion:

(a, b) ***Less than Significant.*** The proposed project would include new structural facilities for the proposed residential units, including 32 single-family homes, 6 condominiums, and 9 efficiency units. The project's energy use is estimated in Table 7.

Table 7. Estimated Project Energy Use

Multiplier	Project Demand
Natural Gas (13.7 million BTU per capita)[1]	2,082.4 million BTU per year (assumes 4 people per household)
Electricity (6.9 MWh/yr/home SCE) [2]	262.2 megawatt hours per year

Notes: BTU = British thermal units.
1 Source: http://apps1.eere.energy.gov/states/residential.cfm/state=CA#ng.
2 Source: http://enduse.lbl.gov/info/LBNL-47992.pdf.

In summary, the project would have minimal long-term energy requirements. No adverse impacts would result.

Cumulative Impacts:

The project's contribution to the regionally significant demand for energy is not considerable, and is therefore less than significant.

Mitigation and Residual Impact:

No mitigation is required. Impacts would be less than significant.

4.7 FIRE PROTECTION

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Introduction of development into an existing high fire hazard area?				X	
b. Project-caused high fire hazard?			X		
c. Introduction of development into an area without adequate water pressure, fire hydrants or adequate access for firefighting?			X		

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
d. Introduction of development that will hamper fire prevention techniques such as controlled burns or backfiring in high fire hazard areas?			X		
e. Development of structures beyond safe Fire Dept. response time?			X		

Existing Setting:

According to the California Department of Forestry and Fire Protection, the project site is not located in a very high fire hazard severity zone (CAL FIRE 2008) (Figure 8, Fire Hazard Severity Zones). The project site would be located approximately 0.21 miles to the south of the Santa Barbara County Fire Station No. 11, approximately 1 mile from Station No. 17, and 1.94 miles away from Station No. 8 (Santa Barbara County Fire Department 2019). The project site is located in an area with an adequate response time from fire protective services. Water and reclaimed water infrastructure are located within or adjacent to the project site. The project also includes the installation of fire hydrants consistent with applicable County standards.

County Thresholds and Standards:

The following County Fire Department standards are applied in evaluating impacts associated with the proposed development:

- The emergency response thresholds include Fire Department staff standards of one on-duty firefighter per 4,000 persons (generally 1 engine company per 12,000 people, assuming three firefighters/station). The emergency response time standard is approximately 5 to 6 minutes.
- Water supply thresholds include a requirement for 750 gallons per minute at 20 pound-force per square inch for all single-family dwellings.
- The ability of the County's engine companies to extinguish fires (based on maximum flow rates through handheld line) meets state and national standards, assuming a 5,000-square-foot structure. Therefore, in any portion of the Fire Department's response area, all structures over 5,000 square feet are an unprotected risk (a significant impact) and therefore should have internal fire sprinklers.
- Access road standards include a minimum width (depending on number of units served and whether parking would be allowed on either side of the road), with some narrowing allowed for driveways. Cul-de-sac diameters, turning radii, and road grade must meet minimum Fire Department standards based on project type.
- Two means of egress may be needed, and access must not be impeded by fire, flood, or earthquake. A potentially significant impact could occur in the event any of these standards is not adequately met.

Impact Discussion:

(a) ***No Impact***. The project site is not located in a very high fire hazard severity zone, and would therefore not introduce development into an existing high fire hazard area.

(b–e) ***Less than Significant***. The project site is located in an urban area of Santa Barbara County within the 5-minute response zone of several fire stations (Santa Barbara County Fire Station No. 11, No. 17, and No. 8). Existing water infrastructure is in the immediate vicinity of the project site, and new fire hydrants would be installed after construction of the residences but prior to building occupancy to minimize the potential for large construction equipment to damage the hydrants. The project would not hamper controlled burns or other fire prevention techniques, since the project site is not within or adjacent to wildland areas where controlled burns would be performed. The Goleta Water District has issued a Preliminary Will Serve letter for the project indicating that there is sufficient water supply available for both potable and fire water purposes (Bennet 2019).

Cumulative Impacts:

Since the project would not create significant fire hazards, it would not have a cumulatively considerable effect on fire safety within the County.

Mitigation and Residual Impact:

Impacts would be less than significant. No mitigation is necessary.

4.8 GEOLOGIC PROCESSES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Exposure to or production of unstable earth conditions such as landslides, earthquakes, liquefaction, soil creep, mudslides, ground failure (including expansive, compressible, collapsible soils), or similar hazards?		X			
b. Disruption, displacement, compaction or overcovering of the soil by cuts, fills or extensive grading?		X			
c. Exposure to or production of permanent changes in topography, such as bluff retreat or sea level rise?			X		

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
d. The destruction, covering or modification of any unique geologic, paleontologic or physical features?				X	
e. Any increase in wind or water erosion of soils, either on or off the site?			X		
f. Changes in deposition or erosion of beach sands or dunes, or changes in siltation, deposition or erosion which may modify the channel of a river, or stream, or the bed of the ocean, or any bay, inlet or lake?			X		
g. The placement of septic disposal systems in impermeable soils with severe constraints to disposal of liquid effluent?				X	
h. Extraction of mineral or ore?				X	
i. Excessive grading on slopes of over 20%?		X			
j. Sand or gravel removal or loss of topsoil?				X	
k. Vibrations, from short-term construction or long-term operation, which may affect adjoining areas?				X	
l. Excessive spoils, tailings or over-burden?				X	

Existing Setting:

The project site is located in the western Transverse Ranges geomorphic province of California. The Transverse Ranges are characterized by east-west trending mountain ranges and valleys that are bound by numerous faults, both active and inactive. Bedrock is commonly sedimentary rock of Tertiary age ranging from deep sea fine-grained claystone and mudstone to coarse-grained nonmarine sandstones and conglomerates. The bedrock units are typically very dense, moderately to severely folded, faulted, and rotated, creating a complex assemblage of rock units.

The site is located within the mid-southern margin of the Goleta Basin, which is approximately 8 miles long by 3 miles wide. The basin is bound by the Santa Ynez Mountains to the north and the Goleta Mesa

to the south. The basin is characterized by young alluvial sediments that cut through and are deposited upon older alluvial fan conglomerate deposits and much older Tertiary-age sedimentary bedrock at depth.

Several canyons and drainages from the Santa Ynez Mountains to the north drain into Devereux Lagoon and related wetlands west and north of the project site. The site is composed of estuarine deposits with older alluvial sediments in the near-surface with "Pico" formation soils encountered at depth.

The project site is located within the central portion of the Goleta USGS 7.5-minute quadrangle. Based on this map, the closest mountain ranges are the Santa Ynez Mountains to the north of the site.

Topography

According to the Goleta Quadrangle California-Santa Barbara County 7.5-Minute Series Topographic Map, the elevation of the project site ranges from approximately 40 feet in the north to 30 feet in the south (USGS 1988).

Soils

The project site is composed of tilled native soils (artificial fill) over alluvium and estuarine deposits over "Pico" formation bedrock at depth. The soils are predominantly clayey and sandy consisting of gray to brownish-gray to olive brown lean clay and black organic silt underlain by gray to brown, yellowish to grayish-brown, and olive brown clayey to silty sand, and sand to lean clay. At depth, marine terrace deposits and "Pico" formation of Dibblee consisting of pale olive silty sand underlain by dark greenish-gray silty claystone to a maximum explored depth of approximately 70 feet. Based on the geotechnical investigation (Appendix D), fill soils range from approximately 2 to 10 feet in thickness across the project site. Groundwater was encountered in the explorations.

Fault Rupture

The project site is not located within an Alquist-Priolo Fault Zone, indicating that the State Geologist has not mapped surface traces of active faults in the vicinity of the site (Figure 9, Alquist Priolo Fault Zone). The closest Alquist-Priolo Fault Zone is located approximately 24 miles to the southeast of project site, at the closest point, along the Pitas Point Fault (CGS 2016). In addition, the closest fault to the project site, the Late Quaternary More Ranch segments of the Mission Ridge-Arroyo Parida-Santa Ana Faults, are located outside the proposed development areas. The north branch of the More Ranch Fault is located between the northern (Lot 3) and southern parcel (Lot 2) along the east-to-west draining Devereux Creek and is interpreted to be blind at the site, while the south branch is located off site. Both the north and south branch of the More Ranch Fault are not considered to represent a ground rupture hazard to the proposed development because setbacks from structural development have been incorporated into site design. Furthermore, as discussed in the Santa Barbara County Comprehensive Plan Seismic Safety & Safety Element, new habitable building structures, such as the proposed project, would maintain a minimum 50-foot setback from all known active surface faults. (CGS 2010) (Appendix D).

Geologic Hazards

Based on the geotechnical analysis of the project site (Appendix D), it was determined that the liquefaction potential of on-site soils is low. In addition, due to the relatively flat nature of the site as well as review of geologic literature pertinent to the site, there are no indications of landslides close to or within the limits of the site. However, due to the presence of artificial fill and the clayey nature of the on-site soils, there is a potential for soil collapse/compressible soils, as well as for soil expansion (Appendix D).

County Environmental Thresholds:

Pursuant to the County's Thresholds and Guidelines Manual, impacts related to geological resources may have the potential to be significant if the proposed project involves any of the following characteristics (County of Santa Barbara 2018):

1. The project site or any part of the project is located on land having substantial geologic constraints, as determined by P&D or Public Works Department. Areas constrained by geology include parcels located near active or potentially active faults and property underlain by rock types associated with compressible/collapsible soils or susceptible to landslides or severe erosion. "Special Problems" areas designated by the Board of Supervisors have been established based on geologic constraints, flood hazards, and other physical limitations to development.
2. The project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1 vertical.
3. The project proposes construction of a cut slope over 15 feet in height as measured from the lowest finished grade.
4. The project is located on slopes exceeding 20% grade.

Impact Discussion:

(a, b, i) ***Less than Significant with Mitigation.*** The project site is not underlain by any known fault. The More Ranch segments of the Mission Ridge-Arroyo Parida-Santa Ana Faults could produce strong ground shaking (seismicity) impacts at the project site. Compliance with existing building regulations would reduce potential ground shaking impacts caused by movement along regional faults to a less-than-significant level.

Liquefaction and landslide potential in the area are low due to the type of soil on site and relatively flat topography on and near the project site. Previous geotechnical borings indicate that localized shallow groundwater could be present along the site. In the event that groundwater is present, the proposed project could be subject to uplift and/or hydrostatic loads, as well as other geotechnical hazards including swelling and soil collapse. The proposed structures would be constructed in compliance with the California Building Code and County Construction Standards, which include provisions that mandate that residencies be built on compacted, competent soils, as well as measures to prevent soil collapse of saturated sediments (e.g., temporary shoring). In addition, the incorporation of **MM GEO-1 Earthwork/Grading Specifications** would require that site-specific geotechnical recommendations be incorporated into the design and construction of the residences. As such, with the incorporation of standard building practices in accordance with the California Building Code and County Construction Standards, as well as the incorporation of **MM GEO-1 Earthwork/Grading Specifications**, impacts would be **less than significant**

Construction activities would include grading, excavation, and ground-disturbing activities. A total of 16,400 cubic yards cut and 10,700 cubic yards fill would be required for construction of Lots 2 and 3 (haul trips have been analyzed in Section 4.3, Air Quality, and Section 4.14, Transportation). Grading would create level and flat areas for the new development. All manufactured slopes (both cut and fill) would have a finished face with slope angle not steeper than 1.5 horizontal to 1 vertical. Additionally, the project would result in the creation of new impervious surfaces; however, the drainage plan for the site provides retention and treatment facilities to accommodate (offset) the increase in runoff volumes from the proposed development (see Section 4.15, Water Resources/Flooding, for additional discussion). In addition, development activities would be constructed in compliance with the California Building Code and County Construction Standards, as well as incorporate **MM GEO-1 Earthwork/Grading Specifications**. These

construction practices and specifications would minimize the potential impacts related to the development of the project. As a result of adherence to the design and construction specifications and mitigation measures, grading-related impacts of the proposed project would be **less than significant**.

(c, e, f) ***Less than Significant.*** The project is approximately 0.6 miles away from the ocean, and therefore would not be subject to coastal bluff retreat. Additionally, the site is located approximately 30 to 40 feet above mean sea level, and sea-level rise would not pose a significant risk to the proposed site development.

The project site is predominately undeveloped, with the exception of an existing maintenance building, sheds, pavement, and parking lot. Construction activities including grading, construction of foundations, and open trenching would produce exposed soils that could be susceptible to erosion as a result of rain, windy conditions, and/or construction vehicles traveling over exposed soils. During construction, erosion-control measures would be implemented as part of a Stormwater Pollution Prevention Plan for the project. Prior to the start of construction activities, the Contractor would be required to file a Permit Registration Document (PRD) with the State Water Resources Control Board (SWRCB) in order to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2009-009-DWQ, NPDES No. CAS000002) or the latest approved general permit. Compliance with the NPDES permit is required when ground disturbance would exceed 1 acre of total land area. Implementation of best management practices, such as installation of straw wattles, silt fencing, and erosion blankets (County of Santa Barbara 2015b), would reduce or eliminate construction-related pollutants in site runoff, including sediment. Implementation of the erosion control best management practices in the Stormwater Pollution Prevention Plan would reduce construction-related soil erosion and there would be no loss of topsoil associated with project implementation.

(d, g, h, j–l) ***No Impact.*** There are no unique geological features located on the project site, and the project would not result in the use of septic systems. The project would not involve mining, or construction-related vibrations. The proposed project would involve 16,400 cubic yards cut and 10,700 cubic yards fill for construction of Lots 2 and 3. Due to soil shrinkage and other on-site geotechnical considerations, grading quantities are expected to balance on site.

The project site currently has exposed tilled native soils (artificial fill) over alluvium and estuarine deposits over "Pico" formation bedrock at depth. Project construction would involve the use of heavy machinery on site, which would be used for site preparation and construction activities. Excavation and ground-disturbing activities during construction of the proposed project could potentially leave loose soil exposed to the erosive forces of rainfall and high winds, which would increase the potential for soil erosion and loss of topsoil. However, because the project would involve construction within an area that is larger than 1 acre, the project Applicant would be required to apply for and receive coverage under the current General Construction Permit. Coverage under the General Construction Permit would require adherence to a variety of conditions designed to protect receiving water quality from degradation that could otherwise result from construction activities, as specified in a project-specific Stormwater Pollution Prevention Plan. Conditions would include adherence to sediment and stormwater pollutant control best management practices (BMPs), effluent monitoring and compliance, post-construction-period requirements, worker training, and various other measures designed to minimize potential for soil erosion and loss of topsoil. Stormwater BMPs would include those recommended by the California Stormwater Quality Association, including straw wattles, silt fencing, and establishing landscaping as quickly as possible. With adherence to these regulations and implementation of the Stormwater Pollution Prevention Plan and BMPs, project construction would not result in soil erosion or loss of topsoil.

Upon project implementation, the site would be graded and paved, greatly reducing the possibility for soil erosion or loss of topsoil compared to current conditions. Site-specific geotechnical recommendations have been prepared for the project to ensure that soil erosion and the loss of topsoil are minimized.

Vibrations could result from short-term construction activities associated with demolition equipment and removal of the existing paved parking lot on Lot 2 (e.g., saw cut machines, jackhammers, air compressors). However, these activities would be short term in consideration of the construction timeline (project construction is anticipated to occur fall 2020 through winter 2022). Once operational, the project would consist of residential development and is not anticipated to result in vibrations.

Cumulative Impacts:

Since the project would not result in significant geologic impacts after mitigation, and geologic impacts are typically localized in nature, it would not have a cumulatively considerable effect on geologic hazards within the County.

Mitigation and Residual Impact:

The following mitigation measures would reduce the project's geologic impacts to a less-than-significant level:

MM GEO-1 **Earthwork/Grading Specifications.** The following general earthwork and grading specifications for rough grading recommendations shall be included in the design of the project:

a. ***Site Preparation.*** Prior to grading of areas to receive structural fill or engineered structures, all ground surfaces shall be cleared of obstructions and any existing debris, and stripped of vegetation. Heavy vegetation and debris shall be removed and properly disposed of offsite. All debris from any demolition activities at the site shall also be removed and disposed offsite. Holes or depressions resulting from the removal of buried obstructions shall be replaced with compacted fill. Following remedial removals, areas to receive fill shall be scarified to a minimum depth of 12 inches, brought to a near-optimum moisture condition, and recompacted to at least 90% relative compaction (based on American Standard of Testing and Materials [ASTM] Test Method D1557).

b. ***Removal and Recompaction.*** In the northern portion of the project site, portions of Parcel 3 are underlain by potentially compressible/collapsible or unsuitable soils (i.e., existing fills and estuarine deposits), which may settle under the addition of water, under the surcharge of fill, and/or foundation loads.

c. Compressible materials not removed by the planned grading shall be excavated to competent material and replaced with compacted fill soils. Removals on the site to be on the order of approximately 5 feet below existing grade to up to 20 feet locally, or a minimum of 3 feet below proposed footing bottom elevations (whichever is deeper), to completely remove unsuitable fills and estuarine deposits; however, localized, deeper removals should be anticipated where deemed necessary by the geotechnical consultant based on observations during grading. Removal bottoms shall be scarified to a minimum depth of 12 inches, brought to at least optimum moisture content, and recompacted to a minimum 90% relative compaction. For perimeter retaining walls, wall footings shall be deepened to be into competent soils, or overexcavation should be performed to achieve a minimum of 3 foot of compacted fills below proposed wall footings.

d. From a geotechnical perspective, material that is removed may be placed as fill provided the material is relatively free from rocks (greater than 6 inches in maximum dimension), organic material and construction debris, is moisture-conditioned or dried (as needed) to obtain above optimum moisture content, and then recompacted prior to additional fill placement or construction.

e. **Trench Backfill and Compaction.** The on-site soils may generally be suitable as trench backfill provided they are screened of rocks and other material over 6 inches in diameter and organic matter. Trench backfill shall be compacted in uniform lifts (generally not exceeding 8 inches in compacted thickness) by mechanical means to at least 90% relative compaction (per ASTM Test Method D1557). If trenches are shallow, and the use of conventional equipment may result in damage to the utilities, clean sand, having sand equivalent (SE) of 30 or greater, shall be used to bed and shade the utilities. Sand backfill should be densified.

PLAN REQUIREMENTS*:* ~~Best management practices~~ Earthwork/grading specifications shall be graphically shown on project plans prior to Zoning Clearance issuance.

MONITORING: Grading inspector shall confirm compliance in the field.

With the incorporation of MM GEO-1, residual impacts to geologic processes would be less than significant.

4.9 HAZARDOUS MATERIALS/RISK OF UPSET

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. In the known history of this property, have there been any past uses, storage or discharge of hazardous materials (e.g., fuel or oil stored in underground tanks, pesticides, solvents or other chemicals)?		X			
b. The use, storage or distribution of hazardous or toxic materials?		X			
c. A risk of an explosion or the release of hazardous substances (e.g., oil, gas, biocides, bacteria, pesticides, chemicals or radiation) in the event of an accident or upset conditions?		X			
d. Possible interference with an emergency response plan or an emergency evacuation plan?			X		

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
e. The creation of a potential public health hazard?			X		
f. Public safety hazards (e.g., due to development near chemical or industrial activity, producing oil wells, toxic disposal sites, etc.)?			X		
g. Exposure to hazards from oil or gas pipelines or oil well facilities?		X			
h. The contamination of a public water supply?			X		

Existing Setting:

There are various sources of hazardous waste/materials throughout the County, such as industrial facilities, landfills, mineral extraction facilities, gas stations, and produce coolers. Dudek conducted a search of online regulatory agency databases that maintain records associated with hazardous material release sites, including the State Water Resources Control Board (SWRCB) GeoTracker database and the Department of Toxic Substances Control (DTSC) EnviroStor Database (May 2020). The project site was not identified in the GeoTracker database, nor was it identified in the EnviroStor database. Multiple cleanup sites were identified within one mile of the project site. However, based on regulatory status, extent of contamination, and distance from the project site, these sites do not appear to impact the project site (Figure 10, Regulatory Cleanup Site). Additionally, the project site was not identified on the other Cortese List databases (Government Code Section 65962.5).

A Phase I Environmental Site Assessment (ESA) was completed by Partner on October 6, 2017. A copy of this Phase I ESA is provided as Appendix J. The Phase I ESA identified one recognized environmental condition (REC) associated with the project site:

- A 500-gallon underground storage tank (UST) was reportedly installed at the project site in 1965 and removed in 1991. The UST was reportedly associated with golf course maintenance. According to the Phase I ESA, documentation of the tank removal was not received from Santa Barbara County Fire Department (SBCFD) prior to completion of the report. Therefore, confirmation of tank removal and the absence of contamination related to the UST could not be obtained. The UST was reportedly located at the maintenance building.

In addition to the REC, the Phase I ESA also identified a septic system, which is located adjacent to the south side of the maintenance building, disabled vehicles and maintenance equipment left on site, and suspect asbestos-containing materials and/or lead-based paint. These items were not considered RECs, but according to the Phase I ESA warranted further investigation.

Dudek requested and received records from the Santa Barbara County Public Health Department (SBC PHD) (May 2020) in connection with prior hazardous material handling on the project site. The SBC PHD

is the Santa Barbara County Certified Unified Program Agency (CUPA), and was formerly part of the SBCFD, who reportedly completed the UST removal in 1991. According to CUPA files, the site previously handled waste oil, oil filters, batteries, and fuels in aboveground storage tanks (ASTs). The hazardous materials were associated with golf course maintenance. The SBC PHD did not have records of a UST located on the project site. A site inspection conducted by SBC PHD in 2008 reported the fuel ASTs were unused, and had been removed and taken offsite. According to an inspection closure report completed by the SBC PHD in 2014, the only remaining hazardous materials included glass and multi-surface cleaner, drain cleaner, and a 25-gallon drum with unknown contents. No evidence of other contamination or corrosion was present. During the Phase I ESA site reconnaissance in 2017 (Partner 2017), only a propane AST was observed on the project site.

Dudek conducted soil sampling at the Ocean Meadows project site to determine if there were impacts related to grounds-keeping activities at the former golf course, to confirm the removal of an old UST, and to determine if there were impacts to soil from the UST. The soil sampling was conducted in accordance with an SBC PHD approved Soil Sampling Work Plan (work plan) dated June 2020. The Subsurface Investigation Report (report) was submitted to the SBC PHD in August 2020.

Eighteen soil samples were collected from Area 1, which was part of a former golf course and included an abandoned maintenance building and storage shed. Five of the samples were collected from the former UST area between 2 feet and 5.5 feet below ground surface (bgs) and analyzed for TPH and VOCs. One sample was planned to be collected at a depth of 10 feet bgs, but the soil became heavily saturated at 6 feet bgs; thus, a step-out sample was collected at 5 feet bgs. A sample was not obtained from 10 feet bgs. Thirteen of the samples, collected from 0 inches to 6 inches bgs, were analyzed for OCPs and herbicides; 4 of the 13 were also analyzed for arsenic. Two samples were collected from a landscaped portion of Area 2, which was a parking lot for the golf course. Both samples, collected from 0 inches to 6 inches bgs, were analyzed for OCPs and herbicides; one of the two was also analyzed for arsenic. Detections of TPH, VOCs, OCPs, and herbicides were below environmental screening levels. Arsenic was detected in all five samples above the environmental screening level but below the maximum background concentration for California soils. In addition, a geophysical survey conducted prior to the soil sampling did not indicate that the former UST was still present. Dudek concluded that the surface investigation did not reveal concerns associated with the former use of the site as a golf course. Thus, no further investigation related to the former use was recommended. SBC PHD approved additional soil sampling in accordance with an approved addendum to the work plan on October 20, 2020.

An EIR for Ocean Meadows Residences and Open Space Plan was conducted in 2005 (UCSB, 2004). The EIR was completed on 70 acres defined as the Ocean Meadows Residences and Open Space Plan, which included the project site and approximately 63 acres of open space to the west. The FEIR identified two impacts associated with former oil drilling activities, two abandoned oil wells ("Petan #2" and "Bishop Ranch"), and potential soil impacts due to historic oil drilling activities. The EIR recommended a soil management plan to mitigate potential impacts related to these former oil drilling activities. Based on a review of EIR findings, the identified oil drilling activities, including the abandoned oil wells, are not located on the project site, and therefore are not likely to impact the project site. Dudek reviewed the California Department of Conservation Geologic Energy Management Division (CalGEM) online oil and gas well mapping application (CalGEM 2020) and confirmed that there are no oil and gas wells on the project site. The nearest oil and gas well is "Petan 2," approximately 500 feet west of the project site. Petan 2, which was also identified in the 2004 EIR, is a plugged dry hole that was abandoned in 1965. A site investigation summary letter (Campbell Geo 2016) confirmed the well was abandoned meeting current (2016) standards and no remedial work would be required. According to the 2017 Phase I ESA, the project site was developed as a golf course in 1965. Ongoing maintenance of the golf course included the use of

herbicides and/or pesticides. It is assumed that the golf course used herbicides and/or pesticides for vegetation management; however, quantities, types, frequency and duration of use are unknown.

County Environmental Threshold:

The County's Public Safety thresholds in its Environmental Thresholds and Guideline Manual (County of Santa Barbara 2018) address involuntary public exposure from projects involving significant quantities of hazardous materials. The thresholds address the likelihood and severity of potential accidents to determine whether the safety risks of a project exceed significance levels.

Impact Discussion:

(a, b, c, g) ***Less than Significant with Mitigation Incorporated.*** It is assumed that the golf course used herbicides and pesticides for vegetation management; however, quantities, types, frequency and duration of use are unknown. Pesticides and herbicides were also likely stored in the onsite maintenance shed. Due to the cumulative nature of pesticide- and herbicide-related chemicals, the historical use of these chemicals may have resulted in contamination to shallow soils on the project site which could, in turn, impact human health of the future residents and/or construction workers on the project site. Surface soil contamination is also likely to occur in areas where pesticides/herbicides were stored, which could also impact human health of future residents/workers. The proposed project includes development of the entire project site, which would involve grading and covering the majority of the project site with buildings and paved roadways. Despite these activities, there is still a potential that residual pesticide- and herbicide-related contamination is present. Based on Dudek's professional experience, the likelihood is low that residual pesticide- and herbicide-related contamination would be present on the project site above residential risk-based levels. However, as with agricultural properties (DTSC 2008), the long history of pesticide and herbicide use presents some uncertainty as to current conditions. Due to the potential for residual pesticide- and herbicide-related contamination to be present on the project site, **MM HAZ-1 Pesticide- and Herbicide-Related Soil Sampling** requires a soil sampling and analysis plan to be implemented. There is also the potential for residual concentrations of these chemicals to be present in onsite storage and mixing areas, which could potentially have occurred at the onsite maintenance shed. While the area potentially impacted by this storage and mixing would be low (i.e., confined to the maintenance shed area), this area would be included in the plan proposed in **MM HAZ-1 Pesticide- and Herbicide-Related Soil Sampling.** Sampling and analysis of surface soils is required by mitigation measure **MM HAZ-1 Pesticide- and Herbicide-Related Soil Sampling** prior to development to ensure workers and future residents are not exposed to residual contamination related to past pesticide and herbicide use. Therefore, impacts would be less than significant with mitigation incorporated.

The removal of the 500-gallon diesel UST could not be confirmed, nor could the condition of the soils surrounding the tank. Therefore, residual petroleum contamination could be present near the former UST area. Construction workers and future residents could be exposed to these contaminated soils if they are not properly removed or remediated. **MM HAZ-2 UST Decommissioning Confirmation and Soil Sampling** requires confirmation of UST removal with no residual contamination. If documentation cannot be produced, **MM HAZ-2 UST Decommissioning Confirmation and Soil Sampling** also requires subsurface sampling and analysis of soils near the area of the former UST prior to development to ensure workers and future residents are not exposed to residual contamination related to the former UST. Therefore, impacts would be less than significant with mitigation incorporated.

Demolition and redevelopment of the project site may require abandonment of the existing septic system and maintenance shed. Demolition of these structures would require abatement of asbestos-containing materials (ACM), lead-based paints (LBP), and/or universal wastes (such as polychlorinated biphenyl (PCB) materials)

should they be present on the site. Implementation of **MM HAZ-3 Pre-Demolition Hazardous Materials Abatement** requires assessment and abatement of these materials prior to demolition and construction activities. Therefore, impacts would be less than significant with mitigation incorporated.

(d, e, f, h) ***Less than Significant.*** The project site was a part of the Ocean Meadows Golf Course, which operated from the 1960s through 2013. Based on a search of the SWQCB GeoTracker[5] and DTSC EnviroStor[6] databases (May 2020), the project site is not listed on a database that indicates a release of hazardous materials on the project site. Multiple cleanup sites were identified within 1 mile of the project site; however, based on the distance, regulatory status, and documented hazardous material impacts on each site, it does not appear that these sites have impacted the project site. According to the California Department of Conservation, Geologic Energy Management Division (CalGEM)Online Mapping System, there are no active or plugged oil wells on the project site (DOC 2020). The nearest well to the project site existed on the west side of Kroeber Walk, to the east of the project; this well was abandoned in 1930.

There are no gas or oil pipelines in the immediate project vicinity. Based on Southern California Gas Company's Natural Gas Pipeline Map, the nearest natural gas transmission line is located within Hollister Avenue approximately 0.5 miles to the north of the project site (SoCalGas 2019). Based on the National Pipeline Mapping System, the nearest oil pipeline is located approximately 0.3 miles to the west of the project site (DOT 2019). Therefore, the proposal would not subject members of the public to existing public safety hazards associated with oil and gas facilities.

The proposed project would involve the development of 32 single-family homes, 6 condominiums, and 9 efficiency units. Common landscape maintenance activities (e.g., application of lawn fertilizer, limited fuels for mowing equipment) on the project site would not result in significant hazardous materials/waste impacts. The limited volumes of low toxicity materials anticipated to be employed, and intended low-intensity maintenance approach, would not have the potential to result in impacts upon any public water supply.

Incidental hazardous materials employed for site development and maintenance would not be anticipated to be stored in such quantities so as to create a risk of explosion or substantial release of materials to the environment, nor create a public health hazard through routing operations or in the case of an accident.

The project does not propose an alteration of any public roadway, other than the development of roadways associated with the project. Traffic generated by the project would not substantially interfere with emergency response capabilities to the project site or to other properties in the project area.

Cumulative Impacts:

Since the project would not create significant impacts with respect to hazardous materials and/or risk of upset with implementation of the mitigation measures identified below, it would not have a cumulatively considerable effect on safety within the County.

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5 The State Water Quality Control Board (SWQCB) data management system for sites that impact, or have the potential to impact, water quality in California. https://geotracker.waterboards.ca.gov/

6 The Department of Toxic Substances Control (DTSC) data management system for tracking cleanup, permitting, enforcement, and investigation efforts at hazardous wastes facilities and sites with known contamination.

Mitigation and Residual Impact:

The following mitigation measures would reduce the project's hazardous material/risk of upset impacts to a less-than-significant level.

MM HAZ-1. **Pesticide- and Herbicide-Related Soil Sampling.** Soil sampling for organochlorine pesticides (OCPs) and herbicides conducted at the project site consistent with an approved County Environmental Health Services (EHS) soil sampling plan indicated that with one exception, all OCPs and herbicides were below regulatory screening levels. However, one organochlorine pesticide (chlordane) exceeded applicable terrestrial screening levels at three sample locations. Prior to issuance of the Coastal Development Permit, the Applicant shall prepare a soil sampling plan and chlordane soil samples shall be collected at deeper levels and analyzed at the three prior sample locations with County Public Health Hazardous Materials Unit oversight and in accordance with applicable regulatory guidelines (such as Health and Safety Code). Should chlordane testing at deeper levels be identified in soils above the applicable terrestrial screening levels, a remediation plan that outlines the depth, collection protocols, and disposal and treatment methods shall be implemented with County Public Health Hazardous Materials Unit oversight and in accordance with applicable regulatory guidelines (such as Health and Safety Code) and action levels.

PLAN REQUIREMENTS AND TIMING: The soil sampling plan and remediation plan, if required, shall be reviewed and approved by the County Public Health Hazardous Materials Unit prior to Coastal Development Permit issuance. The remediation plan, if required, shall be implemented on-site prior to Zoning Clearance issuance.

MONITORING: The sampling and remediation plans shall be reviewed and approved by the County Public Health Hazardous Materials Unit prior to Coastal Development Permit issuance. Confirmation sampling and concurrence from the County Public Health Hazardous Materials Unit to confirm the adequate removal of contaminated soils above risk-based concentrations shall occur prior to Zoning Clearance issuance.

MM HAZ-2. **UST Decommissioning Confirmation and Soil Sampling.** Soil sampling for volatile organic compounds (VOCs) and total petroleum hydrocarbons (TPH) conducted at the project site consistent with an approved County Public Health Hazardous Materials Unit soil sampling plan indicated that all VOCs and TPHs were below regulatory screening levels and confirmed UST removal. Consistent with the County Public Health Hazardous Materials Unit approved soil sampling plan, the Applicant shall complete one additional soil survey in the area of the previously removed UST, at 10 feet below ground surface, prior to Zoning Clearance issuance. Should contaminants of concern be identified in soils above regulatory screening levels which would indicate a potential impact to human health and/or the environment, a remediation plan that identifies the applicable constituent, collection protocols and disposal and/or treatment method shall be developed and implemented with County Public Health Hazardous Materials Unit oversight and in accordance with applicable regulatory guidelines (such as Health and Safety Code) and action levels prior to Zoning Clearance issuance.

PLAN REQUIREMENTS AND TIMING: The remediation plan shall be reviewed and approved by the County Public Health Hazardous Materials Unit prior to Zoning

Clearance issuance. The remediation plan shall be implemented on-site prior to Zoning Clearance issuance.

MONITORING: The remediation plan shall be reviewed and approved by the County Public Health Hazardous Materials Unit prior to Zoning Clearance issuance. Confirmation sampling by the applicant and concurrence from the County Public Health Hazardous Materials Unit to confirm the adequate removal of contaminated soils above risk-based concentrations shall occur prior to Zoning Clearance issuance.

~~**MM HAZ-1** **Pesticide and Herbicide Related Soil Sampling.** Prior to issuance of the Coastal Development Permit, the Applicant shall prepare a soil sampling plan and soil samples shall be collected and analyzed for contaminants of concern associated with past pesticide and herbicide use, including the potential former storage area (onsite maintenance shed). Should contaminants of concern be identified in soils above regulatory screening levels which would indicate a potential impact to human health and/or the environment, a remediation plan shall be developed.~~

~~**PLAN REQUIREMENTS AND TIMING:** The remediation plan shall be reviewed and approved by Santa Barbara County EHS prior to Coastal Development Permit issuance. The remediation plan shall be implemented on-site prior to commencement of grading and construction activities.~~

~~**MM HAZ-2** **UST Decommissioning Confirmation and Soil Sampling.** Prior to Coastal Development Permit issuance, the Applicant shall conduct a subsurface survey using ground-penetrating radar (or similar methods) to confirm/deny the presence of the 500-gallon UST at the maintenance shed. In addition, a soil sampling plan will be developed and soil samples from within the former UST area shall be collected and analyzed for contaminants of concern associated with diesel fuel. Should contaminants of concern be identified in soils above regulatory screening levels which would indicate a potential impact to human health and/or the environment, a remediation plan shall be developed prior to Coastal Development Permit issuance.~~

~~**PLAN REQUIREMENTS AND TIMING:** The remediation plan shall be reviewed and approved by Santa Barbara County EHS prior to Coastal Development Permit issuance. The remediation plan shall be implemented on-site prior to commencement of gradient and construction activities.~~

~~**MONITORING:** The remediation plan shall be reviewed and approved by Santa Barbara County EHS prior to Coastal Development Permit issuance. Confirmation sampling and concurrence from Santa Barbara County EHS is required to confirm the adequate removal of contaminated soils above risk-based concentrations prior to Coastal Development Permit issuance.~~

MM HAZ-3 **Pre-Demolition Hazardous Materials Abatement.** Demolition or renovation plans and contract specifications shall incorporate hazardous material building surveys and abatement procedures for the removal of materials containing asbestos, lead, polychlorinated biphenyls, and universal waste items. A Santa Barbara County Air Pollution Control District (APCD) Asbestos Demolition and Renovation Compliance Checklist shall be completed and a certified asbestos consultant shall conduct the sampling and develop the removal plan as required by APCD and County Fire. If LBP

is present, the application shall implement a lead-based paint (LBP) abatement plan, which will include a health and safety plan, containment procedures to prohibit offsite migration, and appropriate removal of all peeling and stratified LBP to the degree necessary to properly complete demolition or renovation activities. Proper disclosures will be made of the presence of ACM and LBP to all workers, and notifications to local residences and occupants of buildings will be completed, as required. All abatement work shall be done in accordance with federal, state, and local regulations, including those of the U.S. Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, U.S. Department of Housing and Urban Development, California Occupational Safety and Health Administration (which regulates employee exposure), and the Santa Barbara County Air Pollution Control District.

PLAN REQUIREMENTS AND TIMING: Prior to any demolition or renovation, a hazardous material survey, including ACM, LBP, PCBs, and universal wastes, shall be conducted by the applicant. The remediation plan shall be reviewed and approved by Santa Barbara County EHS, and APCD sign-off shall be obtained for the abatement of ACM and LBP prior to Coastal Development Permit issuance.

MONITORING: The remediation plan shall be reviewed and approved by Santa Barbara County EHS prior to Coastal Development Permit issuance. An abatement summary report will be submitted to Santa Barbara County EHS for approval prior to Coastal Development Permit issuance.

With the incorporation of MM HAZ-1 through MM HAZ-3, residual impacts to hazardous materials/risk of upset would be less than significant.

4.10 LAND USE

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Structures and/or land use incompatible with existing land use?				X	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X	
c. The induction of substantial growth or concentration of population?			X		

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
d. The extension of sewer trunk lines or access roads with capacity to serve new development beyond this proposed project?			X		
e. Loss of existing affordable dwellings through demolition, conversion or removal**?**				X	
f. Displacement of substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X	
g. Displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	
h. The loss of a substantial amount of open space?				X	
i. An economic or social effect that would result in a physical change? (i.e., Closure of a freeway ramp results in isolation of an area, businesses located in the vicinity close, neighborhood degenerates, and buildings deteriorate. Or, if construction of new freeway divides an existing community, the construction would be the physical change, but the economic/social effect on the community would be the basis for determining that the physical change would be significant.)				X	
j. Conflicts with adopted airport safety zones?				X	

Existing Setting:

The project site is located in the designated Urban area of the Goleta Community Plan inCoastal Zone. Existing land uses in the vicinity include student housing for UCSB, residential housing, UCSB NRS Coal Oil Point Reserve, and the UCSB NCOS. Other regional land uses include the Santa Barbara Municipal Airport located 0.7 miles to the northeast of the project site, Girsh Park approximately 0.3 miles to the

north, and the Camino Real shopping center also to the north. The project site's land use designation is Planned Residential Development (Figure 11, Land Use Designation) and zoned Planned Residential Development (PRD)-58 (Figure 12, Zoning). The proposed project would involve the development of 32 single-family homes, 6 condominiums, and 9 efficiency units.

Based on the County's Environmental Thresholds and Guidelines (County of Santa Barbara 2018), single-family residences have an average resident per household rate of 3.01 persons per household. A condominium has an average resident per household of 2.65 persons. The County does not have an established rate for efficiency dwelling units; however, based on occupancy criteria in the California Building Code, the assumed residential capacity is 2.0 persons for the efficiency dwelling units. Using these thresholds, total residential occupancy of the project would be:

Single-family Residences:	32 x 3.01 = 96.32 ≅ 96
Condo:	6 x 2.65 = 15.9 ≅ 16
Efficiency:	9 x 2 = 18
Total Persons:	**130**

Environmental Threshold:

The County's Environmental Thresholds and Guidelines (County of Santa Barbara 2018) contains no specific thresholds for land use. Generally, a potentially significant impact can occur if a project would result in substantial growth-inducing effects or result in a physical change in conflict with County policies adopted for the purpose of avoiding or mitigating an environmental effect.

Impact Discussion:

(a, ~~b,~~ e–j) ***No Impact.*** The project would result in the construction of 32 market rate and 6 affordable housing units, plus 9 efficiency units on a site designated and zoned for residential development. The proposed density of the project is consistent and compatible with the general plan and zoning of the site and the adjacent residential development. The project's affordable housing component would provide six new low-income (51%–80% of median income) units. The project would not cause an economic or social effect resulting in a physical change, as the project would result in the buildout of a residential project consistent with the County's land use designation. The project site was previously used as a golf course and as such, no people would be displaced, and no housing lost through demolition, conversion, or removal.

The Santa Barbara Municipal Airport is located approximately 0.7 miles to the northeast of the project site. The current Santa Barbara County Airport Land Use Plan does not map the project site within any safety zones (SBCAG 2013).

(b) ***Less than Significant.*** The project site is located within the Appeals Jurisdiction of the Coastal Zone. Santa Barbara County's Local Coastal Program has been certified by the California Coastal Commission, and as such, authority rests with the County unless an appeal to the Coastal Commission is filed. Upon review of the Draft IS/MND, the Coastal Commission noted that the project should be analyzed for consistency with environmentally sensitive habitat areas on the NCOS and County LCP Policy 9-18 as it relates to a small patch (0.04 acres) of isolated native grasses on Lot 2 of the project site. As discussed in Section 4.4, Biological Resources, and included in Appendix K, UCSB's planting palate "within 100 feet of the homes, and including the trail, will not be ESHA [environmentally sensitive habitat area], but will be planted with native plants that are compatible with the NCOS management goals of providing both habitat and defensible space and reducing the chance for invasive plants to establish in the area." As such, there would be no policy consistency conflict.

~~The County threshold of 0.25 acre is typically used as a basis for determining grassland impact. The acreage of native grassland does not meet the established County threshold of 0.25 acre. Notwithstanding, Coastal Act and Goleta Community Plan policies do protect native grasslands. However, the Ocean Meadows Project Site has been considered for residential development since the original concept for the Ellwood-Devereux Open Space and Habitat Management Plan in 2004. The subdivision creating the NCOS (Lot 1) and two project parcels (Lot 2 and Lot 3) was approved by the Coastal Commission under CDP 4-12-044 (Trust for Public Land and Devereaux Creek Properties, Inc.). Importantly, the Coastal Commission staff report states: "this division will serve to ensure the clustering of residential development for any future residential development proposals on Proposed Lot 2 (5.89 acres) and Proposed Lot 3 (0.5 acres) (both of which would be located outside of the Coastal Commission's original jurisdiction) and would ensure that the majority (more than 90%) of the existing 70.32-acre parcel is maintained as open space. The new 63.93 acres of open space will connect with and form part of a much larger contiguous open space area of the Devereux Slough coastal ecosystem, including the UCSB-owned "South Parcel," the Ellwood bluffs area, and Coal Oil Point Reserve, and would serve to connect approximately 800 acres containing environmentally sensitive habitat areas and a network of trails." The holistic consideration of the three parcels under the CDP with the preservation of 63.93 acres of open space, much of which has been or will be planted with native grassland habitat pursuant to UCSB's North Campus Open Space Restoration Project Restoration Plan and reflected in the Coastal Commission's certification of UCSB's 2010 LRDP Amended 2017, would offset the minimal loss of 0.04 acre of isolated onsite native grassland.~~ Please refer to Appendix K for additional detail. As such, impacts would be less than significant.

(c, d) ***Less than Significant.*** The project would result in 32 new single-family homes, 6 affordable residential units, and 9 efficiency units. The site is vacant and historically used as a golf course. The project could result in an increase of the population, but the increase is negligible and also accounted for in growth projections in the Goleta Community Plan (County of Santa Barbara 1993).

Infrastructure to serve the residences—such as roads, water, sewer, natural gas and electricity—would be required; however, the utility providers have indicated that adequate capacity exists. The proposed roadway system only serves the proposed project; no possibility for an extension exists since the adjacent land is the UCSB NCOS.

Cumulative Impacts:

The implementation of the project is not anticipated to result in any substantial change to the site's conformance with environmentally protective policies and standards or have significant growth-inducing effects. Thus, the project would not cause a cumulatively considerable effect on land use.

Mitigation and Residual Impact:

Impacts would be less than significant. No mitigation is necessary.

4.11 NOISE

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Long-term exposure of people to noise levels exceeding County thresholds (e.g., locating noise sensitive uses next to an airport)?		X			

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
b. Short-term exposure of people to noise levels exceeding County thresholds?		X			
c. Project-generated substantial increase in the ambient noise levels for adjoining areas (either day or night)?		X			

Existing Setting and County Environmental Threshold:

Noise is generally defined as unwanted or objectionable sound that is measured on a logarithmic scale and expressed in decibels (dB(A)). The duration of noise and the time period at which it occurs are important values in determining impacts on noise-sensitive land uses. The Community Noise Equivalent Level (CNEL) and Day-Night Average Level (L_{dn}) are noise indices that account for differences in intrusiveness between daytime and nighttime uses (refer to definitions below). County noise thresholds are: (1) 65 dB(A) CNEL maximum for exterior exposure, and (2) 45 dB(A) CNEL maximum for interior exposure of noise-sensitive uses. Noise-sensitive land uses include residential dwellings; transient lodging; hospitals and other long-term care facilities; public or private educational facilities; and libraries, churches, and places of public assembly.

The noise value L_{dn} (noise level, Day/Night) averages the varying sound levels occurring over a 24-hour period and gives a 10-decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account noise sensitivity during nighttime hours. Since L_{dn} is a 24-hour average noise level, an area could have sporadic loud noise levels above 65 dB(A) that average lower over the 24-hour period. CNEL is similar to L_{dn}, but includes a separate 5 dB(A) penalty for noise occurring between the hours of 7:00 p.m. and 10:00 p.m. CNEL and L_{dn} values usually agree within 1 dB(A).

The Equivalent Noise Level (L_{eq}) is a single noise level that, if held constant during the specified time period, would represent the same total energy as a fluctuating noise. L_{eq} values are commonly expressed for periods of 1 hour, but a longer or shorter time period may be specified.

The project site is located outside of 65 dB(A) noise contours for roadways, public facilities, and airport approach and take-off zones (City of Goleta 2006a). Based on the current City of Goleta (City) and Goleta Community Plan Noise Levels diagram (County of Santa Barbara 2005), the project sits within the 60–64 dB(A) CNEL contour.

Surrounding noise-sensitive uses consist of residential land uses located immediately south and east of Lot 2, as well as residences located immediately east and north of Lot 3. The sensitive receptors represent the nearest residential land uses with the potential to be impacted by construction of the proposed project. Additional sensitive receptors are located farther from the project site in the surrounding community and would be less impacted by noise and vibration levels than the above-listed sensitive receptors.

Impact Discussion:

(a–c) ***Less than Significant with Mitigation.*** The proposed project consists of installing multiple heating, ventilation, and air conditioning (HVAC) units at the various residential lots at both project lots (Lot 2 and Lot 3); however, only those nearest to adjacent noise-sensitive receptors were evaluated for long-term operational noise impacts. Exterior mechanical equipment noise was modelled and evaluated at both proposed project lot property boundaries. For a relatively steady state noise source (i.e., the hourly average noise level is very similar or the same each hour of the day) the CNEL value will be 7 dB higher than the hourly average noise level. Consequently, in order to account for the possibility that an air compressor could be operating 24 hours a day during hot temperature periods, air conditioner noise levels should not exceed 58 dB(A) L_{eq} at the adjacent residential property boundary.

Residential lots 23–31 were evaluated from Lot 2, while residential lots 3 and 6 were evaluated from Lot 3. As indicated by Dudek's exterior mechanical equipment noise study for Lot 2 (Dudek 2019a), the worst-case calculated noise level from HVAC operation at the closest property boundary exceeds 58 dB(A) L_{eq} at 6 of the 10 lots. Calculating distance attenuation alone, operational levels of the air-conditioning equipment would appear to potentially exceed the noise element limits at residential lots 23, 26, 27, 28, 30, and 31. In order to avoid a significant noise impact for neighboring residences associated with use of HVAC units at Lot 2, **MM NOISE-1 Installation of Barriers** would be required. Dudek's exterior mechanical equipment noise study for Lot 3 (Dudek 2019b) calculated the required minimum setback distance to comply with the 58 dB(A) L_{eq} level, which is the equivalent of 65 dB(A) CNEL. At a distance of 13 feet from the property line, air conditioner noise is calculated to be 58 dB(A) L_{eq}, which is the equivalent of 65 dB(A) CNEL. To avoid significant noise impact for neighboring residences associated with use of HVAC units at Lot 3, **MM NOISE-2 Distance to Property Boundary** would also be required.

The Santa Barbara Airport is approximately one-mile from both Lot 2 and Lot 3. The Goleta Community Plan includes policy N-GV-1 requiring interior noise sensitive uses to be protected and dedication of avigational easements if noise exceeds a certain threshold subject to the Santa Barbara County Airport Land Use Plan (ALUP), the most recent adopted in 1993. The current standard in the 1993 ALUP states that when a residential project is within a CNEL contour of 60 dB "an acoustical analysis showing that the structure has been designed to limit intruding noise to not more than 45 dB CNEL in any habitable room" shall be required. However, the California Department of Housing and Community Development has determined that for exterior noise levels up to and including 65 dB CNEL, interior noise levels are reduced to acceptable levels (to at least 45 dB CNEL) through conventional residential construction, but with closed windows and fresh air supply systems or air conditioning (CHCD 2016). This finding is consistent with US Department of Transportation documentation which indicates that even "light frame" residential construction using single-pane windows achieves a 20 dB attenuation with windows closed, while dual glazed windows increase the attenuation to 25 dB (USDOT 2011). Consequently, with documented exterior noise exposure not greater than 65 dB CNEL, the proposed conventional construction would achieve an interior noise level not exceeding 45 dB CNEL, with windows in the closed position. The current project plans indicate that each residential unit will be equipped with air conditioning, thus allowing windows to remain closed in order to achieve the interior sound level limit of 45 dB CNEL.

In addition, a proposed draft August 2019 Santa Barbara Airport "Airport Land Use Compatibility Plan" is available. Although not adopted, the proposed August 2019 Santa Barbara Airport ALUP does not show either lot within a noise contour greater than 65 dB(A) CNEL.

With mitigations implemented, long-term noise generated on site would not exceed County thresholds or substantially increase ambient noise levels in adjoining areas. Noise sensitive uses on the project site would

not be exposed to or impacted by off-site noise levels exceeding County thresholds. Impacts would be less than significant with mitigation.

According to U.S. Environmental Protection Agency guidelines, average construction noise is 95 dB(A) at a 50-foot distance from the source (County of Santa Barbara 2008). Thus, it is anticipated that short-term noise associated with the grading and construction of the project would result in similar noise levels. Some construction activities could result in noise levels in excess of 95 dB(A) measured 50 feet from the noise source, such as those associated with demolition equipment and removal of the existing paved parking lot on Lot 3 (e.g., saw cut machines, jackhammers, air compressors). However, these activities would be short term in consideration of the construction timeline (project construction is anticipated to occur ~~winter~~ fall 2020 through ~~spring~~ winter 2022). The primary means to minimize construction noise impacts in the County is to restrict the construction hours to the daytime period. This is included in the General Plan Noise Element and Noise Ordinance. **MM NOISE-3 Construction Hours** would be required to address impacts associated with short-term construction noise.

Noise attenuation occurs over distance at a rate of 6 dB(A) each time the distance from the source is doubled (County of Santa Barbara 2008). Therefore, at a distance of 1,600 feet from the source of the noise, noise attenuation would reduce typical construction-related noise levels from 95 dB(A) to 65 dB(A). Since 65 dB(A) is the County's threshold for ~~limit of~~ acceptable noise ~~for~~ at sensitive land uses, such as residences, lodging, and hospitals, construction noise generally would not significantly affect land uses at a distance greater than 1,600 feet from the construction noise source. However, within 1,600 feet of the project site, there are existing residences. The nearest residential properties to Lot 2 are located directly east (the project site shares a property line with Sierra Madre Student Housing) and north at Lot 3, across Whittier Drive (Sesame Tree Apartments within City of Goleta). ~~The nearest residential properties to Lot 3 are located directly east (the project site shares a property line with Sierra Madre Student Housing).~~Given the transitional nature of student housing, there are several months during the year when no occupants are present at the housing sites. As such, project-generated construction noise could pose a potentially significant effect on such noise-sensitive receptors. For this reason, **MM NOISE-3 Construction Hours** would be required to address impacts associated with short-term construction noise.

The proposed project would not result in construction activities generating short-term noise impacts exceeding County thresholds. Impacts would be less than significant.

Cumulative Impacts:

With incorporation of required mitigation measures, the implementation of the project is not anticipated to result in any substantial noise effects. Therefore, the project would not contribute in a cumulatively considerable manner to noise impacts.

Mitigation and Residual Impact:

The following mitigation measures would reduce the project's noise effects to a less-than-significant level:

MM NOISE-1 Installation of Barriers. Heating, ventilation, and air conditioning (HVAC) units in project Lot 2 shall be installed with solid barriers, at a height of 3.5 feet and 4.5 feet, respectively, between the HVAC units and the southern property line for residential lots 23, 26, 27, 28, 30, and 31.

TIMING: Solid barriers shall be reflected on project plans prior to issuance of the Coastal Development Permit.

MONITORING: P&D Permit Compliance shall confirm prior to final occupancy clearance.

MM NOISE-2 **Distance to Property Boundary**. Heating, ventilation, and air conditioning (HVAC) units on project Lot 3 shall be installed no closer than 13 feet from the eastern property boundary.

TIMING: Project plans submitted prior to Coastal Development Permit issuance shall reflect that HVAC units are no closer than 13 feet to the property line. The distance between the units and the nearest property line shall be dimensioned on plans.

MONITORING: P&D Permit Compliance shall confirm prior to final occupancy clearance.

MM NOISE-3 **Construction Hours**. Construction activity for site preparation and for future development shall be limited to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday. No construction shall occur on state holidays (e.g., Thanksgiving, Labor Day). Construction equipment maintenance shall be limited to the same hours. Non-noise generating construction activities, such as interior painting, are not subject to these restrictions. Noise attenuation barriers shall be required if noise-generating construction equipment activities would occur closer than 50 feet to a residence while occupied.

TIMING: Measure shall be reflected on project plans prior to issuance of building permit.

MONITORING: P&D Permit Compliance shall spot check as needed during construction activities.

With the incorporation of MM NOISE-1 through MM NOISE-3, residual impacts from noise would be less than significant.

4.12 PUBLIC FACILITIES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. A need for new or altered police protection and/or health care services?			X		
b. Student generation exceeding school capacity?			X		
c. Significant amounts of solid waste or breach any national, state, or local standards or thresholds relating to solid waste disposal and generation (including recycling facilities and existing landfill capacity)?		X			
d. A need for new or altered sewer system facilities (sewer lines, lift-stations, etc.)?			X		

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
e. The construction of new storm water drainage or water quality control facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		

Existing Setting:

Major public services include emergency services, law enforcement, fire protection, schools, library, solid waste management, water, wastewater, and specialized facilities such as landfills and jails. Fire protection is addressed in Section 4.7, Fire Protection. The nearest law enforcement location is at the Camino Real Shopping Center approximately 0.5 miles north of the project site (Figure 13, Public Facilities). As discussed in Section 4.10, Land Use, the estimated residential occupancy for the proposed project would be 130 persons.

County Environmental Thresholds:

Schools

A significant level of school impacts is generally considered to occur when a project would generate sufficient students to require an additional classroom.

Solid Waste

A project is considered to result in significant impacts to landfill capacity if it would generate 196 tons per year of solid waste (operational). This volume represents 5% of the expected average annual increase in waste generation, and is therefore considered a significant portion of the remaining landfill capacity. In addition, construction and demolition waste from new construction, remodels, and demolition/rebuilds is considered significant if it exceeds 350 tons. A project that generates between 40 and 196 tons per year of solid waste is considered to have an adverse cumulative effect on solid waste generation, and mitigation via a Solid Waste Management Plan is recommended.

Impact Discussion:

(a, b) ***Less than Significant.*** Upon buildout, the proposed project would consist of 32 single-family homes, 6 condominiums, and 9 efficiency units. Development of the proposed project would potentially represent an incremental increase in demand for police services within the City. However, the development of the project is projected to increase the local population by approximately 130 people at full capacity, which would represent an approximate population increase of 0.3% based on the (2017) City population of 31,116. As such, the increase in population is expected to result in a negligible increase in demand for law enforcement or local health care services. In addition, County Development Impact Mitigation Fees (DIMFs) would be paid for Parks and Public Administration services. As a result, the proposed project would not require expansion of existing police and health service facilities or construction of new facilities.

The proposed project would consist of 32 single-family homes, 6 condominiums, and 9 efficiency units. According to the California School Board, the average number of students ("student yield factor") generated per dwelling unit is 0.7 students (California Department of General Services, Office of Public School Construction 2019). Therefore, the proposed project could result in approximately 33 new students. The addition of approximately 33 students to the school district would be minor, and the students would likely be spread across the three schools (elementary, middle, and high school). As such, the addition of students to each school would be minor (approximately 11 children per school). While the proposed project may involve a slight increase in student enrollment within Goleta Unified School District, the increase in students would be minor and would not necessitate the construction or expansion of school facilities. In addition, school fees would be paid by the developer as required by state law

(c) ***Less than Significant with Mitigation.*** MarBorg Industries is the exclusive provider of refuse, recycling, and greenwaste collection services to residents and businesses in Goleta (City of Goleta 2019). Because the project is within the City's sphere of influence, the site would be served by MarBorg. Waste collected from MarBorg is diverted to the South Coast Recycling and Transfer Station in Santa Barbara, where waste would be sorted and processed. From there, waste would be transferred to the Tajiguas Landfill, 26 miles north of the transfer station. The Tajiguas Landfill has a maximum permitted throughput of 1,500 tons/day, has a remaining capacity of 4,336,336 cubic yards, and has a cease operation date of January 2036 (CalRecycle 2019). Using the waste generation rate from the County Thresholds and Guidelines (County of Santa Barbara 2018), the total estimated project waste is 112 tons/year. This solid waste generation rate exceeds the County's cumulative impact threshold and therefore **MM SolidW-01 SRSWMP** and **MM SolidW-02 Recycle** would be incorporated to reduce impacts to less-than-significant levels.

Demolition of existing structures and the construction of the proposed project would result in the generation of solid waste such as scrap lumber, concrete, residual wastes, packing materials, and plastics. Additionally, the proposed project would result in increased land-use intensity on the project site, which would increase solid waste generation on the site relative to existing conditions. The County is required to comply with the solid waste diversion mandates established by the California Integrated Waste Management Board under State Assembly Bill 939, which requires all California cities in to divert 50% of their waste stream from landfills. As such, it is anticipated that 50% or more of the project's waste would be diverted, thereby reducing the effects of construction and operation on landfill capacity. The project's incremental increase in solid waste generation would be negligible relative to the remaining permitted capacity of the Tajiguas Landfill. As such, it is anticipated that Tajiguas Landfill would have sufficient permitted capacity to accommodate increases in solid waste generation that would occur during operation of the proposed project. While the Tajiguas Landfill is expected to close in 2036, the planned closure would not be accelerated or otherwise be affected by the development and buildout of the project, since the landfill takes into consideration growth and development of the region when determining a closure date. Prior to the closure of the Tajiguas Landfill, a suitable replacement landfill would be identified through regional planning efforts. As such, the proposed project would be served by a landfill with adequate capacity during construction and operation. Furthermore, any hazardous waste generated during construction and operation of the project would be managed and disposed of in compliance with all applicable federal, state, and local laws. The proposed project would demolish all existing structures, including existing asphalt paving, on the project sites, which would result in approximately 10 tons of solid waste and construct an approximate total 66,860 square feet of new residential building space, which would yield to approximately 501.45 tons of total construction solid waste. Asphalt paving would be reused on site for the new parking area, recycled as available, or disposed of. **MM SOLIDW-1 SRSWMP** has been included to require the development of Source Reduction and Solid Waste Management Plan to minimize the creation of solid waste for both demolition and construction activities.

(d–e) ***Less than Significant.*** The project would be served by the Goleta West Sanitary District. Similar to water facilities, the proposed project would involve the construction of wastewater conveyance infrastructure (e.g., pipes, valves, meters) to serve the wastewater needs of the site. The on-site facilities would be connected to off-site sewer lines in the adjacent rights-of-way. All construction work within the City and County public rights-of-way would be subject to City municipal code and County Code requirements.

Off site, the project would convey wastewater through municipal sewage infrastructure to the Goleta Sanitary District Treatment Plant, located adjacent to the City and Santa Barbara Municipal Airport on William Moffett Place (City of Goleta 2006b; GSD 2019). Sewer Availability Letters served by the Goleta West Sanitary District indicate that it is presently available and has sufficient capacity to serve the project (GWSD 2019a, 2019b). In addition, Goleta West Sanitary District would charge a fee for connecting to its sewerage system. This connection fee is required to construct an incremental expansion of the sewerage system to mitigate the impact of individual projects on the present system.

The project site is predominately undeveloped, with the exception of an existing maintenance building, sheds, pavement, and parking lot. As such, the development of the project would increase the amount of on-site impermeable surfaces. The predominance of impervious surfaces prevents water from percolating into the ground, increasing the amount of runoff reaching the storm drain infrastructure. However, stormwater infiltration would be utilized as a low-impact development feature as part of the development of the project.

Project-specific stormwater control plans (Appendix A) and preliminary drainage studies (Appendix G) include existing and proposed conditions hydrologic analysis to determine whether the post-construction runoff would have any impact on the receiving storm drain system. An analysis was completed for the 2-, 5-, 10-, 25-, 50-, and 100-year storm events. Incorporation of low-impact development features—including the incorporation of permeable roadways and parking areas, perforated underdrains, self-retaining areas, and biofiltration basins—would lower post-development peak stormwater flows to less than pre-development peak stormwater flows.

For stormwater that is treated off-site, connection to existing infrastructure would require construction of lateral connections in some locations. The construction of the laterals would be temporary and limited to trenching to the depth of the existing infrastructure. Implementation of stormwater control plans and drainage best management practices and other applicable regulatory requirements as verified through the building and safety plan-check process, impacts associated with the construction of new stormwater drainage facilities would be **less than significant**, and no mitigation would be required.

Cumulative Impacts:

The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant impact constitutes a significant effect at the project level. In this instance, the project could exceed a cumulative significant waste threshold without mitigation. **MM SolidW-01, and SolidW-02,** require the implementation of a Solid Waste Management Plan to reduce solid waste generation and disposal and the recycling of construction waste.

Mitigation and Residual Impact:

The following mitigation measures would reduce the project's solid waste/public facilities impacts to a less-than-significant level.

MM SolidW-01 **SRSWMP.** The Owner/Applicant/Permittee shall develop and implement a Source Reduction and Solid Waste Management Plan (SRSWMP) describing proposals to

reduce the amount of waste generated during construction and throughout the life of the project by 50% or more and enumerating the estimated reduction in solid waste disposed at each phase of project development and operation.

PLAN REQUIREMENTS: The plan shall include but not limited to:

a. Construction Source Reduction:
   i. A description of how fill will be used on the construction site, instead of landfilling,
   ii. A program to purchase materials that have recycled content for project construction.
b. Construction Solid Waste Reduction:
   i. Recycling and composting programs including separating excess construction materials onsite for reuse/recycling or proper disposal (e.g., concrete, asphalt, wood, brush). Provide separate onsite bins as needed for recycling.
c. Operation Solid Waste Reduction Examples:
   i. Specify sq. ft of space and/or bins for storage of recyclable materials within the project site AND
   ii. Specify sq. ft of space within each unit.
   iii. Establish a recyclable material pickup area.
   iv. A green waste source reduction program, including the creation of lot and/or composting areas, and the use of mulching mowers in all common open space lawns.
   v. Implement a curbside recycling program (may require establishment of private pick-up depending on availability of County sponsored programs) or participate in an existing program to serve the new development. If P&D determines that a curbside recycling program cannot be implemented, and an alternative program such as the anticipated wet/dry collection is not on line, then it will be the responsibility of the owner to contract with the Community Environmental Council or some other recycling service acceptable to P&D to implement a project-wide recycling program.
   vi. Implement a backyard composting yard waste reduction program.

TIMING: The Owner/Applicant shall (1) submit a SRSWMP to P&D permit processing staff for review and approval prior to Coastal Development Permit issuance (2) include the recycling area on building plans. Program components shall be implemented prior to Final Building Clearance and maintained throughout the life of the project.

MONITORING: During operation, the Owner/Applicant/Permittee shall demonstrate to P&D compliance staff as required that solid waste management components are established and implemented. The Owner/Applicant shall demonstrate to P&D compliance staff that all required components of the approved SRSWMP are in place as required prior to Final Building Clearance.

MM SolidW-02 **Recycle.** The Owner/Applicant and their contractors and subcontractors shall separate demolition and excess construction materials onsite for reuse/recycling or proper disposal (e.g., concrete, asphalt, wood, brush). The Owner/Applicant shall provide separate onsite bins as needed for recycling.

PLAN REQUIREMENTS: The Owner/Applicant shall print this requirement on all grading and construction plans. Owner shall provide P&D with receipts for recycled materials or for separate bins.

TIMING: Materials shall be recycled ~~as necessary~~to the maximum extent feasible throughout construction. All materials shall be recycled prior to Final Building Inspection Clearance.

MONITORING: The Owner/Applicant shall provide P&D compliance staff with receipts prior to Final Building Inspection Clearance.

With the incorporation of MM SolidW-01, and MM SolidW-02, residual impact to public facilities would be less than significant.

4.13 RECREATION

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Conflict with established recreational uses of the area?			X		
b. Conflict with biking, equestrian and hiking trails?			X		
c. Substantial impact on the quality or quantity of existing recreational opportunities (e.g., overuse of an area with constraints on numbers of people, vehicles, animals, etc. which might safely use the area)?			X		

Existing Setting:

Recreational uses in the vicinity of the project site include the recently restored North Campus Open Space (NCOS) immediately adjacent to the site, Coal Oil Point Reserve approximately 0.13 miles to the south, and Girsh Park, approximately 0.3 miles to the north. The NCOS area provides public access and passive recreational opportunities with trails, interpretive signs, and regional trail connections. Girsh Park is a nearby active recreational area situated along Phelps Road, approximately 0.2 miles northwest of Lot 3, offering recreational amenities such as soccer fields, softball/baseball fields, basketball courts, dog-friendly areas, and public picnic areas. A Class 2 bike lane is located on Storke Road. Class 2 bike lanes are on-street facilities designated for cyclists by striping and stencils (Figure 14, Recreational Uses).

County Environmental Threshold:

The Thresholds and Guidelines Manual (County of Santa Barbara 2018) contains no threshold for park and recreation impacts. However, the County Board of Supervisors has established a minimum standard ratio of 4.7 acres of recreation/open space per 1,000 people to meet the needs of a community. The County Parks

Department maintains more than 900 acres of parks and open spaces, as well as 84 miles of trails and coastal access easements.

Impact Discussion:

(a–c) ***Less than Significant.*** The proposed project would result in the development of 32 single-family homes, 6 condominiums, and 9 efficiency units. The total estimated residential occupancy is 130 persons. The proposed residential development would not conflict with established recreational uses in the area and it would not conflict with biking, equestrian, or hiking trails, as none are present on site. Implementation of the project would result in a negligible increase in local population and would therefore not result in conflicts with established recreational uses of the area, including equestrian and hiking trails. Impacts would be less than significant.

Cumulative Impacts:

Since the project would not affect recreational resources, it would not have a cumulatively considerable effect on recreational resources within the County.

Mitigation and Residual Impact:

Impacts would be less than significant. No mitigation is necessary.

4.14 TRANSPORTATION

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Generation of substantial additional vehicular movement (daily, peak-hour, etc.) in relation to existing traffic load and capacity of the street system?			X		
b. A need for private or public road maintenance, or need for new road(s)?			X		
c. Effects on existing parking facilities, or demand for new parking?			X		
d. Substantial impact upon existing transit systems (e.g., bus service) or alteration of present patterns of circulation or movement of people and/or goods?			X		
e. Alteration to waterborne, rail or air traffic?			X		

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians (including short-term construction and long-term operational)?			X		
g. Inadequate sight distance?			X		
ingress/egress?			X		
general road capacity?			X		
emergency access?			X		
h. Impacts to Congestion Management Plan system?				X	

On September 27, 2013, Senate Bill (SB) 743 was signed into law, which creates a process to change the way that transportation impacts are analyzed under California Environmental Quality Act (CEQA). SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, will no longer be considered an environmental impact under CEQA. OPR recommended Vehicle Miles Traveled (VMT) as the most appropriate measure of project transportation impacts for land use projects and land use plans. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018.

Under the new guidelines, VMT has been adopted as the most appropriate measure of transportation impacts under CEQA. The OPR's regulatory text indicates that a public agency may immediately commence implementation of the new transportation impact guidelines, and that the guidelines must be implemented statewide by July 1, 2020. The County of Santa Barbara has recently adopted VMT specific guidelines and updated its transportation specific CEQA thresholds. Therefore, the significance of transportation impact has been determined using VMT, but ~~however~~ the proposed projects' LOS analysis from the project's Traffic Impact Study dated February 2020 (Appendix H) is provided for consistency with LOS-related policies and standards and for informational purposes.

Vehicle Miles Traveled Analysis – CEQA Consistency Analysis

OPR approved the addition of new Section 15064.3, Determining the Significance of Transportation Impacts, to the State's CEQA Guidelines, compliance with which was required beginning July 1, 2020. The updated CEQA Guidelines state that "generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts" and define VMT as "the amount and distance of automobile travel attributable to a project." "Automobile" refers to on-road passenger vehicles, specifically cars and light trucks. CEQA Guidelines Section 15064.3 and related amendments to the CEQA Guidelines apply prospectively. The effective date for CEQA Guidelines Section 15064.3 and statewide implementation of the VMT metric was July 1, 2020. The County of Santa Barbara has adopted the new guidelines in its Environmental Thresholds and Guidelines Manual published in September 2020.

Therefore, the following analysis has been included to address the VMT metric for the project's transportation impact.

CEQA Guidelines Section 15064.3 and revised threshold "b" (Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)?) to establish VMT as the most appropriate measure of transportation impacts under CEQA. Per the County's guidance, a three-step process of project screening, using thresholds of significance for impact analysis, and identifying mitigation measures, is generally followed for addressing the revised threshold "b".

The following screening criteria can be used to identify projects that would result in less-than-significant VMT impacts without conducting detailed VMT analysis and studies:

- Small Project: A project that generates 110 or fewer average daily trips would result in a less than significant VMT impact. The project would generate 412 average daily trips; therefore, the small project screening would not apply.
- Local Serving Retail: A project that has locally serving retail uses that are 50,000 square feet or less, such as specialty retail, shopping center, grocery/food store, bank/financial facilities, fitness center, restaurant, or café would result in a less than significant VMT impact. The project proposes only residential use and therefore the screening would not apply.
- Projects Located in a VMT Efficient Area: Based on the County's Project-Level VMT Calculator, if a proposed residential or office project is located within a VMT efficient area, it would result in a less-than-significant VMT impact.
- Affordable Housing: A residential project that provides 100% affordable housing units (units set aside for very low income and low-income households) would result in a less-than-significant VMT impact; if part of a larger development, only those units that meet the definition of affordable housing satisfy the screening criteria.
- Projects Near Major Transit Stop: A project that is located within 0.5 miles of a major transit stop or within 0.5 miles of a bus stop on a high-quality transit corridor (HQTC) would result in a less-than-significant VMT impact. A major transit stop is a rail station or a bus stop with two or more intersecting bus routes with service frequency of 15 minutes or less during peak commute periods. An HQTC is a corridor with fixed-route bus service with frequency of 15 minutes or less during peak commute periods. However, these screening criteria do not apply if project-specific or location-specific information indicates the project will still generate significant levels of VMT. Therefore, in addition to the screening criteria listed above, the project should also have the following characteristics:
    - floor area ratio (FAR) of 0.75 or greater;
    - consistent with the applicable SBCAG Sustainable Communities Strategy (as determined by the County);
    - does not provide more parking than required by the County's Comprehensive Plan and zoning ordinances; and
    - does not replace affordable housing with a smaller number of moderate or high-income housing units.

> The project location is well connected with transit due to its proximity to UCSB and adjacent student housing facilities. It is served by several transit lines operated by the Metropolitan Transit District (MTD). MTD bus stops are located on the east and west side of Storke Road between Whittier Drive and El Colegio Road within 0.25 miles of the project site. MTD Lines 11, 15X, 24X, 27, and 28 serve the area. However, due to Covid-19, some of these lines and services have been affected. Therefore, the MTD schedule guide for pre-Covid year 2017 and recently published August 2020 were reviewed to determine if the project site is located along an HQTC. Route 27 Isla Vista Shuttle operates between 7:16 a.m. and 8:42 p.m. on weekdays and between 10:00 a.m. and 6:24 p.m. on Saturdays and Sundays between UCSB and Santa Felicia and Marketplace. The peak commute frequency of Route 27 per MTD schedule guide (for both year 2017 and 2020) is less than 15 minutes, and on an average is around 20 minutes during all other times. Additionally, Route 11-UCSB and Route 24X-UCSB Express have a peak-hour frequency of 30 minutes and 20 minutes on weekdays, respectively.

Based on review of transit services, it can be concluded that the project site is located within 0.5 miles of a bus stop on an HQTC. Therefore, the project passes the transit proximity screening and would not need a detailed VMT analysis. Therefore, it can be concluded that the project would have a less-than-significant VMT impact and would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).

Level of Service Consistency Analysis for Applicable Policies and Standards

Existing Setting:

The project site is located in the County of Santa Barbara adjacent to the City of Goleta jurisdictional boundary. The transportation network includes highways, roadways, bike paths, and public transit (Figure 15, Transportation Study Area). Dudek prepared a traffic impact analysis included as Appendix H. A summary of the report is provided below.

Roadway System

U.S. Highway 101 (US-101) extends along the Pacific Coast between Los Angeles and San Francisco. Within the County, US-101 is a four- to six-lane highway that serves as the principal route between the City of Goleta, and the cities of Santa Barbara, Carpinteria, and Ventura to the south; and, the City of Goleta and Buellton and Santa Maria to the north. Access between U.S. Highway 101 and the project site is provided via an interchange with Storke Road.

Storke Road is a north/south major arterial that is four lanes wide between Hollister Avenue and Phelps Road. South of Phelps Road, Storke Road is three lanes wide. The roadway section of Storke Road between Whittier Drive and El Colegio Road is currently only two lanes wide; however, there are additional turn lanes at the intersections of Storke Road with Whittier Drive and El Colegio Road. Storke Road provides freeway access to US-101 for the City of Goleta, Isla Vista, and the UCSB areas. The posted speed limit on this roadway segment of Stoke Road is 40 miles per hour, there are sidewalks, and Class 2 (striped) bicycle lanes along both sides of the roadway.

Whittier Drive is a two-lane, undivided, east-west local street that extends westward between Storke Road and Mills Way. Land uses fronting Whittier Drive are primarily multifamily units, while single-family homes are predominantly at the western terminus of the street, at Mills Way. There are existing sidewalks and parking along both sides of this roadway segment, and there is no posted speed limit. Whittier Drive would provide direct access to the affordable apartment units (Lot 3) of the proposed project.

Sierra Madre Court is a two-lane, undivided street that currently provides access to the Sierra Madre Villages (apartments) and the West Campus Apartments. Sierra Madre Court forms the north, south, and west boundaries of the West Campus Apartments, and the northern segment intersects with Storke Road at a signalized intersection. The northern segment of Sierra Madre Court that extends west of Storke Road would provide direct access to the single-family portion of the proposed project (Lot 2). There is no posted speed limit along this roadway; there are existing sidewalks and Class 2 (striped) bicycle lanes on both sides of the street.

Traffic Volumes

Existing weekday average daily traffic (ADT) counts at the study roadway segments and peak-hour turn movement counts at the study intersections were conducted on Tuesday, May 22, 2018, during a typical non-holiday week while adjacent schools (UCSB and Isla Vista Elementary School) were in session. Peak periods included existing weekday ADT and AM (7:00 to 9:00 a.m.) and the PM (4:00 to 6:00 p.m.). The peak periods represent the highest volume of traffic for the adjacent street system.

Roadway Segment Operations

A roadway segment operations analysis was prepared for the existing conditions using the acceptable (LOS C) roadway capacity thresholds for average daily traffic (see Table 8).

Table 8. Existing Daily Roadway Segment Operations

Roadway Segment	Classification	No. of Lanes	LOS C ADT	Existing ADT	Over-capacity?
Storke Road -Whittier Drive to Sierra Madre Court	P-2/ Major Arterial [1]	2	14,300	13,758	no
Whittier Drive -Storke Road to Mill Way	Local Street [2]	2	7,280	1,351	no
Sierra Madre Ct -west of Storke Road	S-3 [3]	2	7,300	1,672	no

Notes:
LOS = level of service; ADT = average daily traffic
[1] Classification and LOS C ADT is based is on Santa Barbara County and City of Goleta thresholds, respectively.
[2] Classification and LOS C ADT is based is on City of Goleta thresholds
[3] Classification and LOS C ADT is based is on Santa Barbara County thresholds
BOLD = Roadway segment is over its threshold capacity

Based on information presented in Table 8, all of the study area roadway segments currently carry traffic volumes within the County and City's acceptable capacity ratings.

Intersection Operations

An intersection LOS analysis was prepared for the existing conditions. Table 9 shows the results of the existing conditions LOS analysis; detailed LOS worksheets are included in Appendix H.

Table 9. Existing Weekday Peak Hour Intersection LOS

No.	Intersection	Traffic Control	LOS Method	AM Peak Hour		PM Peak Hour	
				V/C/ Delay	LOS	V/C/ Delay	LOS
1	Storke Road/US-101 northbound ramps	signalized	ICU	0.760	C	0.674	B
2	Storke Road/US-101 southbound ramps	signalized	ICU	0.731	C	0.544	A
3	Storke Road/Hollister Avenue	signalized	ICU	0.554	A	0.690	B
4	**Storke Road/Whittier Drive**	1-way stop	HCM	15.0	C	33.6	**D**
5	Storke Road/Sierra Madre Court	signalized	ICU	0.280	A	0.526	A
6	Storke Road/El Colegio Rd/Slough Road	signalized	ICU	0.382	A	0.625	B

Source: Appendix H
ICU = Intersection Capacity Utilization; V/C – Volume-to-capacity ratio (delay expressed in seconds per vehicle); LOS = Level of service
BOLD – Intersection is operating with unsatisfactory LOS

As shown in Table 9, all of the study area intersections, with the exception of Storke Road/Whittier Drive, are currently operating with satisfactory LOS (LOS C or better) under existing conditions during both peak hours. The Storke Road/Whittier Drive intersection currently operates at an unsatisfactory LOS D during the PM peak hour.

Transit System

The study area serves many active transportation users and is well connected with transit due to proximity to UCSB and adjacent student housing facilities. It is served by several transit lines operated by Metropolitan Transit District. Metropolitan Transit District bus stops are located on the east and west side of Storke Road between Whittier Drive and El Colegio Road. Metropolitan Transit District Lines 11, 15X, 24X, 27, and 28 serve the area. As noted previously, due to Covid-19, some of these lines and services have been affected.

Line 11 (State/Hollister/UCSB) provides a connection between Camino Real Marketplace, UCSB, Santa Barbara Municipal Airport and downtown Goleta, and the Transit Center in the City of Santa Barbara. This service is provided every 30 minutes on weekdays and weekends.

Line 15X (Santa Barbara City College/UCSB Express) provides a connection between the project area, UCSB, and Santa Barbara City College. This line is available only on weekdays and has a variable schedule Monday through Thursday, and every 30 minutes on Friday.

Line 24X (UCSB Express) provides a direct connection between the project area, UCSB, Camino Real Marketplace, and the Transit Center in the City of Santa Barbara. This line is available on weekdays and weekends and service varies between 10–40 minutes.

Line 27 (Isla Vista Shuttle) provides additional access between Storke Road, UCSD, and Isla Vista. This line operates with a variable schedule on weekdays and weekends.

Line 28 (UCSB Shuttle) provides connection between UCSB and Camino Real Marketplace. This service is provided every 15 minutes on weekdays and every 30 minutes on weekends.

Pedestrian and Bicycle Facilities

The study area serves many active transportation users due to proximity to UCSB and adjacent student housing facilities. All the roadways in the study area—Storke Road, Whittier Drive, and Sierra Madre Court—have generally been constructed with curbs, gutter, and sidewalks. Pedestrian crosswalks are located at the Storke Road/Whittier Drive and Storke Road/Sierra Madre Court intersections. The signalized intersection of Storke Road/Sierra Madre Court has pedestrian phasing to facilitate pedestrian access in the area.

Storke Road has a Class 2 (striped) bicycle lane along most of its length from north of US-101/Storke Road interchange to Sierra Madre Court. This bike lane continues in the County along both sides of Storke Road and El Colegio Road. Sierra Madre Court has Class 2 (striped) bicycle lanes on both sides of the street between Storke Road and Lot 2 of the project site.

County Environmental Thresholds:

The impacts of project generated traffic are assessed against the following County thresholds. A significant traffic impact occurs when:

1. The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio for A: 0.20; B: 0.15; C: 0.10 or sends at least 15, 10 or 5 trips to intersections at LOS D, E or F, respectively.
2. Project access to a major road or arterial road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.
3. Project adds traffic to a roadway that has design features (e.g., narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with substantial increases in traffic (e.g., rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that will become potential safety problems with the addition of project or cumulative traffic. Exceedance of the roadways designated Circulation Element Capacity may indicate the potential for the occurrence of the above impacts.
4. Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A–C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

If the above thresholds are exceeded, construction of improvements or project modifications to reduce the levels of significance to insignificance are required.

Impact Discussion:

The impact discussion section analyzes the project in accordance with County thresholds then presents an analysis related to the checklist questions related to CEQA Appendix G standard transportation criteria. Additionally, Office of Planning Research (OPR) has approved the addition of new Section 15064.3, "Determining the Significance of Transportation Impacts" to the State's CEQA Guidelines, compliance which became required beginning July 1, 2020. The Public Draft IS/MND was circulated from July 8 through August 9, 2020 and as such, includes a discussion of both Vehicle Miles Traveled and Level of

Service. ~~Although the County does not presently have in place thresholds for Vehicle Miles Traveled (VMT), this impact analysis includes a discussion of VMT.~~

County Thresholds Analysis

1. All of the study area intersections, with the exception of Storke Road/Whittier Drive, are forecast to continue to operate at LOS C or better under Existing plus Project conditions during both peak hours. The V/C based ICU methodology is generally not used to analyze to unsignalized intersections and therefore, this intersection has been analyzed using the delay based HCM methodology that estimates control delay in seconds per vehicle using the Synchro software. The project adds 28 trips to the Storke Road/Whittier Drive intersection during the AM peak hour, however, the intersection continues to operate at LOS C with a nominal increase of 0.7 seconds per vehicle. The County does not have a significance criteria based on increase in number of seconds of delay, therefore, the project is not considered to have a significant impact at the intersection during the AM peak hour. The Storke Road/Whittier Drive intersection would further degrade to LOS E (from LOS D) with traffic added from the proposed project during the PM Peak Hour and would exceed County V/C threshold increases in the AM Peak Hour. Per the County significance criteria, since the project would add 10 or more peak-hour trips (project contribution would be 37 trips in the PM peak hour) to an intersection operating at LOS E, the proposed project would create a significant impact at the Storke Road/Whittier Drive intersection based on the criteria of project-added trips through the intersection. Therefore, to mitigate the project's impact at the intersection to a less-than-significant level (i.e., reduce project trips through intersection to less than 10 peak-hour trips, and improve or maintain intersections at LOS C or better), **MM TRAF-1 Installation of a Traffic Signal**, would be required. With the implementation of MM TRAF-1 Installation of a Traffic Signal, the Storke Road/Whittier Drive intersection would operate at LOS A under Existing plus Project and Cumulative 2023 plus Project conditions during both the AM and PM peak hours.
2. The project does not have an access via a major road or arterial road. As shown in the traffic analysis of the project, the project access to Lot 2 would be via Sierra Madre Court, a two-lane undivided roadway. The project access to Lot 3 would be via Whittier Drive, a Local Street. Both Whittier Drive and Sierra Madre Court operate under LOS C conditions, with and without the project. Project access intersections from Sierra Madre Court and Whittier Drive would be unsignalized and as shown in the traffic study, would operate at LOS A conditions. Therefore, the project would not require a driveway from a major road or arterial road that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.
3. The project access roadways do not have features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, and inadequate pavement structure) which would be incompatible with substantial increases in traffic that will become potential safety problems with the addition of project or cumulative traffic. The project access roadways, Sierra Madre Court and Whittier Drive currently provide access to other residential developments in the study area. The project engineer would ensure that the access driveways from Sierra Madre Court and Whittier Drive are constructed per County's engineering design standards. The project does not exceed the Circulation Element Capacity for roadways analyzed under Existing plus Project conditions. However, the project would have a cumulative impact at the roadway segment of Storke Road, between Whittier Drive and Sierra Madre Court. Project's impact and mitigation for this roadway segment is discussed under Cumulative Impacts.
4. Based on the intersection analysis, the project causes a significant impact to the Storke Road/Whittier Drive intersection. It should be noted that since the intersection is currently unsignalized, the V/C criteria would not apply in determining significance of impact due to the addition of project traffic. However, since the project traffic adds more than 15 or 10 trips to the intersection operating at LOS E or D, and causes LOS to change from C to D under Existing plus project conditions during the PM peak

hour, the project is considered to have a significant impact at the Storke Road/Whittier Drive intersection. With the implementation of **MM TRAF-1 Installation of a Traffic Signal**, the Storke Road/Whittier Drive intersection would operate at LOS A under Existing plus Project and Cumulative 2023 plus Project conditions during both the AM and PM peak hours.

Checklist Criteria Analysis

(a,) ***Less than Significant with Mitigation***. As discussed in Dudek's traffic impact analysis (Appendix H), trip generation estimates for the proposed project were based on daily, AM and PM peak-hour trip generation rates from the Institute of Transportation Engineers' (ITE) Trip Generation, 10th Edition (ITE 2017). The trip generation rates used were ITE Land Use 210, "Single-family Detached," and ITE Land Use Code 220, "Low–rise Multi-family Housing." Table 10 presents the trip generation estimates for the proposed project.

Table 10. Project Trip Generation

Land Use	Unit	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates								
Single-Family Detached (ITE 210)	per DU	9.44	0.19	0.56	0.74	0.62	0.37	0.99
Multifamily Housing (Low-Rise) (ITE 220)	per DU	7.32	0.11	0.35	0.46	0.35	0.21	0.56
Trip Generation								
Single-Family Detached	32 DUs	302	6	18	24	20	12	32
Accessory Dwelling Units (ADU)[1]	9 DU	66	1	3	4	3	2	5
Multifamily Housing	6 DUs	44	1	2	3	2	1	3
Total Trip Generation		**412**	**8**	**23**	**31**	**25**	**15**	**40**

Source: Appendix H
Notes: Trip rates from ITE 2017
DU = dwelling unit
[1] Although the proposed accessory dwelling units would be approximately 283 square foot, to be conservative, the trip rate of Multi-family housing (low-rise) was used to determine the trip generation of these efficiency units.

As shown in Table 10, the proposed project would generate 412 daily trips, 31 trips during the AM peak hour (8 inbound and 23 outbound), and 40 trips during the PM peak hour (25 inbound and 15 outbound). These trips would be distributed on local roadways and would not impact air, waterborne, or rail traffic. As noted above, adequate public transit facilities are available to serve the project.

A roadway segment operations analysis was prepared for the Existing plus Project condition using the acceptable (LOS C) roadway capacity thresholds for ADT as discussed above. Table 11 shows the results of the Existing plus Project roadway operations analysis and identifies project-specific impacts.

Table 11. Existing plus Project Roadway Segment Operations

Roadway Segment	Average Daily Trips				Significant Project Impact
	LOS C ADT	Existing ADT	Project ADT	Existing + Project ADT	
Storke Road -Whittier Drive to Sierra Madre Court	14,300 [1]	13,758	336	14,094	no
Whittier Drive -Storke Road to Mill Way	7,280 [2]	1,351	44	1,395	no
Sierra Madre Court -west of Storke Road	7,300 [3]	1,672	368	2,040	no

Notes:
LOS – Level of Service
ADT – Average Daily Traffic
[1] Classification and LOS C ADT is based is on Santa Barbara County and City of Goleta thresholds
[2] Classification and LOS C ADT is based is on City of Goleta thresholds
[3] Classification and LOS C ADT is based is on Santa Barbara County thresholds
BOLD – Roadway segment is over its threshold capacity

Based on Table 6, with the addition of project traffic, all of the study area roadway segments would continue to carry traffic volumes within the City and County's LOS C acceptable capacity thresholds. Therefore, the project would not significantly impact any study area roadway segment under Existing plus Project conditions.

An intersection LOS analysis was prepared for the Existing plus Project condition. Table 12 summarizes the results of the Existing plus Project intersection analysis for the AM and PM peak hours.

Table 12. Existing plus Project Intersection LOS

No.	Intersection	Existing		Existing plus Project		Project-Added		Significant Project Impact
		V/C/ Delay	LOS	V/C/ Delay	LOS	Trips	V/C/ Delay	
AM Peak Hour								
1	Storke Rd/US-101 northbound ramps	0.760	C	0.760	C	6	0.00	no
2	Storke Rd/US-101 southbound ramps	0.731	C	0.735	C	18	0.004	no
3	Storke Road/Hollister Avenue	0.554	A	0.558	A	27	0.004	no
4	**Storke Road/Whittier Drive[1]**	**15.0**	**C**	**15.7**	**C**	**28**	**0.7**	**no**
5	Storke Road/Sierra Madre Court	0.280	A	0.293	A	28	0.013	no
6	Storke Rd/El Colegio Rd/Slough Rd	0.382	A	0.384	A	3	0.002	no
PM Peak Hour								
1	Storke Rd/US-101 northbound ramps	0.674	B	0.0679	B	15	0.005	no
2	Storke Rd/US-101 southbound ramps	0.544	A	0.546	A	23	0.002	no

Table 12. Existing plus Project Intersection LOS

No.	Intersection	Existing		Existing plus Project		Project-Added		Significant Project Impact
		V/C/ Delay	LOS	V/C/ Delay	LOS	Trips	V/C/ Delay	
3	Storke Road/Hollister Avenue	0.690	B	0.695	B	36	0.005	no
4	**Storke Road/Whittier Drive1**	**33.6**	**D**	**36.3**	**E**	**37**	**2.7**	**YES**
5	Storke Road/Sierra Madre Court	0.526	A	0.535	A	37	0.009	no
6	Storke Rd/El Colegio Rd/Slough Rd	0.625	B	0.0628	B	3	0.003	no

Notes:
V/C – Volume-to-capacity ratio; Delay expressed in seconds per vehicle
LOS – Level of service
[1] Level of service for unsignalized intersection of Storke Road/Whittier Drive is calculated using the delay based HCM methodology. **BOLD** – Intersection is operating with unsatisfactory LOS

As shown in Table 12, all of the study area intersections, with the exception of Storke Road/Whittier Drive, are forecast to continue to operate at LOS C or better under Existing plus Project conditions during both peak hours. The Storke Road/Whittier Drive intersection would further degrade to LOS E (from LOS D) with traffic added from the proposed project. Per the County significance criteria, since the project would add 10 or more peak-hour trips (project contribution would be 37 trips in the PM peak hour) to an intersection operating at LOS E, the proposed project would create a significant impact at the Storke Road/Whittier Drive intersection based on the criteria of project-added trips through the intersection. Therefore, to mitigate the project's impact at the intersection to a level of less than significant (i.e., reduce project trips through intersection to less than 10 peak hour trips; OR, improve to LOS C or better), mitigation measure MM TRAF-1 would require the installation of a traffic signal at this intersection. As such, impacts would be less than significant with mitigation.

(b) ***Less than Significant with Mitigation***. The proposed project would result in the development of 32 single-family homes, 6 condominiums, and 9 accessory dwelling units. The project would include new roads to provide access to all residential units. Roads have been designed in accordance with County standards and provide for vehicular, bicycle, and pedestrian use through differentiated paving and landscape planters providing separation. The project complies with applicable County road standards as specified by the site plan, and would result in adequate sight distance and ingress and egress capacity, including for emergency access. As access to Lot 3 would be provided on Whittier Avenue, which is within the City of Goleta, potential roadway impacts may occur from construction activities. As such, mitigation measure MM TRAF-3, City of Goleta Encroachment Permit, incorporates the requirement to obtain an encroachment permit, which would entail providing standard traffic control measures. Therefore, impacts would be **less than significant with mitigation**.

(c) *Less than Significant*. The proposed project would result in the development of 32 single-family homes, 6 condominiums, and 9 accessory dwelling units. The Article II – Santa Barbara County's Coastal Zoning Ordinance (updated June 2019) requires that two spaces per single-family unit and one covered space per multiple dwelling unit be provided. The code does not require that additional parking spaces be provided for accessory dwelling units. Therefore, the project would require 64 parking spaces for 32 single family homes on Lot 2 and 6 parking spaces for condominiums on Lot 3. The County received a comment letter expressing concern about existing street parking. The project provides parking for the residential units either in attached garages and private uncovered spaces or carports. Lot 2 (single-family residences and efficiency

units) provides a total 137 spaces, and Lot 3 (condominiums) provides a total of 11 spaces. Available parking spaces exceed the requirements of Article II – Santa Barbara County's Coastal Zoning Ordinance (County of Santa Barbara 2019) which requires 32 parking spaces for Lot 2 single-family homes and six parking spaces for the condominiums. As such, parking impacts would be less than significant.

(d,f) ***Less than Significant***. The proposed project is located within an area central to an extensive network of walking and biking trails, which will connect its residents to the core UCSB campus area, as well as employment centers west of Storke Road, near Hollister Avenue. Additionally, the new trail system created within the NCOS by UCSB allows residents in the area, including the residents of the proposed project, to bike and walk to schools, parks, and retail centers. Residents in the area, including those from the proposed project, who are employed in the business parks north of Hollister Avenue will also have biking connections via Phelps Road to the biking trail north on Los Carneros Road. As noted above, the bus transit system in the area is operated by Metropolitan Transit District and project construction and operation would not cause an increase in ridership demand as only 130 people are anticipated to occupy the project, which could be accommodated by the existing bus system.

(e) ***Less than Significant***. The project is not located in an area with waterborne traffic. Rail and air traffic resulting from the 130 residents would be negligible. As such, a less-than-significant impact would occur.

(g) ***Less than Significant with Mitigation***. As discussed in (a) above, Dudek's traffic impact analysis (Appendix H) determined that Existing plus Project conditions during both peak hours would meet County criteria with the exception of Storke/Whittier. Mitigation Measure MM TRAF-1 requires the installation of a traffic signal and MM TRAF-2 requires payment of fair share fees to the City to address potential impacts to City roads. As such, a less than significant impact with mitigation would occur. The project is not located in an area with waterborne traffic. Rail and air traffic resulting from the 130 residents would be negligible. As such, a less-than-significant impact would occur.

(h) ***No Impact***. The Congestion Management Program (CMP) addresses the problem of increasing congestion on regional highways and principal arterials through a coordinated approach involving the state, county, cities, and transit providers. The Santa Barbara Association of Governments has been designated as the Congestion Management Agency in the County of Santa Barbara since 1991. As discussed in Dudek's traffic impact analysis (Appendix H), a project should be evaluated for potential impacts to the "off-site" CMP system if total trip generation exceeds 50 peak-hour trips or 500 average daily trips. As indicated in Appendix H, the proposed project would generate less than 50 peak-hour trips and less than 500 average daily trips, and would therefore not require a CMP-level analysis.

Cumulative Impacts:

A traffic analysis was prepared for the cumulative condition analysis, which is based on a 5-year, short-term horizon year (2023) where the proposed project would be fully constructed and occupied. The cumulative conditions are based on the addition of traffic from approved and pending projects in the study area, along with the application of an annual growth rate, to the existing 2018 traffic volumes.

Table 13 shows the results of the Cumulative plus Project Roadway Segment Operations compared to the Cumulative 2023 baseline conditions~~, and identifies significant cumulative impacts based on County and City impact thresholds~~.

Table 13. Cumulative 2023 plus Project Roadway Segment Operations

Roadway Segment	Average Daily Trips				Significant Project Impact
	LOS C ADT	Cumulative 2023 ADT	Project ADT	Cumulative + Project ADT	
Storke Road -Whittier Drive to Sierra Madre Court	**14,300[1]**	**14,980**	**336**	**15,316**	**YES**
Whittier Drive -Storke Road to Mill Way	7,280[2]	1,503	44	1,547	No
Sierra Madre Court -west of Storke Road	7,300[3]	1,840	368	2,208	No

Source: Appendix H
Notes:
LOS – Level of Service
ADT – Average Daily Traffic
1 Classification and LOS C ADT is based is on Santa Barbara County and City of Goleta thresholds
2 Classification and LOS C ADT is based is on City of Goleta thresholds
3 Classification and LOS C ADT is based is on Santa Barbara County thresholds
BOLD – Roadway segment is over its threshold capacity.

As shown in Table 13, the roadway segment of Storke Road, between Whittier Drive and Sierra Madre Court, is forecast to continue to have an ADT volume greater than the acceptable LOS C capacity under Cumulative 2023 plus Project conditions.

Per County's significance criteria, for roadways where the Estimated Future Volume exceeds the acceptable capacity but does not exceed Design Capacity, a project would be considered consistent with the Circulation Element if the number of ADTs contributed by the project to the roadway does not exceed 25 ADT. The proposed project would add 336 daily trips (ADT) to this roadway segment. Therefore, the proposed project would not be consistent with the County's Circulation Element, and it would therefore have a substantial contribution to a significant cumulative impact upon this roadway segment based on the criteria of project-added trips to the roadway segment. The City of Goleta has a future capital improvement that would increase northbound and southbound through lane capacity from Phelps Road to the city limits, through the Storke Road/Whittier Drive intersection. The City released a Notice of Preparation (NOP) for the preparation of an EIR for the South Storke Road Widening Project on April 12, 2017. The project will widen Storke Road from Phelps Road, southward, to the city limits, increasing the number of lanes from two lanes to four lanes. The project will also include a Class II bike lane and may include a Class I bike lane along the east side. Funding for this project is through the City's Goleta Transportation Improvement Program (GTIP). Therefore, once the City's Storke Road Widening project is completed, this segment would operate within the City and County's acceptable capacity rating for a four-lane major arterial in the Cumulative plus Project condition. **MM TRAF-2 City of Goleta Fair Share Contribution** would require the payment of the project's fair share fees to the City of Goleta for the Storke Road Widening Project. Therefore, project impacts to this roadway segment would be **less than significant**.

An intersection LOS analysis was prepared for the Cumulative 2023 plus Project condition using the Intersection Capacity Utilization methodology for signalized intersections and Highway Capacity Manual (TRB 2010) methodology for unsignalized intersections. Table 14 shows the results of the Cumulative plus Project intersection operations analysis. The detailed LOS worksheets are included in Appendix H.

Table 14. Cumulative 2023 Plus Project Intersection LOS

No.	Intersection	Cumulative 2023		Cumulative plus Project		Project-Added		Significant Project Impact?
		Delay/ V/C	LOS	Delay/ V/C	LOS	Trips	Delay/ V/C	
AM Peak Hour								
1	Storke Road/US-101 northbound ramps	0.819	D	0.821	D	6	0.002	no
2	Storke Road/US-101 southbound ramps	0.795	C	0.799	C	18	0.004	no
3	Storke Road/ Hollister Avenue	0.611	B	0.616	B	27	0.005	no
4	**Storke Road/ Whittier Drive1**	**17.3**	**C**	**18.2**	**C**	**28**	**0.9**	**no**
5	Storke Road/ Sierra Madre Court	0.304	A	0.318	A	28	0.014	no
6	Storke Road/El Colegio Rd/Slough Rd	0.417	A	0.419	A	3	0.002	no
PM Peak Hour								
1	Storke Road/US-101 northbound ramps	0.729	C	0.733	C	15	0.004	no
2	Storke Road/US-101 southbound ramps	0.602	B	0.604	B	23	0.002	no
3	Storke Road/ Hollister Avenue	0.745	C	0.748	C	36	0.003	no
4	**Storke Road/ Whittier Drive1**	**51.1**	**E**	**58.2**	**F**	**37**	**7.1**	**YES**
5	Storke Road/ Sierra Madre Court	0.571	A	0.578	A	37	0.009	no
6	Storke Road/El Colegio Rd/Slough Rd	0.679	B	0.681	B	5	0.002	no

Source: Appendix H
Notes:
V/C – Volume-to-capacity ratio; Delay expressed in seconds per vehicle
LOS – Level of service
[1] Level of service for unsignalized intersection of Storke Road/Whittier Drive is calculated using the delay based HCM methodology.
BOLD – Intersection is operating with unsatisfactory LOS

As shown in Table 14, most of the study area intersections, with the exception of Storke Road/US-101 northbound ramps and Storke Road/Whittier Drive, are forecast to continue to operate at LOS C or better under Cumulative plus Project conditions during both peak hours.

The Storke Road/US-101 northbound ramps intersection is forecast to continue to operate with unsatisfactory LOS (LOS D) during the AM peak hour with addition of traffic from the proposed project. However, the proposed project would not have a substantial contribution to a significant impact during the AM peak hour per the County's and City's criteria, as it would add less than 15 peak-hour trips to this intersection that would operate at LOS D under the Cumulative plus Project scenario (the project would

add 6 trips during the impacted AM peak hour). A mitigation measure would not be required from the proposed project, as it would not have a substantial contribution to cumulative impacts at this intersection.

As explained above, the V/C based ICU methodology is generally not used to analyze unsignalized intersections and therefore, the Storke Road/Whittier Drive intersection has been analyzed using the delay based HCM methodology that estimates control delay in seconds per vehicle using the Synchro software. The project adds 28 trips to the Storke Road/Whittier Drive intersection during the AM peak hour, however, the intersection continues to operate at LOS C with a nominal increase of 0.9 seconds per vehicle. The County does not have a significance criteria based on increase in number of seconds of delay, therefore, the project is not considered to have a significant impact at the intersection during the AM peak hour. The Storke Road/Whittier Drive intersection is forecast to continue to operate with unsatisfactory LOS (LOS F) during the PM peak hour with addition of traffic from the proposed project. The proposed project would have a substantial contribution to a significant cumulative impact during the PM peak hour per the County's criteria, as it would add 5 or more peak-hour trips to this intersection that would operate at LOS F under the Cumulative plus Project scenario (the project would add 37 trips during the impacted PM peak hour). Therefore, to mitigate the project's impact at the intersection to a less-than-significant level (i.e., reduce project trips through intersection to less than 10 peak-hour trips, or improve to LOS C or better), **MM TRAF-1 Installation of a Traffic Signal** would be required.

Mitigation and Residual Impact:

Based on analysis of the project-specific and cumulative impacts, the only issue area that could result in a significant impact without mitigation is intersection operations for the Storke Road/Whittier Drive intersection, based on the criteria of project-added trips through the intersection. As such, **MM** TRAF-1 Installation of a Traffic Signal and MM TRAF-2 City of Goleta Fair Share Contribution and MM TRAF-3 City of Goleta Encroachment Permit have been incorporated to require the installation of a traffic signal. The traffic signal would improve intersection operations to acceptable levels.

The following mitigation measures would reduce the project's transportation impacts to a less-than-significant level (see Table 15):

MM TRAF-1 **Installation of a Traffic Signal.** Prior to the issuance of a ~~certificate of occupancy~~building permit ~~of~~ for the first residential unit, the Applicant shall install a traffic signal at the Storke Road/Whittier Drive intersection. Since the intersection has shared jurisdiction between the County of Santa Barbara and City of Goleta, the Applicant will be required to coordinate with both agencies to implement the mitigation measure.

PLAN REQUIREMENTS: Proposed intersection signalization plans, in conformance with City of Goleta design standards, shall be submitted to the County of Santa Barbara and the City of Goleta for review and approval prior to Coastal Development Permit issuance.

TIMING/MONITORING: P&D ~~Permit Compliance~~ staff shall ensure installation of the traffic signal prior to building permit issuance ~~a certificate of occupancy of~~ for the first residential unit.

Table 15. Mitigation LOS Analysis

Intersection	LOS Method	Existing plus Project				Cumulative 2023 plus Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay/ V/C	LOS	Delay/ V/C	LOS	Delay/ V/C	LOS	Delay/ V/C	LOS
Storke Rd/ Whittier Dr.	HCM	7.5	A	6.8	A	7.7	A	7.1	A
Storke Rd/ Whittier Dr.	ICU	0.359	A	0.501	A	0.388	A	0.544	A

Notes:
Delay expressed in seconds per vehicle
V/C – Volume-to-capacity ratio
LOS – Level of service

As shown in Table 15, the Storke Road/Whittier Drive intersection would operate at LOS A using delay based HCM method of analysis as well as v/c based ICU method of analysis for signalized intersections. With the implementation of MM TRAF-1, the significant project impacts at Storke Road/Whittier Drive in the Existing plus Project and Cumulative plus Project conditions would be mitigated to a **level of less than significant**.

MM TRAF-2 **City of Goleta Fair Share Contribution.** The project applicant shall provide GTIP fee payment based on project-generated Peak Hour Trips uidng the methodology from the Caltrans Guide to Impact Studies which outlines a ~~consistent with the~~ project's fair share ~~contribution to the project's cumulative~~ cost to infrastructure improvements. In this case, the infrastructure improvement is ~~transportation impact. The fee would be utilized for~~ the widening of Storke Road consistent with the City of Goleta's proposed improvement plan presented at the Goleta Scoping Hearing dated May 3, 2017. The project applicant shall work with the City of Goleta to determine the fair share amount and payment using the methodology specified herein, and payment shall be made prior to the issuance of a ~~Grading~~ Building Permit for the first residential structure.

PLAN REQUIREMENTS*:* The applicant shall submit GTIP Fee payment to the City of Goleta.

TIMING/MONITORING: Documentation of fee payment and proof shall be provided and proof of the City of Goleta's concurrence that it constitutes a fair share payment to P&D prior to the issuance of a Building Permit for the first residential structure.

MM TRAF-3 **City of Goleta Encroachment Permit.** The project Applicant shall obtain a City of Goleta encroachment permit for work within the Whittier Avenue right-of-way. The encroachment permit application shall include a Public Improvement Plan prepared by a licensed civil engineer. Traffic control measures, such as a flagger, shall be incorporated in accordance with standard City of Goleta requirements. A before and after video log and a City Haul Permit and appropriate bonding shall be provided. The permit shall also include requirements for keeping City streets clean and safe.

TIMING/MONITORING: Prior to Zoning Clearance issuance, the Applicant shall submit documentation of the encroachment permit to Planning and Development.

With the incorporation of MM TRAF-1, MM TRAF-2 and MM TRAF-3, residual impacts to transportation would be less than significant.

4.15 WATER RESOURCES/FLOODING

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?			X		
b. Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff?		X			
c. Change in the amount of surface water in any water body?			X		
d. Discharge, directly or through a storm drain system, into surface waters (including but not limited to wetlands, riparian areas, ponds, springs, creeks, streams, rivers, lakes, estuaries, tidal areas, bays, ocean, etc.) or alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity, or thermal water pollution?		X			
e. Alterations to the course or flow of flood water or need for private or public flood control projects?		X			
f. Exposure of people or property to water related hazards such as flooding (placement of project in 100-year flood plain), accelerated runoff or tsunamis, sea level rise, or seawater intrusion?		X			
g. Alteration of the direction or rate of flow of groundwater?			X		
h. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or recharge interference?			X		

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
i. Overdraft or over-commitment of any groundwater basin? Or, a significant increase in the existing overdraft or over-commitment of any groundwater basin?			X		
j. The substantial degradation of groundwater quality including saltwater intrusion?			X		
k. Substantial reduction in the amount of water otherwise available for public water supplies?			X		
l. Introduction of storm water pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) into groundwater or surface water?			X		

Existing Setting:

The project site is located in the south coast region of California, near the City of Goleta, at the downstream end of a 3.62-square-mile watershed that includes Devereux Creek, El Encanto/Phelps Creek, and several unnamed tributaries (ESA 2015). Stantec prepared a drainage study for both Lot 2 and Lot 3 (Appendix G), which are summarized herein.

The existing project parcels are largely undeveloped. In the southern portion of the project site, there is an existing maintenance building, sheds, and pavement (Lot 2); while Lot 3 is primarily developed with asphalt and ornamental landscaping. All structures would be demolished as a part of the project. North of the project, Devereux Creek Tributary 3 runs through the NCOS area. This creek was recently restored as part of the NCOS project, and discharges to the Devereux Lagoon and Pacific Ocean approximately 1 mile south of the project site. The site is generally gently sloped towards the north and west. The site is underlain by clayey, sandy tilled native soils over alluvium and estuarine deposits. The soils are categorized as Hydrologic Soils Group D, or unrated. In proximity to Lot 2, there is an existing bioretention swale that was constructed for stormwater quality treatment for runoff from the UCSB Sierra Madre project.

The project site is partially located in Flood Zone AE with a defined base flood elevation (BFE) of 16.2 (Appendix G). However, the recently completed NCOS project has re-graded Devereux Creek Tributary 3, and is expected to lower the BFE to approximately 14.7. The proposed project's preliminary design is based on the lowered BFE under the assumption that a Letter of Map Revision (LOMR) would be filed and approved prior to project completion. Stantec is currently coordinating with the County Water Resource Department to prepare this LOMR.

The project would be supplied water from the Goleta Water District, which in part, receives water from the Goleta Groundwater Basin (Figure 16, Groundwater Basin). A Preliminary Water Service Determination was conducted for the project site, and concluded that the project would generate an average annual demand of 10.45 acre-feet per year (AFY) of water (Appendix I). The 2015 Goleta Water District's Urban Water Management Plan projects that reasonably available water supplies in 2035 will be 16,737 AFY (GWD 2017).

Water Resources Thresholds

A project is determined to have a significant effect on water resources if it would exceed established threshold values which have been set for each overdrafted groundwater basin. These values were determined based on an estimation of a basin's remaining life of available water storage. If the project's net new consumptive water use [total consumptive demand adjusted for recharge less discontinued historic use] exceeds the threshold adopted for the basin, the project's impacts on water resources are considered significant.

A project is also deemed to have a significant effect on water resources if a net increase in pumpage from a well would substantially affect production or quality from a nearby well.

Water Quality Thresholds:

A significant water quality impact is presumed to occur if the project:

- Is located within an urbanized area of the county and the project construction or redevelopment individually or as a part of a larger common plan of development or sale would disturb one (1) or more acres of land;
- Increases the amount of impervious surfaces on a site by 25% or more;
- Results in channelization or relocation of a natural drainage channel;
- Results in removal or reduction of riparian vegetation or other vegetation (excluding non-native vegetation removed for restoration projects) from the buffer zone of any streams, creeks or wetlands;
- Is an industrial facility that falls under one or more of categories of industrial activity regulated under the NPDES Phase I industrial storm water regulations (facilities with effluent limitation; manufacturing; mineral, metal, oil and gas, hazardous waste, treatment or disposal facilities; landfills; recycling facilities; steam electric plants; transportation facilities; treatment works; and light industrial activity);
- Discharges pollutants that exceed the water quality standards set forth in the applicable NPDES permit, the Regional Water Quality Control Board's (RWQCB) Basin Plan or otherwise impairs the beneficial uses[7] of a receiving water body;
- Results in a discharge of pollutants into an "impaired" water body that has been designated as such by the State Water Resources Control Board or the RWQCB under Section 303 (d) of the Federal Water Pollution Prevention and Control Act (i.e., the Clean Water Act); or
- Results in a discharge of pollutants of concern to a receiving water body, as identified by the RWQCB.

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[7] Beneficial uses for Santa Barbara County are identified by the Regional Water Quality Control Board in the Water Quality Control Plan for the Central Coastal Basin, or Basin Plan, and include (among others) recreation, agricultural supply, groundwater recharge, fresh water habitat, estuarine habitat, support for rare, threatened or endangered species, preservation of biological habitats of special significance.

Impact Discussion:

(a) ***Less than Significant***. The proposed project site is a former golf course and does not contain marine or freshwater resources on site. There are tributaries to Devereux Creek in the immediate vicinity of the project site, approximately 200 feet at the closest point to the southwest of Lot 2. As such, there will not be any change in currents or direction of marine or fresh water movements.

(b) ***Less than Significant with Mitigation.*** Lot 3 is currently a paved parking lot associated with the prior golf course use. As part of the project, the asphalt would be removed and additional landscape and pervious areas would be created, actually enhancing water quality through increased opportunities for percolation. Lot 2 would result in additional hardscape and building coverage however pervious paving has been incorporated into the project design. The total increase in impermeable areas for Lots 2 and 3 combined is over 25%. Impermeable surfaces by lot are noted below in Table 16.

Table 16. Impervious Surfaces

	Lot Area (gross ac)	Drainage Area (ac)	Existing Impervious Area (ac)	Existing Impervious Area (%)	Proposed Impervious Area (ac)	Proposed Impervious Area (%)	Total Impervious Area
Lot 2	5.87	5.87	0.17	2.85	2.23	38.01	2.33
Lot 3	0.54	0.54	0.35	64.79	0.33	60.70	0.33

As discussed in Section 3.2 Environmental Setting, permit records for PM 14,784 state that the NCOS (Lot 1 of PM 14,784) provides the necessary open space required by the County's Planned Residential Development zoning requirements for Lot 2 and Lot 3 and also provides approximately 70 acres of pervious area. Additionally, the Stormwater Control Plans for Lot 2 and Lot 3 prepared by Stantec and dated February 19, 2019 (Lot 2) and March 13, 2019 (Lot 3) (Appendix A) have been approved by Santa Barbara County Project Clean Water on February 1, 2019. **MM HYD-1 Storm Water Retention -Pervious Parking** requires installation of pervious parking areas to allow for additional infiltration. However, proposed grading and drainage plans have been designed in accordance with County standards and would reduce peak-flow rates to less than existing peak flows (Appendix G). Specifically, a combination of self-retaining areas and permeable pavement would be introduced as part Lot 2 of the proposed project. This includes roadways, walkways, and parking areas would be constructed with permeable pavement. In consideration of low-impact development design, the project's CC&Rs would include requirements for the homeowners and the homeowner's association to maintain landscaping and stormwater features, as described in Section 1.2, Project Characteristics. These features are also described in Appendix G and include elements such as self-retaining areas and permeable pavement. As such, implementation of these project characteristics would result in no runoff from the project site for a 95th percentile storm event. Lot 3 would include new concrete curbs and gutters to direct stormwater into two bioretention basins on the northwest and southeast corners of the site. As such, implementation of the proposed project would reduce in a reduction of on-site peak flow rates for 2-, 5-, 10-, 25-, 50-, and 100-year storm event peak flows, shown in Table 1 of Appendix G. **MM HYD-1 Storm Water Retention -Pervious Parking** and **MM HYD-2 Storm Water Retention-Bioretention Feature** would require the installation of pervious materials for parking and additional bioretention features to increase infiltration and minimize impacts related to water movement. Therefore, impacts to water movement would be less than significant.

(c-d) ***Less than Significant with mitigation.*** The project would create minor amounts of additional stormwater runoff as a result of newly constructed impermeable surfaces (e.g., structures, driveways, patios). Construction activities such as grading could also potentially create temporary runoff and erosion problems. Prior on-site development included asphalt paving, which would be removed as a part of the project, potentially enhancing groundwater recharge. Lot 2 includes the use of 47,515 square feet of pervious pavers and incorporation of 110,968 square feet of landscape areas. However, based on County thresholds, the increase in impervious surfaces of more than 1 acre of land and increase in impervious surfaces by more than 25% of current conditions (i.e., 7,279 square feet) could be considered a significant impact without mitigation. Application of standard County grading, erosion, and drainage-control measures would reduce erosion and stormwater runoff. With the incorporation of **MM HYD-1 Storm Water Retention -Pervious Parking** and **MM HYD-2 Storm Water Retention-Bioretention Feature**, runoff would be captured, reducing impacts to less than significant.

(e, f) ***Less than Significant with Mitigation.*** The eastern of boundary of Lot 2 is located in Zone X of the Federal Emergency Management Agency, while the remainder of the site is located in Zone AE with a defined BFE of 16.2 feet (FEMA 2019). Zone X is considered an area with minimal flood hazard and Zone AE is considered an area subject to inundation by the 1% annual chance flood event (i.e., 100-year flood plain). The recently completed NCOS Project has re-graded the adjacent Devereux Creek Tributary 3 and is expected to lower the BFE of the project site to approximately 14.7 feet. The preliminary design of the project is based on the lowered BFE under the assumption that a LOMR would be filed and approved prior to project completion. As such, the proposed development has incorporated the lowered BFE into the design of the project to meet the County Flood Control and Water Conservation District "Standard Conditions of Project Plan Approval." The finished floor of the proposed structures would be set to a minimum elevation of 17 feet, which is greater than 2 feet above the proposed 14.7 BFE. Furthermore, Low-Impact Design features incorporated in the project design would reduce post-development peak flow to less than the pre-development peak-flow rates (i.e., 2-year to 100-year flood).

Based on the elevation of the proposed development at the site with respect to sea level and its distance from large open bodies of water, the potential of a tsunami is considered to be very low. (Appendix D). As previously discussed, the project site is located in the 100-year flood plain. However, with the implementation of the **MM HYD-3 Base Flood Elevation Revisions,** livable structures would be developed to be at least 2 feet above the flood plain, thereby reducing the exposure of people or property to flooding.

However, as the design of the development is subject to the approval of the LOMR, implementation of **MM HYD-3 Base Flood Elevation Revisions** would result in **less-than-significant impacts with mitigation**.

(g–1) ***Less than Significant***. The project would be supplied water from Goleta Water District, which receives its water from the Goleta Groundwater Basin. A Preliminary Water Service Determination was conducted for the project site, which concluded that the project would generate an average annual demand of 10.45 AFY of water (Appendix I). The 2015 Goleta Water District's Urban Water Management Plan projects that reasonably available water supplies in 2035 will be 16,737 AFY (GWD 2017). Therefore, the project water demand would constitute 0.06% of available water supplies. Since groundwater is only a portion of the total value, implementation of the project would not result in an overdraft groundwater or otherwise affect local water supplies. In addition, the project does not propose to use on-site water wells or propose any features that could inadvertently allow salt water intrusion. The project site is also approximately 0.7 miles from the ocean. Therefore, the project's impact on water supplies would be **less than significant**.

The project could adversely affect surface water quality by increasing the volume and decreasing the quality of stormwater runoff. The project may involve the use of fertilizers, pesticides, and household cleaners and chemicals. Runoff from driveways and/or parking areas could introduce oil and other hydrocarbons into drainage facilities. However, the project would be expected to generate only minor amounts of stormwater pollutants. Minor amounts of such household hazardous material would not present a significant potential for release of waterborne pollutants and would be highly unlikely to create a public health hazard.

Stormwater runoff from new impervious surface areas would be directed to infiltration channels and retention/recharge basins, with the intent of preventing any increase in the volume or rate of surface water runoff leaving the project area. Grading operations that would occur on the project site would remove vegetative cover and disturb the ground surface, thereby increasing the potential for short-term erosion and sedimentation impacts. Areas disturbed for project implementation would be permanently stabilized with vegetative ground cover or asphalt or concrete. With regard to short-term erosion, because the construction area is greater than 5 acres in size, a Stormwater Pollution Prevention Plan is required to be prepared under NPDES stormwater permitting regulations to address short-term erosion potential during construction activities. The project would also obtain final approval from Project Clean Water as a part of the standard plan check process for grading permits. Thus, the potential for the project to cause substantial erosion and sediment transport would be avoided with adherence to the County's standard erosion control and drainage requirements, and impacts would be less than significant. The drainage plan and on-site permanent pollution prevention systems, as proposed, would maintain impacts to surface water bodies at **less-than-significant levels**.

The project could adversely affect surface water quality by increasing the volume and decreasing the quality of stormwater runoff. The project would involve the use of fertilizers, pesticides, and household cleaners and chemicals. Runoff from driveways and/or parking lots could introduce oil and other hydrocarbons into drainage facilities. However, the project would incorporate Low-Impact Development features such as a combination of self-retaining areas and permeable pavement to reduce the amount of stormwater pollutants to less-than-significant levels. Per County of Santa Barbara Stormwater Technical Guide, the use of self-retaining areas is called Drainage Management Areas (DMAs). The guide identifies that each DMA must contain only one type of surface (e.g., landscaped, impervious, or pervious pavement). Self-retaining areas are designed to retain the first 1-inch of rainfall without producing any runoff, and in the event of heavy storm activities, runoff is advised to drain off site to the storm drain system or low-impact development facilities (County of Santa Barbara 2014). The addition of self-retaining areas allows for treatment of stormwater runoff from impervious portions of the project, such as roofs and paving. Self-retaining areas would pond the stormwater runoff and allow for it to infiltrate into landscaped areas with soil. These areas are typically designed as concaved landscape areas near paved surfaces, such as sidewalks and driveways. Permeable pavements are another form of low-impact development design that minimize runoff by using materials such as crushed aggregate, turf block, unit pavers with permeable joints, pervious concrete, or pervious asphalt that can be substituted for impervious concrete or asphalt paving. The Stormwater Technical Guide identifies that pervious pavements are most applicable where native soils are permeable (County of Santa Barbara 2014). The use of pervious pavement allows for water to percolate into the ground and benefit nearby vegetation while reducing overall stormwater run-off and pollution. The use of low-impact development design practices can overall reduce pollutants that would be discharged into receiving waters through methods of settling, filtration, evaporation, and absorption.

Stormwater Control Plans for Lot 2 and Lot 3 have been prepared by Stantec and are included in Appendix A. These plans have been reviewed and approved by Project Clean Water at Santa Barbara County for compliance with applicable stormwater management requirements. Stormwater treatment and runoff reduction would be addressed on site using a combination of self-retaining areas and permeable pavement. The rear 10 feet of lots located along the northwesterly boundary would be dedicated self-retaining areas. An additional self-retaining area would be located at the northern end of the site near the roadway turn-

around. The majority of the private roadways, walkways, and parking areas would be constructed with permeable pavement. Impervious areas would be limited to the building footprints and minor hardscape. A significant portion of the roadway and parking areas would be constructed with permeable pavement. Hardscaped areas outside of the permeable pavement boundary would be constructed with ungrouted pavers with a sand base. Landscape maintenance measures would include permanent source control BMPs such as landscaping designed to minimize irrigation and runoff; inclusion of plants that are tolerant of saturated soil conditions in bioretention basins; and selecting plants appropriate to site soils, slopes, climate, land use, ecological consistency, and plant interactions. Additionally, the private drive and parking lot would be swept regularly to minimize trash. On-site subterranean stormdrains would connect to adjacent existing storm drains, consistent with the existing development agreement between the Applicant and UCSB. Lot 3 includes two structural control measures, which are both bioretention basins. **MM HYD-2 Storm Water Retention-Bioretention Feature** requires the implementation of these features. Treated water and high flow bypass would discharge off site to existing municipal storm drains. Exhibit B of each of the respective Stormwater Control Plans depicts post-project drainage management (Appendix A).

In addition, minor amounts of such household hazardous material would not present a significant potential for release of waterborne pollutants and would be highly unlikely to create a public health hazard. Therefore, impacts would be **less than significant**.

Cumulative Impacts:

The County's Environmental Thresholds (County of Santa Barbara 2018) were developed, in part, to define the point at which a project's contribution to a regionally significant impact constitutes a significant effect at the project level. In this instance, the project has been found not to exceed the threshold of significance for water resources. Therefore, the project's contribution to the regionally significant issues of water supplies and water quality is not considerable, and is less than significant.

Mitigation and Residual Impact:

The following mitigation measures would reduce the project's hydrology/water quality impacts to a less-than-significant level.

MM HYD-1 **Storm Water Retention-Pervious Parking**. To reduce runoff from impervious areas and allow for infiltration, the Owner/Applicant shall incorporate pervious materials or surfaces into the project design consistent with the Santa Barbara County Project Clean Water approved Stormwater Control Plans dated February 19, 2019 (Lot 2) and March 13, 2019 (Lot 3). Additionally, roof drainage shall be captured and directed into landscape areas of the project site.

PLAN REQUIREMENTS: The Owner/Applicant shall demonstrate increased use of pervious materials over currently proposed ~~or surfaces~~ on building, drainage and landscape plans such that the total impermeable surfaces proposed for Lots 2 and 3 combined is 2.39 acres or less ~~as applicable~~.

MONITORING: Prior to CDP issuance, the applicant shall submit plans to P&D staff that that reduce impermeable surfaces such that the total impermeable surfaces proposed for Lots 2 and 3 combined is 2.39 acres or less. The plans shall clearly identify the added areas of permeable surfaces , total acreage of impermeable surfaces and total acreage of permeable surfaces. P&D planners shall verify use as applicable during plan review; compliance monitoring staff shall site inspect for installation prior to Final Building

Inspection Clearance. Building and Safety shall confirm compliance based on the Grading Permit plans.

MM HYD-2 **Storm Water Retention-Bioretention Feature.** To allow for infiltration and treatment, the Owner/Applicant shall direct drainage on Lot 3 to a bioretention feature. A registered civil engineer or other qualified professional shall design the bioretention feature in accordance with the California Storm Water BMP Handbook for New Development and Redevelopment (California Storm Water Quality Association) and consistent with the Santa Barbara County Project Clean Water approved Stormwater Control Plans dated March 13, 2019 (Lot 3).

PLAN REQUIREMENTS: The Owner/Applicant shall include the bioretention feature, including any plant palettes and the sources of plant material, on the grading and drainage and landscape plans, and depict it graphically.

TIMING: The Owner/Applicant shall submit plans depicting bioretention feature to P&D and Project Clean Water for review and approval prior to a CDP issuance.

MONITORING. P&D compliance monitoring staff shall site inspect for installation and periodically inspect for maintenance throughout a five-year performance period. The homeowner's association is responsible for annual maintenance inspections of the bioretention feature. The homeowner's association ~~HOA~~ shall keep records of such inspections and provide them as requested to the County.

MM HYD-3 **Base Flood Elevation Revisions.** Prior to development of the project, a Letter of Map Revision (LOMR) shall be approved for the Devereux Creek Tributary 3 showing that the base flood elevation (BFE) has been effectively lowered to 14.7 feet. If the LOMR is not approved or the letter states a BFE higher than 14.7 feet, then the Applicant shall redesign the development and obtain all P&D approvals as necessary so that the lowest finish floor elevation shall be a minimum of 2 feet above the 100-year water surface elevation per the revised Federal Emergency Management Agency Flood Insurance Rate Maps. In addition, the Applicant shall redesign the graded pads to be at least 1.5 feet above the 100-year surface elevation. Lastly, the applicant shall redesign the finish floor elevation to be higher than the overland escape elevation.

PLAN REQUIREMENTS*:* The LOMR shall be reviewed by Santa Barbara County Water Resources and approved by FEMA.

TIMING*:* The LOMR shall be approved by FEMA and Santa Barbara County Water Resources prior to issuance of a Grading ~~permit~~ Permit or the project shall be redesigned so that the lowest finish floor elevation shall be a minimum of 2 feet above the 100-year water surface elevation per the revised Federal Emergency Management Agency Flood Insurance Rate Maps prior to the issuance of a Grading Permit.

MONITORING*:* Building and Safety shall confirm compliance in the field based on the Grading Permit plans.

With incorporation of MM HYDRO-1through MM HYDRO-3, residual impacts to hydrology/water quality would be less than significant.

5.0 INFORMATION SOURCES

5.1 COUNTY DEPARTMENTS CONSULTED

Police, Fire, Public Works, Flood Control, Parks, Environmental Health, Special Districts,

Regional Programs, Other : _____

5.2 COMPREHENSIVE PLAN (CHECK THOSE SOURCES USED):

X	Seismic Safety/Safety Element		Conservation Element
	Open Space Element	X	Noise Element
X	Coastal Plan and Maps		Circulation Element
	ERME		

5.3 OTHER SOURCES (CHECK THOSE SOURCES USED):

X	Field work	X	Ag Preserve maps
X	Calculations	X	Flood Control maps
X	Project plans	X	Other technical references
X	Traffic studies		(reports, survey, etc.)
X	Records	X	Planning files, maps, reports
X	Grading plans	X	Zoning maps
X	Elevation, architectural renderings	X	Soils maps/reports
X	Published geological map/reports	X	Plant maps
X	Topographical maps	X	Archaeological maps and reports
			Other

6.0 MANDATORY FINDINGS OF SIGNIFICANCE

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, contribute significantly to greenhouse gas emissions or significantly increase energy consumption, or eliminate important examples of the major periods of California history or prehistory?		X			
2. Does the project have the potential to achieve short-term to the disadvantage of long-term environmental goals?			X		
3. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects.)		X			
4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X		

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
5. Is there disagreement supported by facts, reasonable assumptions predicated upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR ?			X		

1. Project specific biological resource impacts would be mitigated to a less than significant level through mitigation measures, as discussed in Section 4.4, Biological Resources. Therefore, the project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. Further, as discussed in Section 4.3, Air Quality – Greenhouse Gas Emissions; Section 4.6, Energy; and Section 4.5, Cultural Resources, the project would not contribute significantly to greenhouse gas emissions, to increased energy consumption, nor would it eliminate important examples of the major periods of California history or prehistory.
2. The project would not have the potential to achieve short-term to the disadvantage of long-term environmental goals, because proposed mitigation measures would reduce all potentially significant impacts to less than significant and because, where appropriate, proposed mitigation measures apply to both the currently proposed map as well as future Coastal Development Permits for build-out of the proposed parcels.
3. As discussed in the "cumulative impacts" section under each issue area of this document, the project would not result in any impacts which are cumulatively considerable.
4. The project does not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. There is no excessive noise, no known or expected hazardous materials and no other factors associated with the project that would cause substantial adverse effects on human beings.
5. There is no known disagreement among experts regarding the projects impacts.

7.0 INITIAL REVIEW OF PROJECT CONSISTENCY WITH APPLICABLE SUBDIVISION, ZONING AND COMPREHENSIVE PLAN REQUIREMENTS

Zoning

The proposed project is consistent with the requirements of the Article II – Coastal Zoning Ordinance (County of Santa Barbara 2019).

The proposed project does not propose a change to existing land use or increase density of the project site.

The existing PRD zoning of the site allows for the uses proposed.

Comprehensive Plan

The project will be subject to all applicable requirements and policies of the County's Comprehensive Plan, including the Goleta Community Plan. This analysis will be provided in the forthcoming staff report.

These policies include but are not limited to the following:

1. Goleta Community Plan policies and development standards
2. City of Goleta General Plan
3. City of Goleta Coastal Land Use Plan

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8.0 RECOMMENDATION BY P&D STAFF

On the basis of the Initial Study, the staff of Planning and Development:

_ Finds that the proposed project WILL NOT have a significant effect on the environment and, therefore, recommends that a Negative Declaration (ND) be prepared.

X Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures incorporated into the REVISED PROJECT DESCRIPTION would successfully mitigate the potentially significant impacts. Staff recommends the preparation of an ND. The ND finding is based on the assumption that mitigation measures will be acceptable to the applicant; if not acceptable a revised Initial Study finding for the preparation of an EIR may result.

_ Finds that the proposed project MAY have a significant effect on the environment, and recommends that an EIR be prepared.

_ Finds that from existing documents (previous EIRs, etc.) that a subsequent document (containing updated and site-specific information, etc.) pursuant to CEQA Sections 15162/15163/15164 should be prepared.

Potentially significant unavoidable adverse impact areas:

_ With Public Hearing ✓ Without Public Hearing

PREVIOUS DOCUMENT:

APPLICABLE DOCUMENT:

PROJECT EVALUATOR: Nicole Liu **DATE:**

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9.0 DETERMINATION BY ENVIRONMENTAL HEARING OFFICER

_ ✓ I agree with staff conclusions. Preparation of the appropriate document may proceed.

_ I DO NOT agree with staff conclusions. The following actions will be taken:

_ I require consultation and further information prior to making my determination.

SIGNATURE:_____

INITIAL STUDY DATE: _____

SIGNATURE:_____

NEGATIVE DECLARATION DATE:_____

SIGNATURE:_____

REVISION DATE: _____

SIGNATURE:_____Alex Tuttle_____

FINAL NEGATIVE DECLARATION DATE: 12/1/2020

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Whitman, Dr. Marion and Sandoval, Dr Cris. 2020. *University of California Natural Reserve System: Assessment of the Proposed Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration*.

SOURCE: CIRGIS 2017

DUDEK

0 1,000 2,000 Feet

FIGURE 1

Project Location

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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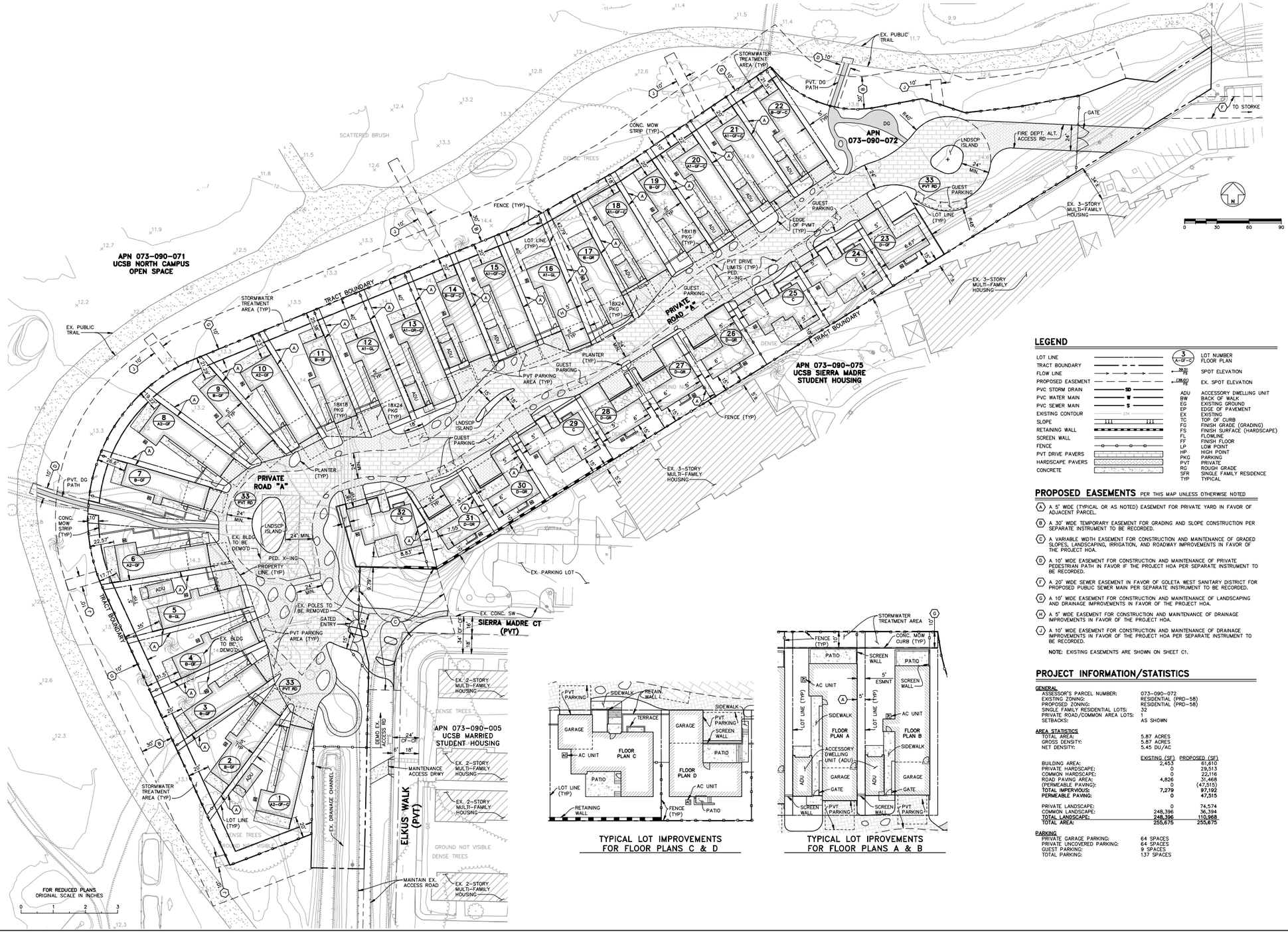

TYPICAL LOT IMPROVEMENTS FOR FLOOR PLANS C & D

TYPICAL LOT IPROVEMENTS FOR FLOOR PLANS A & B

LEGEND

LOT LINE	3 (A1-GF-C) LOT NUMBER / FLOOR PLAN
TRACT BOUNDARY	39.31 FS SPOT ELEVATION
FLOW LINE	(38.62) FS EX. SPOT ELEVATION
PROPOSED EASEMENT	ADU ACCESSORY DWELLING UNIT
PVC STORM DRAIN	BW BACK OF WALK
PVC WATER MAIN	EG EXISTING GROUND
PVC SEWER MAIN	EP EDGE OF PAVEMENT
EXISTING CONTOUR	EX EXISTING
SLOPE	TC TOP OF CURB
RETAINING WALL	FG FINISH GRADE (GRADING)
SCREEN WALL	FS FINISH SURFACE (HARDSCAPE)
FENCE	FL FLOWLINE
PVT DRIVE PAVERS	FF FINISH FLOOR
HARDSCAPE PAVERS	LP LOW POINT
CONCRETE	HP HIGH POINT
	PKG PARKING
	PVT PRIVATE
	RG ROUGH GRADE
	SFR SINGLE FAMILY RESIDENCE
	TYP TYPICAL

PROPOSED EASEMENTS PER THIS MAP UNLESS OTHERWISE NOTED

(A) A 5' WIDE (TYPICAL OR AS NOTED) EASEMENT FOR PRIVATE YARD IN FAVOR OF ADJACENT PARCEL.

(B) A 30' WIDE TEMPORARY EASEMENT FOR GRADING AND SLOPE CONSTRUCTION PER SEPARATE INSTRUMENT TO BE RECORDED.

(C) A VARIABLE WIDTH EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF GRADED SLOPES, LANDSCAPING, IRRIGATION, AND ROADWAY IMPROVEMENTS IN FAVOR OF THE PROJECT HOA.

(D) A 10' WIDE EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF PRIVATE PEDESTRIAN PATH IN FAVOR IF THE PROJECT HOA PER SEPARATE INSTRUMENT TO BE RECORDED.

(F) A 20' WIDE SEWER EASEMENT IN FAVOR OF GOLETA WEST SANITARY DISTRICT FOR PROPOSED PUBLIC SEWER MAIN PER SEPARATE INSTRUMENT TO BE RECORDED.

(G) A 10' WIDE EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF LANDSCAPING AND DRAINAGE IMPROVEMENTS IN FAVOR OF THE PROJECT HOA.

(H) A 5' WIDE EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF DRAINAGE IMPROVEMENTS IN FAVOR OF THE PROJECT HOA.

(J) A 10' WIDE EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF DRAINAGE IMPROVEMENTS IN FAVOR OF THE PROJECT HOA PER SEPARATE INSTRUMENT TO BE RECORDED.

NOTE: EXISTING EASEMENTS ARE SHOWN ON SHEET C1.

PROJECT INFORMATION/STATISTICS

GENERAL

ASSESSOR'S PARCEL NUMBER:	073-090-072
EXISTING ZONING:	RESIDENTIAL (PRD-58)
PROPOSED ZONING:	RESIDENTIAL (PRD-58)
SINGLE FAMILY RESIDENTIAL LOTS:	32
PRIVATE ROAD/COMMON AREA LOTS:	1
SETBACKS:	AS SHOWN

AREA STATISTICS

TOTAL AREA:	5.87 ACRES
GROSS DENSITY:	5.87 ACRES
NET DENSITY:	5.45 DU/AC

	EXISTING (SF)	PROPOSED (SF)
BUILDING AREA:	2,453	61,610
PRIVATE HARDSCAPE:	0	29,513
COMMON HARDSCAPE:	0	22,116
ROAD PAVING AREA:	4,826	31,468
(PERMEABLE PAVING):	0	(47,515)
TOTAL IMPERVIOUS:	**7,279**	**97,192**
PERMEABLE PAVING:	**0**	**47,515**
PRIVATE LANDSCAPE:	0	74,574
COMMON LANDSCAPE:	248,396	36,394
TOTAL LANDSCAPE:	**248,396**	**110,968**
TOTAL AREA:	**255,675**	**255,675**

PARKING

PRIVATE GARAGE PARKING:	64 SPACES
PRIVATE UNCOVERED PARKING:	64 SPACES
GUEST PARKING:	9 SPACES
TOTAL PARKING:	137 SPACES

SOURCE: Stantec 2019

FIGURE 2

Site Plan – Lot 2

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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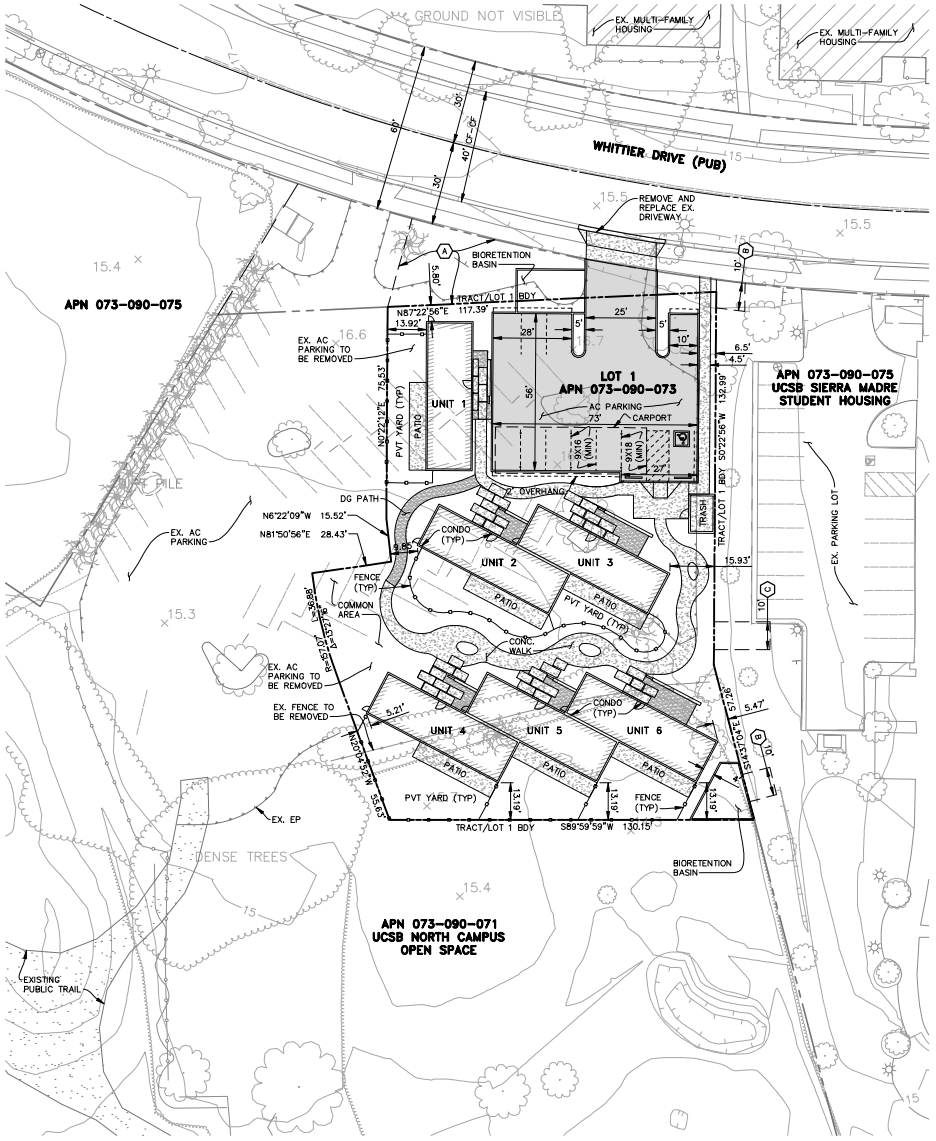

SOURCE: Stantec 2019

DUDEK

FIGURE 3

Site Plan – Lot 3

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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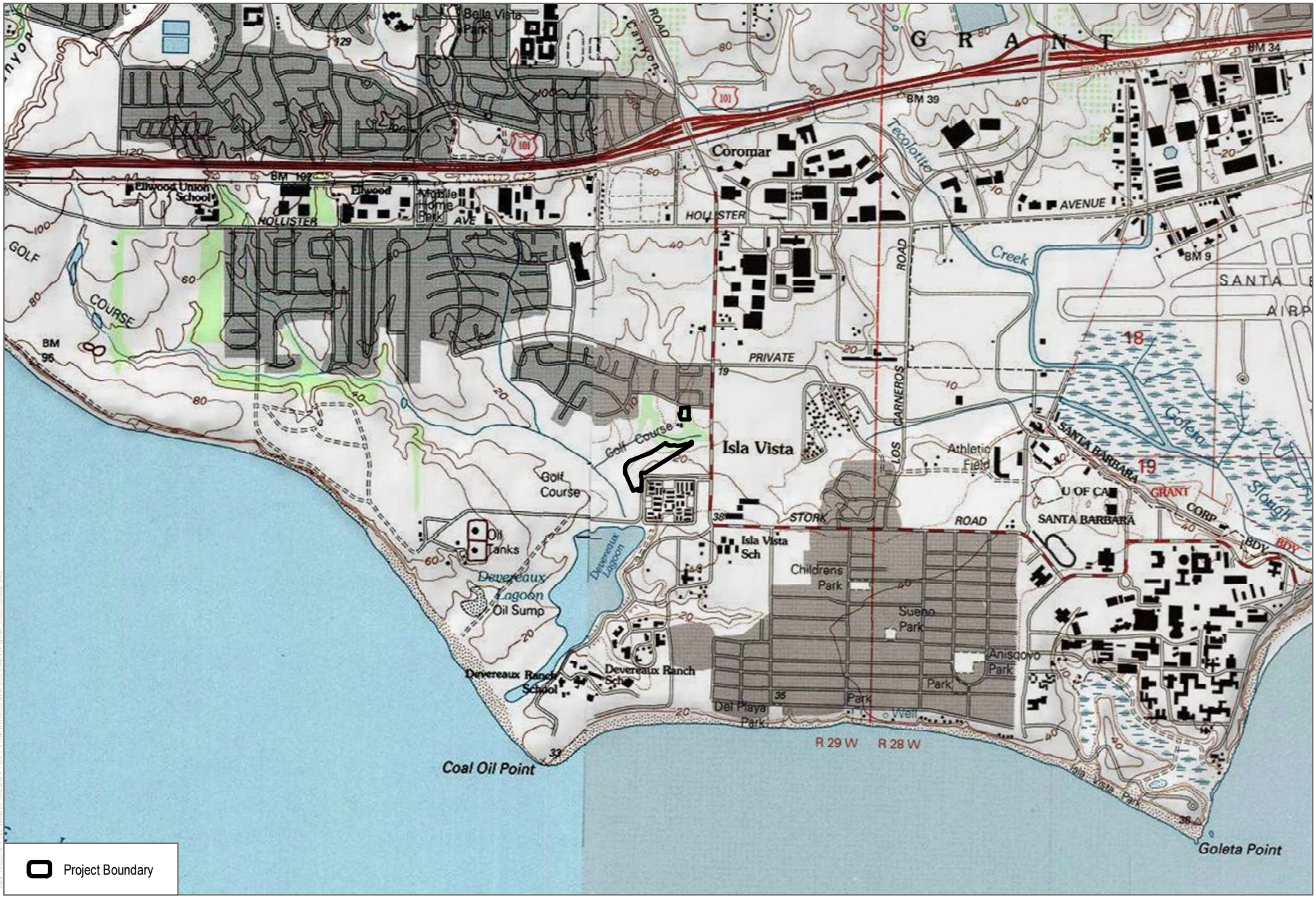

SOURCE: USGS 7.5-Minute Series Dos Pueblos Canyon and Goleta Quadrangles

DUDEK

FIGURE 4

USGS Topographic Map

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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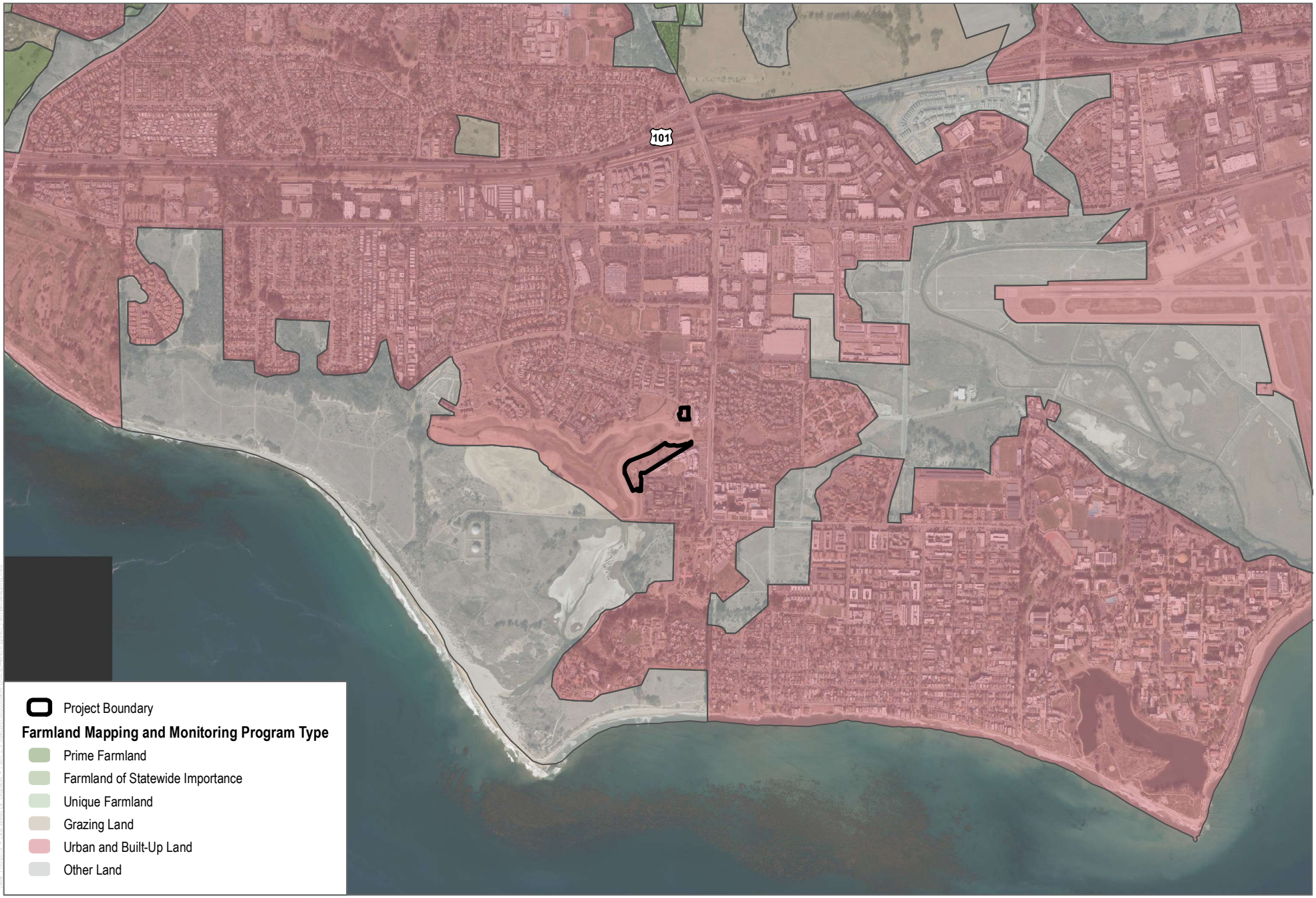

SOURCE: California Department of Conservation (FMMP) 2016

DUDEK

0 1,000 2,000 Feet

FIGURE 5

Farmland Mapping

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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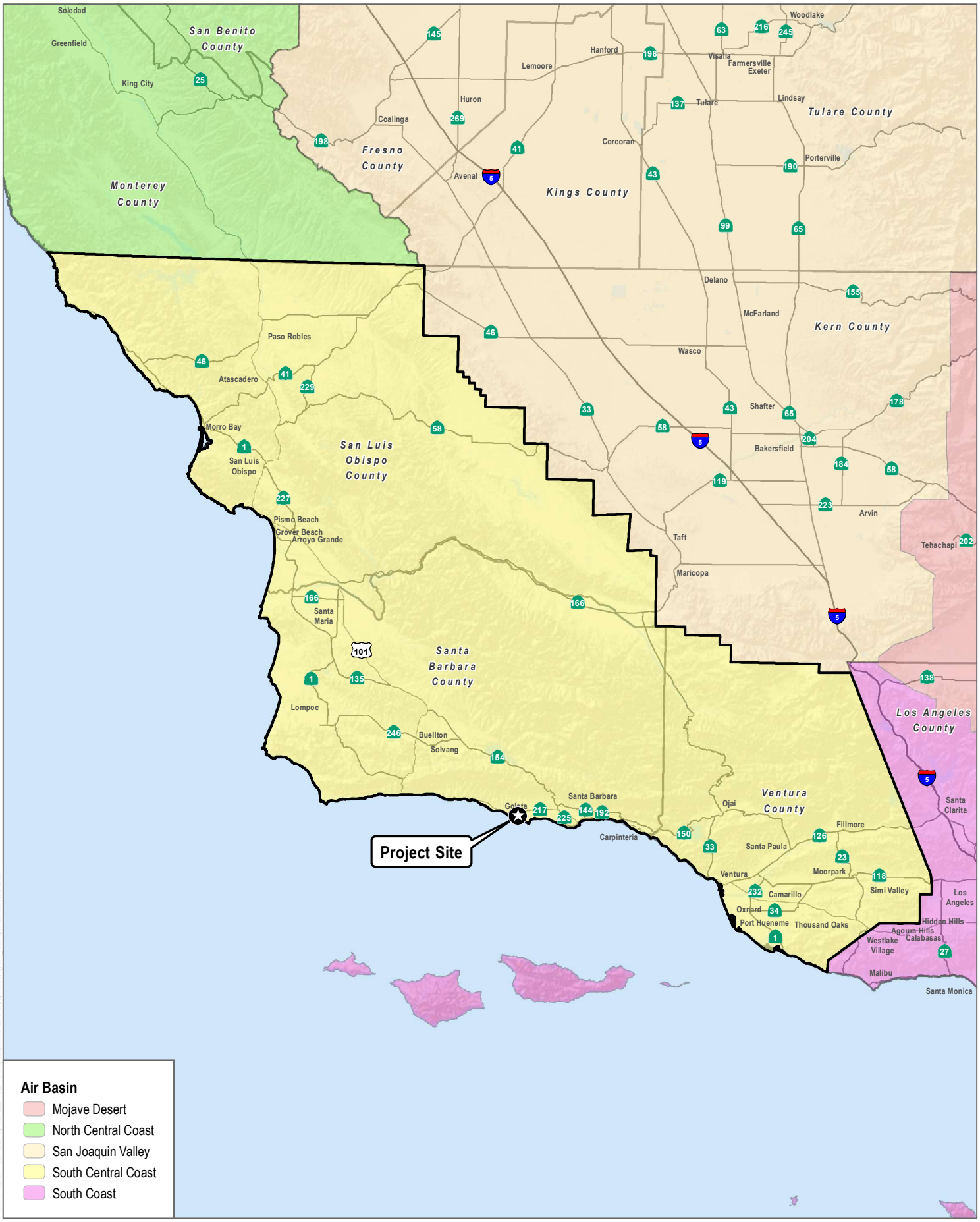

SOURCE: California Air Resources Board 2015

DUDEK

0 10 20 Miles

FIGURE 6

Central South Coast Air Basin

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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Property Boundary

Vegetation Communities

- EUC = Eucalyptus Groves
- CM = Cattail Marshes
- SGF = Salt Grass Flats
- CSS = Coastal Sage Scrub

Native Grasslands

- NG - MB = Meadow Barley
- PNGG = Purple Needlegrass Grassland

Annual Non-Native Grasslands

- NNG - D = Disturbed
- NNG - M = Maintained
- NNG - NM = Non-Maintained

Other Land Cover Types

- Unveg = Unvegetated
- ORN = Ornamental
- DH = Disturbed Habitat
- DEV = Developed

SOURCE: CIRGIS 2017; Stantec 2018

DUDEK

0 50 100 Feet

FIGURE 7a

Vegetation

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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Project Boundary

Development Envelope (6.6 acres)

Existing 10-foot Retaining Wall and Drainage Easement

Existing 100-foot Upland Restoration Easement

20-foot Utility Easement

Fuel Modification Zones

Driveways and Roadways (10 feet)

Buildings and Structures Zone 1 (0-30 feet)

Buildings and Structures Zone 2 (30-100 feet)

Vegetation Communities

EUC = Eucalyptus Groves

CM = Cattail Marshes

SGF = Salt Grass Flats

CSS = Coastal Sage Scrub

Native Grasslands

NG - MB = Meadow Barley

Annual Non-Native Grasslands

NNG - D = Disturbed

NNG - M = Maintained

NNG - NM = Non-Maintained

Other Land Cover Types

Unveg = Unvegetated

ORN = Ornamental

DH = Disturbed Habitat

DEV = Developed

Special-Status Plants

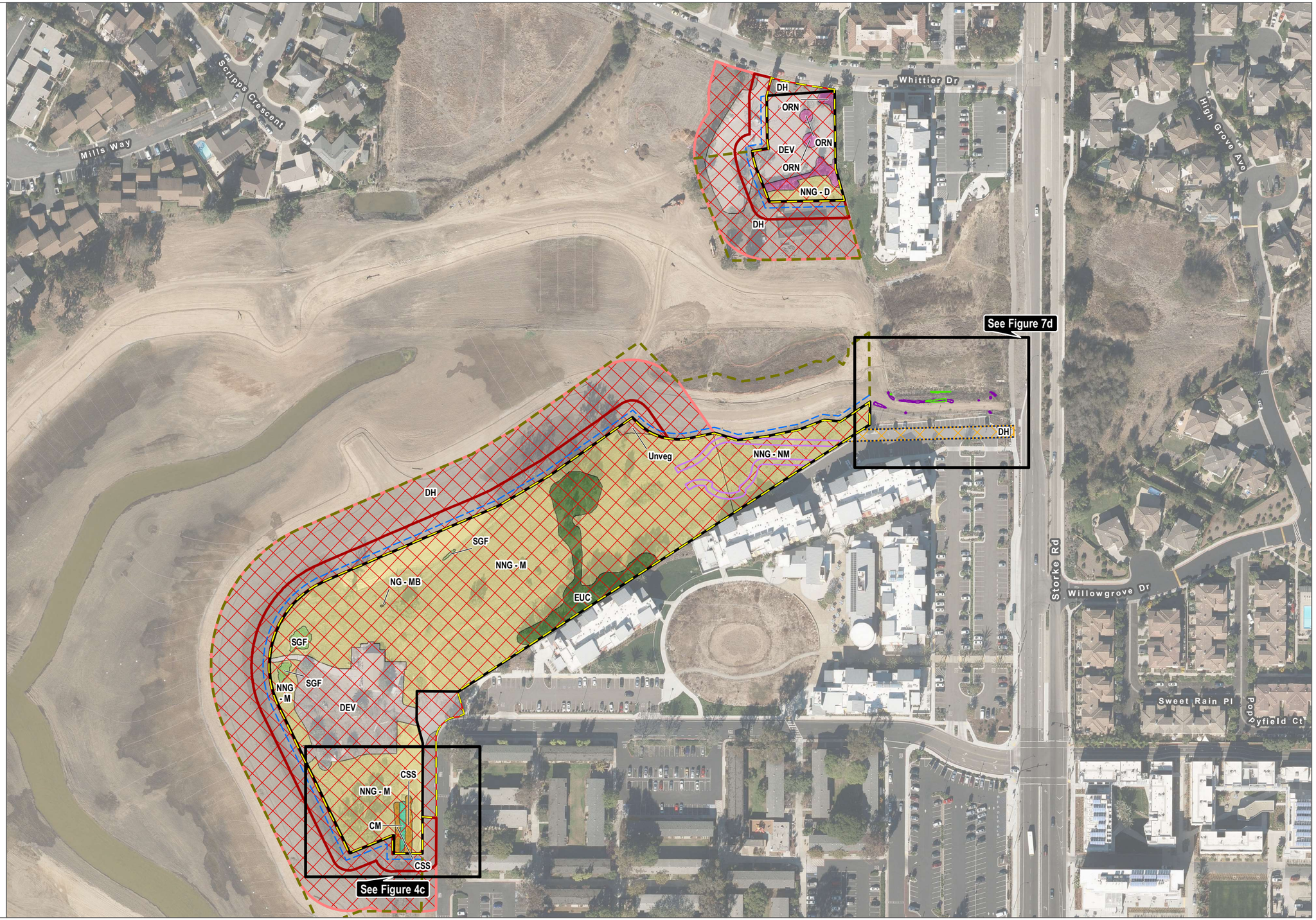
Eastern annual saltmarsh aster (*Symphyotrichum subulatum var. parviflorum*; Locally Rare)

Southern tarplant (*Centromadia parryi ssp. australis*; CRPR 1B.1)

Impacts

Permanent

Temporary



SOURCE: CIRGIS 2017; Stantec 2018

DUDEK

0 85 170 Feet

FIGURE 7b

Impacts to Biological Resources

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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Project Boundary

Development Envelope (6.6 acres)

Existing 10-foot Retaining Wall and Drainage Easement

Existing 100-foot Upland Restoration Easement

Fuel Modification Zones

Buildings and Structures Zone 1 (0-30 feet)

Buildings and Structures Zone 2 (30-100 feet)

Vegetation Communities

CM = Cattail Marshes

CSS = Coastal Sage Scrub

Annual Non-Native Grasslands

NNG - M = Maintained

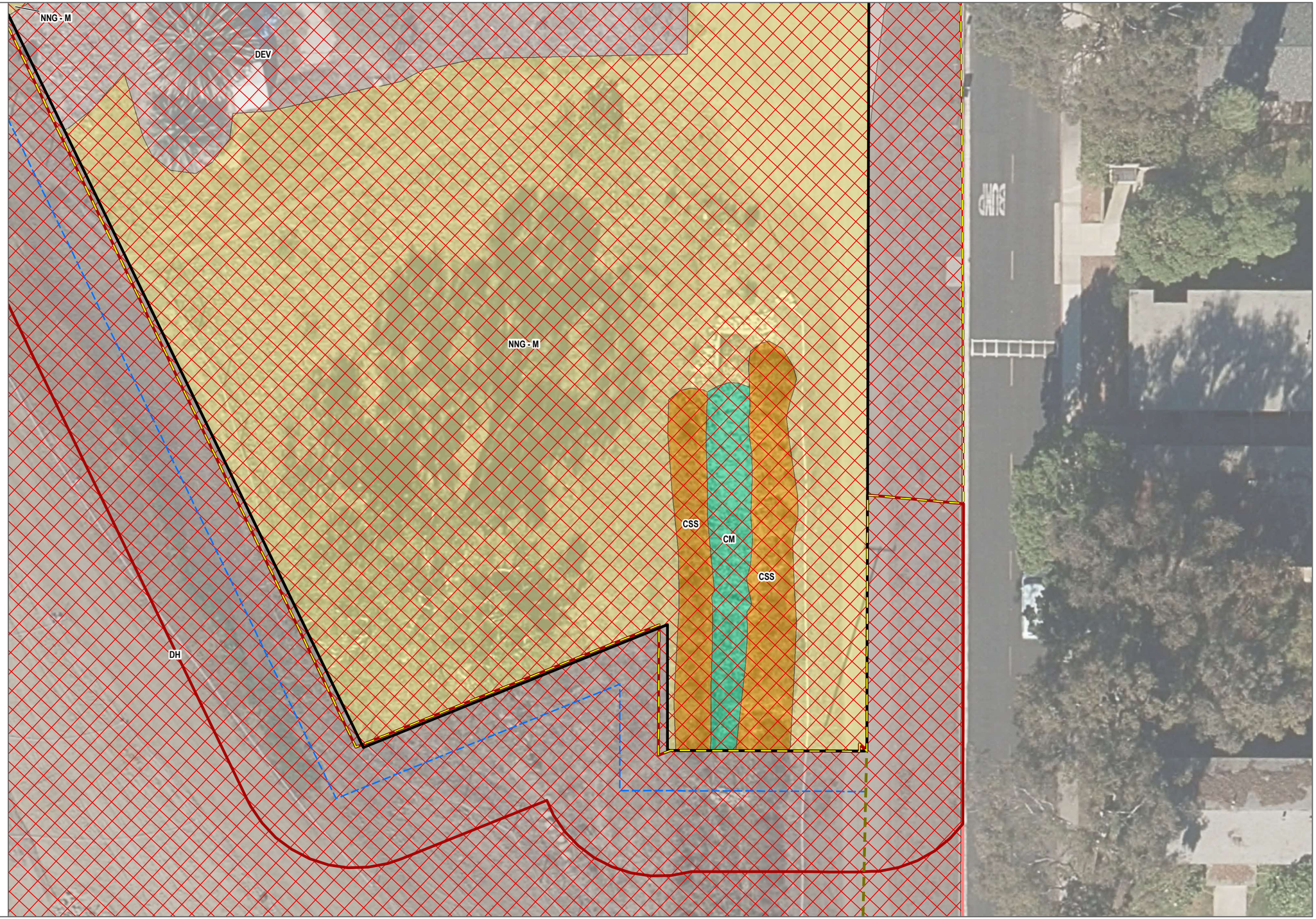
Other Land Cover Types

DH = Disturbed Habitat

DEV = Developed

Impacts

Permanent



SOURCE: CIRGIS 2017; Stantec 2018

DUDEK

0 10 20 Feet

FIGURE 7c

Impacts to Biological Resources

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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Project Boundary

Development Envelope (6.6 acres)

Existing 10-foot Retaining Wall and Drainage Easement

Existing 100-foot Upland Restoration Easement

20-foot Utility Easement

Annual Non-Native Grasslands

NNG - NM = Non-Maintained

Other Land Cover Types

DH = Disturbed Habitat

DEV = Developed

Special-Status Plants

Eastern annual saltmarsh aster (*Symphyotrichum subulatum var. parviflorum*; Locally Rare)

Southern tarplant (*Centromadia parryi ssp. australis*; CRPR 1B.1)

Impacts

Permanent

Temporary

SOURCE: CIRGIS 2017; Stantec 2018

DUDEK

0 10 20 Feet

FIGURE 7d

Impacts to Biological Resources

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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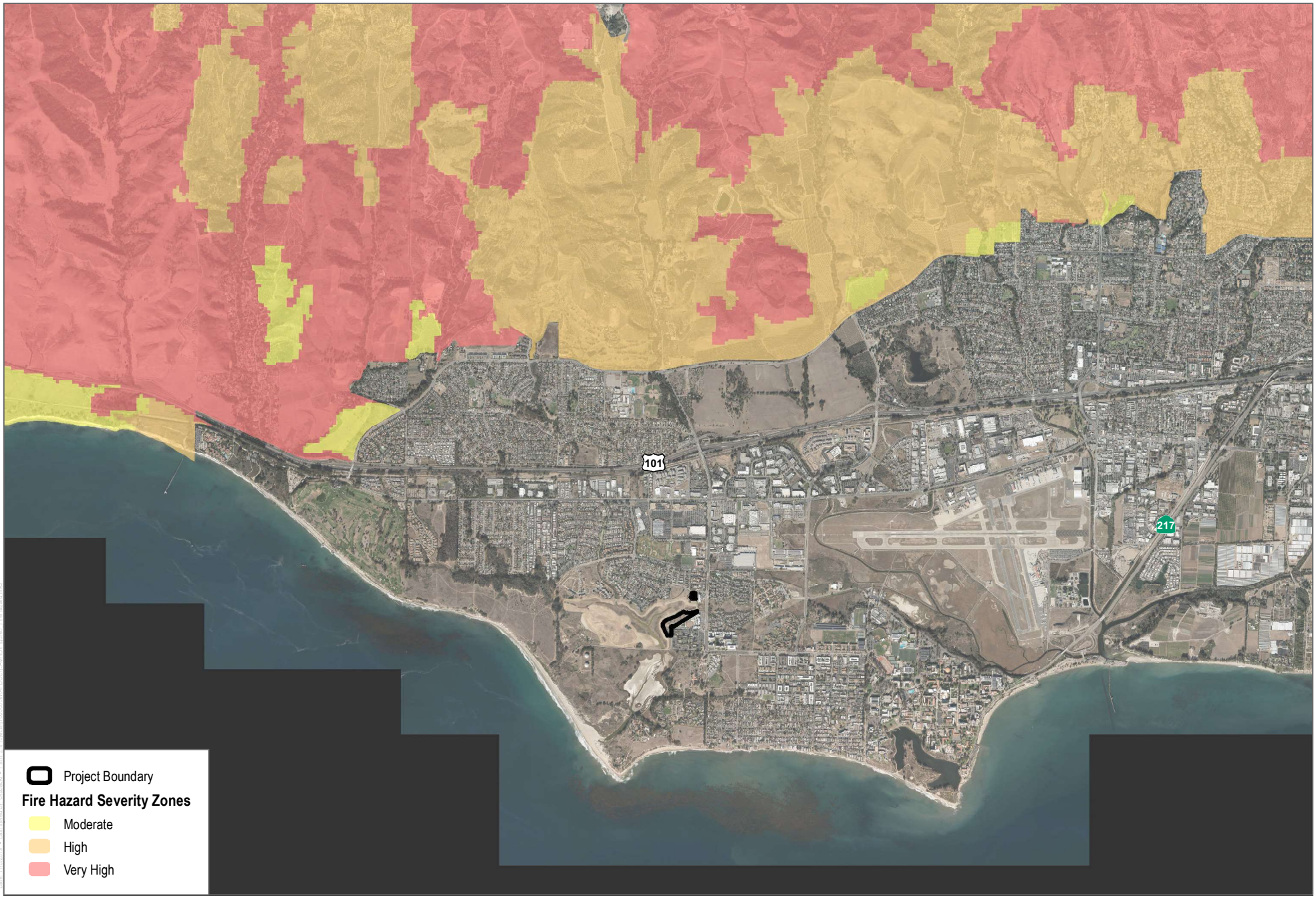

SOURCE: CIRGIS 2017; CalFire 2007

DUDEK

0 2,000 4,000 Feet

FIGURE 8

Fire Hazard Severity Zones

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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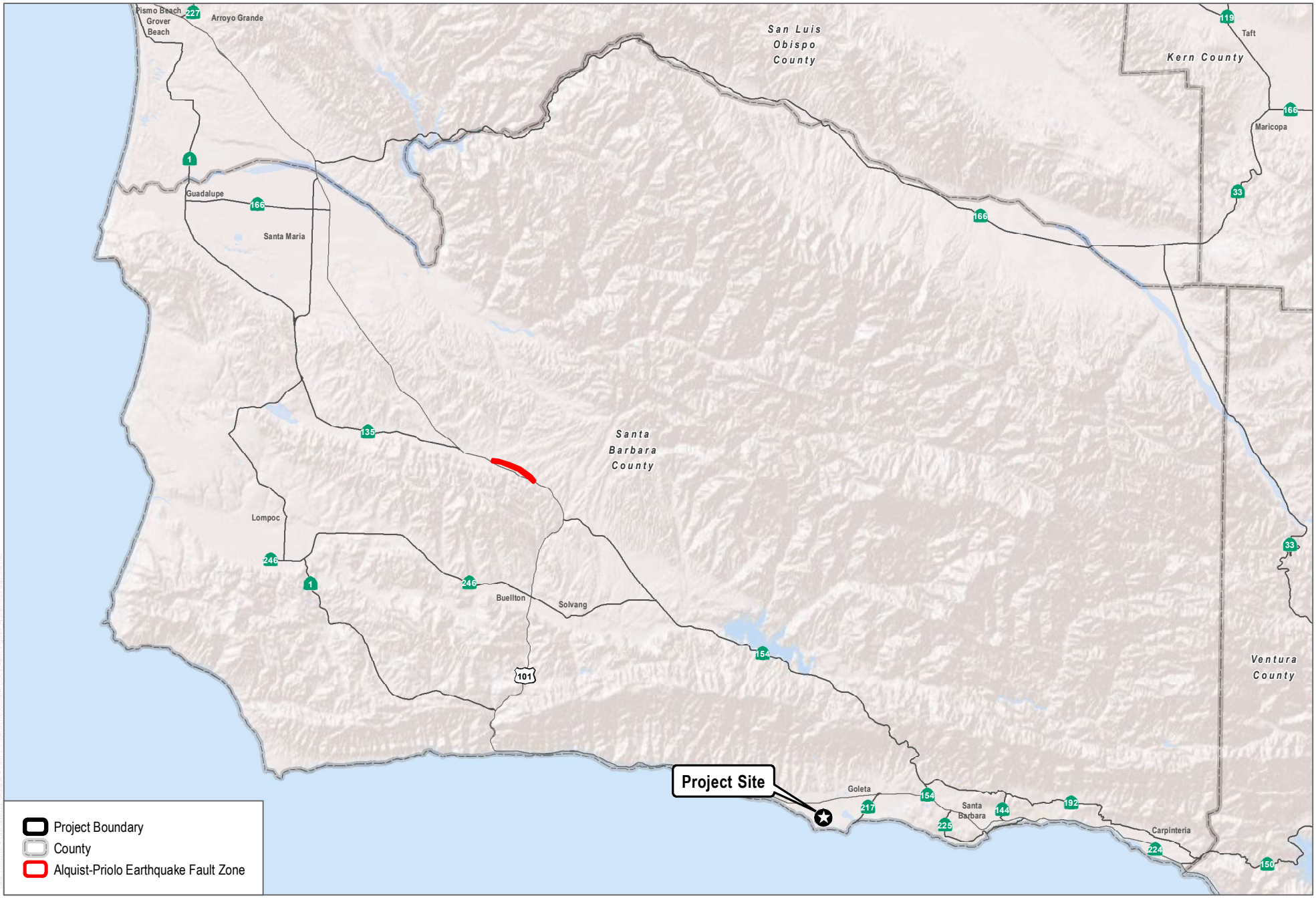

SOURCE: California Geological Survey 2018

FIGURE 9

Alquist Priolo Fault Zone

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

DUDEK

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SOURCE: CIRGIS 2017; California State Water Resources Control Board 2019; Dept. of Toxic Substances Control 2019

DUDEK

0 1,000 2,000 Feet

FIGURE 10

Regulatory Cleanup Sites

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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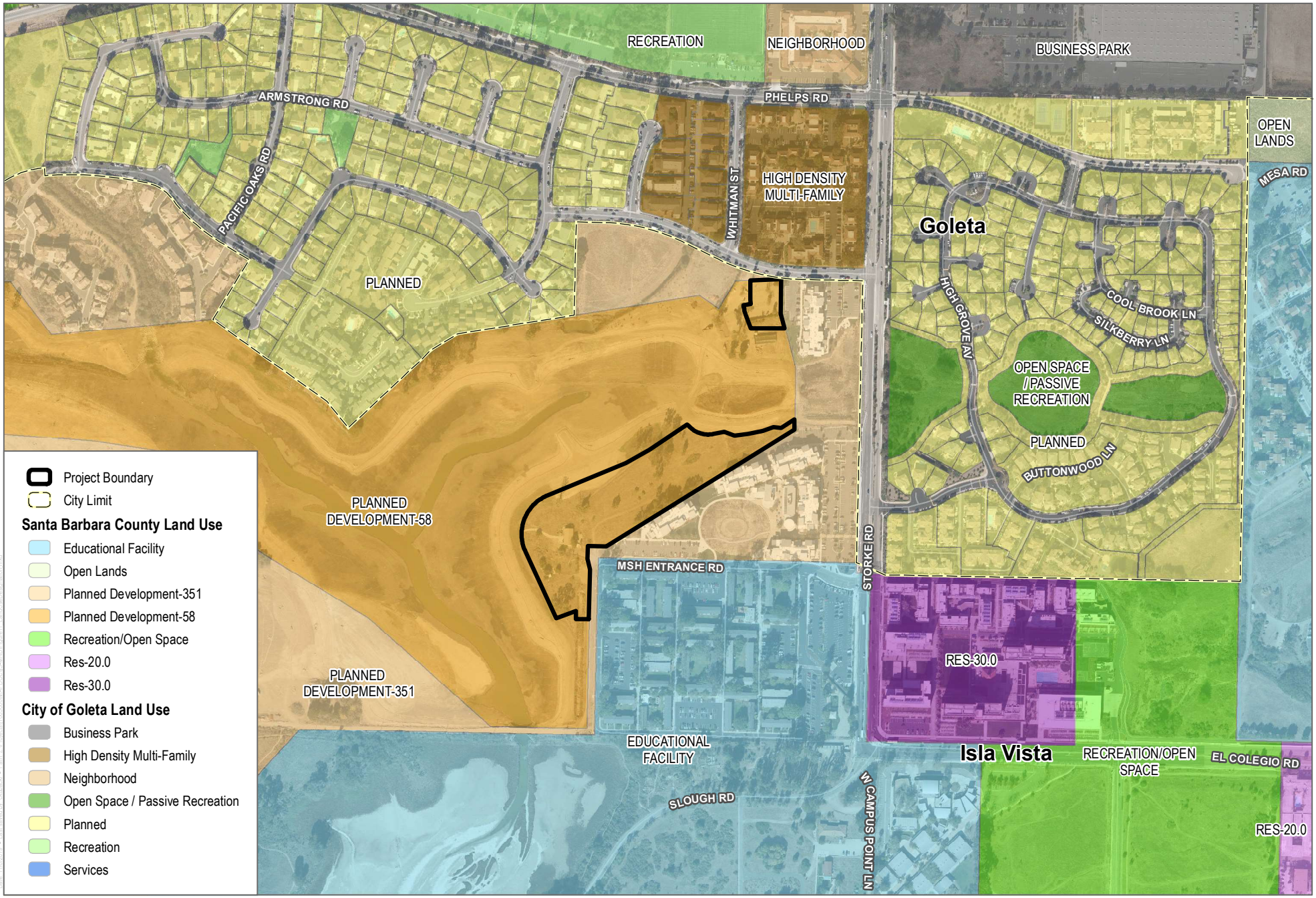

SOURCE: CIRGIS 2017; City of Goleta 2009; County of Santa Barbara 2019

DUDEK

0 250 500 Feet

FIGURE 11

Land Use Designation

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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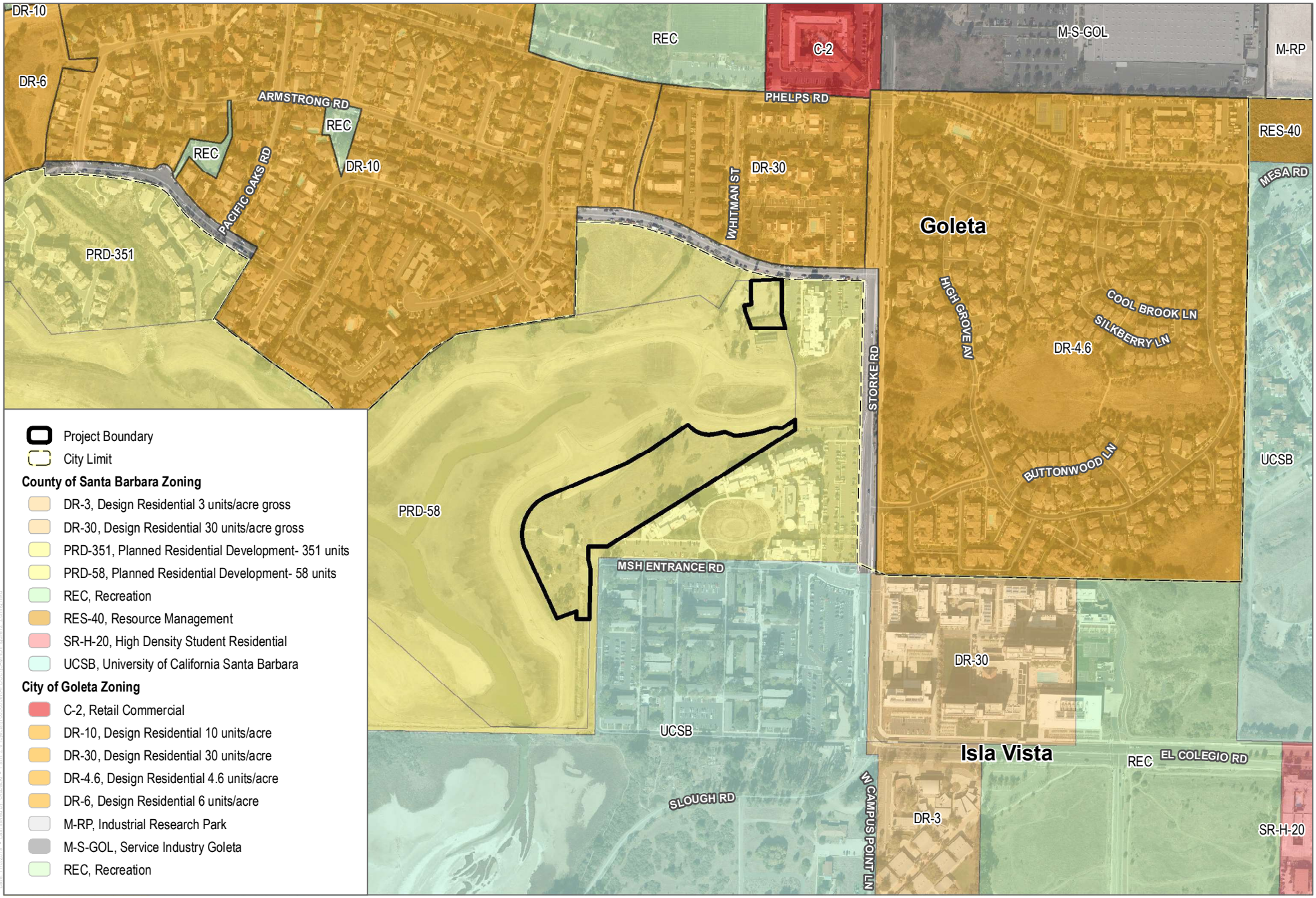

SOURCE: CIRGIS 2017; City of Goleta 2009; County of Santa Barbara 2019

DUDEK

0 250 500 Feet

FIGURE 12

Zoning

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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SOURCE: CIRGIS 2017

DUDEK

0 400 800 Feet

FIGURE 13

Public Facilities

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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SOURCE: CIRGIS 2017

DUDEK

0 400 800 Feet

FIGURE 14

Recreational Uses

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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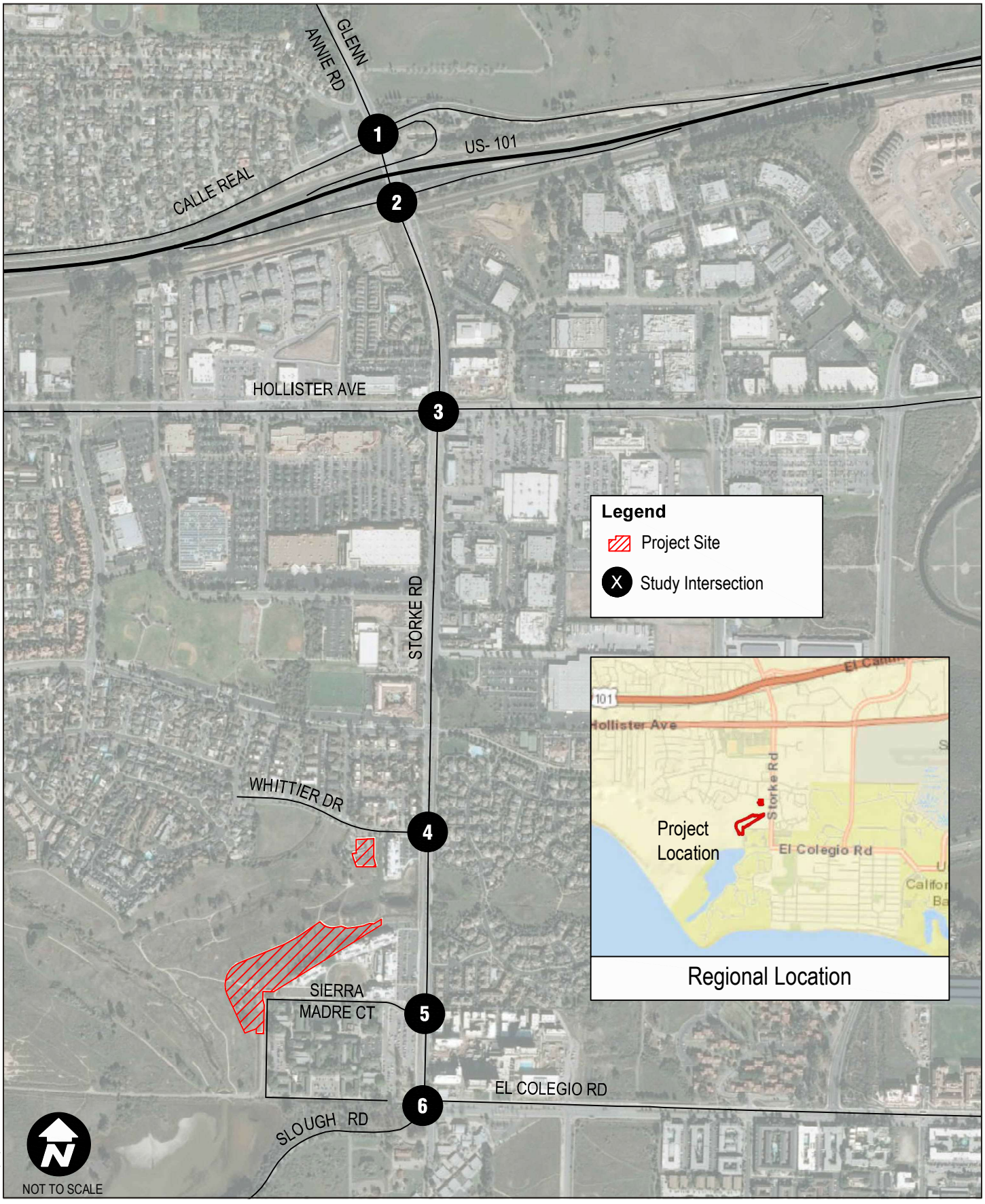

SOURCE: Bing Maps 2018

FIGURE 15

Transportation Study Area

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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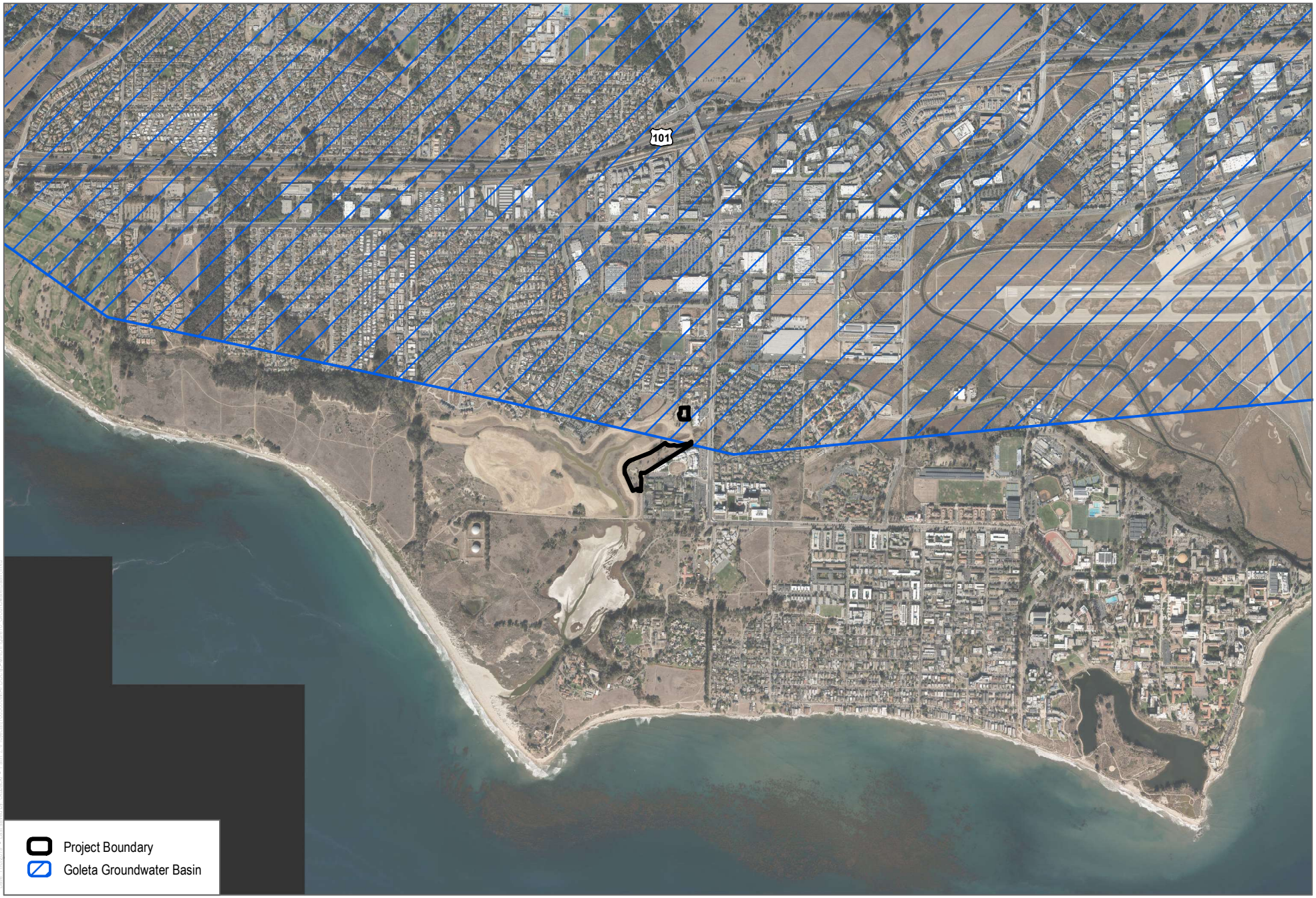

SOURCE: CIRGIS 2017; California Department of Water Resources 2016

DUDEK

0 1,000 2,000 Feet

FIGURE 16

Groundwater Basin

Ocean Meadows Residential Project Initial Study/Mitigated Negative Declaration

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11.0 APPENDICES

Appendix A, Stormwater Control Plans

Appendix B, Biological Resource Assessment Report

Appendix C, Phase I Archaeological Resources Report

Appendix D, Geotechnical Review Report

Appendix E, Air Quality, Greenhouse Gas Emissions, and Energy Technical Memorandum

Appendix F, Email Regarding Wetland Setback

Appendix G, Preliminary Drainage Studies

Appendix H, Traffic Impact Analysis

Appendix I, Preliminary Water Demand Analysis

Appendix J, Phase I Environmental Site Assessment

Appendix K, Memo: Relationship of Ocean Meadows Project to the NCOS

Appendix L, Comment Letters Received

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