COUNTY OF SANTA BARBARA
PLANNING AND DEVELOPMENT

TO: Board of Supervisors

FROM: Lisa Plowman, Director Planning & Development

DATE: March 4, 2021

RE: Resolution of Pulice Appeal of the Ellwood Quarry Revised Conditional Use Permit and Reclamation Plan, Case Nos. 19APL-00000-00026, 18RVP-00000-00016, & 17RVP-00000-00082

I. Summary

The applicant and appellant have agreed to resolve the subject appeal. The February 26, 2021 letter from appellant Ron Pulice to your Board (Attachment 1) details the agreed upon terms between the parties. A subsequent email communication from applicant representative Peter Candy dated March 1, 2021 (Attachment 2) specifies the changes to the project description and Condition No. 9 for which the parties have agreed and that the applicant now proposes as the project for the Board's consideration. Staff has prepared revised conditions of approval (Attachment 3) based upon this agreement and recommends that you take the actions below.

II. Revised Conditions of Approval

As noted above, the applicant is proposing revisions to the project description. In summary the revisions:

- Require the applicant to remove the onsite weigh station scale upon termination of quarry activities;
- Place limitations on non-agricultural truck trips on the entry road shared with the appellant;
- Define agreed upon road improvements the applicant must make to Ellwood Ranch Road between Cathedral Oaks and the project site.

In addition, the applicant is also proposing changes to the Planning Commission's revisions to Condition or Approval No. 9 in order to provide consistency with the project description. Staff supports the proposed revisions to conditions of approval No. 1 and No. 9.

The changes to these conditions are depicted in ~~strikeout~~ and underline text below:

1. Proj Des-01 Project Description. This Conditional Use Permit is based upon and limited to compliance with the project description, the hearing exhibits dated March 9, 2021, and all conditions of approval set forth below, including mitigation measures and specified plans and agreements included by reference, as well as all applicable County rules and regulations. The project description is as follows:

The project request is for a revision (Case No. 17RVP-00000-00082) to Conditional Use Permit 02CUP-00000-00006 to extend the life of the existing mining operation for 25 years to December 31, 2043. The existing Reclamation Plan was approved by the County Planning Commission in 2002 and the Conditional Use Permit (CUP) was approved by the Board of Supervisors in 2003. The CUP is scheduled to expire in August of 2018 while the Reclamation Plan is scheduled to expire on December 31, 2022.

Ellwood Quarry is an existing mining facility that produces sand through the excavation of a Vaqueros Formation outcrop located about one-half mile north of Cathedral Oaks Road, just west of Goleta. Other than size sorting, no processing of the produced sand takes place on the site. All support structures, access roads and other necessary facilities are in place and currently in use. These facilities include above-ground fuel tanks, an office trailer with a toilet, truck scale, shop building, and water system. Eight full-time employees are involved in the mining operation. The project site is zoned AGII-100, totaling 191 acres on Assessor's Parcel Number 079-100-017, and located at 1300 Ellwood Ranch Road in Goleta, CA, Third Supervisorial District.

This mining facility currently operates under the authority of Conditional Use Permit 02CUP-00000-00006. Modification of CUP Conditions of Approval #6 and #50 involving the time period for mining is requested. No other changes in the permit conditions or operation of Ellwood Quarry are proposed.

The CUP authorized mining activities for a 15-year period, ending in August, 2018. Market demand during the previous 15 years has been lower than originally estimated and mining authorized under 02CUP-00000-00006 will not be completed within the timeframe originally estimated. The operator requests that Condition #6 be modified to extend the timeline for completion of mining by 25 years to December 31, 2043, subject to the requirements of Conditions of Approval #6 and #50. Discussed below are estimates of product volume and the remaining time required to complete mining. ~~The operator also requests that the onsite scale be left in place after project Reclamation is completed so it may be used for weighing agricultural products grown at the site.~~

Sand excavated from the Ellwood Quarry is used for a number of construction, landscaping, and commercial purposes. All of the excavated material is saleable product and no mining waste is generated. Topsoil is stockpiled for use in reclamation. The total excavation volume

approved under 02CUP-00000-00006 is 1,028,250 cubic yards. Of this total, 332,300 cubic yards of material remains within the limits specified in the original CUP and Reclamation Plan. At an average annual production rate of 16,000 cubic yards per year, it would require approximately 21 years to complete mining. As indicated above, the applicant proposes to extend the timeframe for completion of mining for 25 years to account for potential future downturns in market demand.

Ellwood Quarry is operated Monday through Friday (except national holidays) from 7:00 am to 4:30 pm. Sand is transported from the quarry site during these hours via large trucks operated by the quarry and by customers of the quarry.

The applicant proposes to repair the existing private roadway from the intersection with Cathedral Oaks Road to the Ellwood Ranch Quarry bridge as follows: Install an asphalt overlay on the existing paved roadway with an overlay thickness of 2.5 inches of new asphalt compacted down to 2.0 inches. In addition, the paved roadway will be widened in the two (2) places described below, and safety signage that warns of blind curves and pedestrian and bicycle traffic shall be installed, including posting a speed limit specific to truck traffic of 15 mph, at appropriate locations along the shared access road. The road widening will occur as follows: (a) Site #1 – approximately 100 linear feet of roadway, on the west side of the road, willbe widened, and overlaid with asphalt by three (3) feet, commencing at the entrance gate at 1100 Ellwood Ranch Road and terminating at the top of the grade; and, (b) Site #2 – approximately 50 linear feet of roadway, on the west side of the road, will be widened and paved by three (3) feet, commencing approximately 100 feet north of the intersection of Ellwood Ranch Road and Cathedral Oaks Road. The private roadway repairs described above will commence within 60 days of the issuance of the Zoning Clearance, and will be completed within 60 days of commencement. In addition, the condition of the private roadway will be inspected no less often than one time per calendar year, by the Public Works Director, or designee. Such inspection will include examining the condition of the paving and signage to ensure that the road is in good working condition (meeting a minimum pavement condition index of 70 or greater) and the signage is posted in the locations described above. If the inspector determines that repairs to the road or signage are needed to conform with the project description, the inspector will notify the Planning & Development Director and the applicant of the recommended road and/or signage repairs and the applicant shall complete the repairs within 90 days of notification.

In addition, the applicant proposes to:

(i) remove the weigh station scale at the quarry upon termination of quarry operations; and

(ii) limit non-agricultural truck trips along the shared access road to the on-going quarry trucking to 40 average daily trips, and the additional trucking serving the two agricultural reclamation projects on the property.

Condition #9:

The following are proposed modifications to Condition #9 to ensure clarity and consistency with the project description, as revised:

9. ~~The existing private roadway from Cathedral Oaks Road to Ellwood Ranch Quarry bridge shall be repaired with AC paving where needed, as proposed by the applicant and with the review and concurrence of County staff. Subsequent to the repairs, the private roadway from Cathedral Oaks Road to Ellwood Ranch Quarry bridge shall be sealed with the appropriate material, as proposed by the applicant and with the review and concurrence of County staff.~~ The existing roadway shall be inspected annually by Public Works staff and shall be maintained in good working condition (meeting a minimum pavement condition index of 70 or greater) and the signage is posted in the locations described above based upon review and concurrence by County staff.

~~**Timing:** Within 60 days of the issuance of the Zoning Clearance the applicant shall commence repairs on the existing roadway which shall be completed within one year from the issuance of the Zoning Clearance.~~

Note: This language was originally added by the Planning Commission at the July 31, 2019 hearing. However, as a result of the settlement agreement reached between the applicant and appellant, new and more comprehensive road repair provisions have been incorporated into the project description. P&D thus proposes to modify Condition #9 accordingly.

~~Prior to issuance of a Land Use Permit, the applicant shall provide security that within one year of issuance of the Land Use Permit, the existing access road passing through the Bradley property shall be widened to 20 feet, the existing sharp curve shall be straightened, and an all-weather oiled surface on the access road shall be maintained.~~

Note: ~~This~~ The strikeout language immediately above ~~in this condition~~ was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition. This work was completed at the time of initial quarry development.

III. Environmental Review

The proposed revisions to the project description are also included in the revised Addendum included herein as Attachment 5. The changes to the project description do not result in any new significant impacts and no modifications to the impact analysis are necessary.

Revised Recommended Actions

On March 9, 2021, staff recommends that your Board take the following actions:

a) Deny the appeal, Case No. 19APL-00000-00026.

b) Make the required findings for approval of the project specified in Attachment 4 of the March 4, 2021 memorandum, including CEQA findings.

c) After considering the environmental review documents included as Attachments 5 and 6 of the March 4, 2021 memorandum (Addendum dated March 4, 2021 together with the previously adopted Environmental Impact Report 87-EIR-3), determine that as reflected in the CEQA findings, no subsequent Environmental Impact Report shall be prepared for this project.

d) Grant *de novo* approval of Case Nos. 17RVP-00000-00082 and 18RVP-00000-00016 subject to the conditions of approval in Attachment 3 of the March 4, 2021 memorandum.

Attachments

1. Settlement letter from Appellant Ron Pulice dated February 26, 2021
2. Email communication from Applicant Representative Peter Candy dated March 1, 2021
3. Revised Conditions of Approval
4. Findings for Approval
5. Revised CEQA Addendum to 87-EIR-3, dated March 4, 2021
6. EIR (87-EIR-3) included in the original Board Letter dated March 2, 2021 and available at the link provided below:

   https://cosantabarbara.app.box.com/s/q97rv82305oyfnbdjhcyxrrdhu3dgkqy/file/496008485978

WILLIAM R. PULICE
1100 ELLWOOD RANCH ROAD
GOLETA, CALIFORNIA 93117

February 26, 2021

DELIVERED VIA EMAIL TO SBCOB@CO.SANTA-BARBARA.CA.US and BOARDLETTERS@CO.SANTA-BARBARA.CA.US

SANTA BARBARA COUNTY
BOARD OF SUPERVISORS
105 East Anapamu Street
Santa Barbara, CA 93101

Re: Pulice Appeal of the Ellwood Quarry Revised Conditional Use Permit and Reclamation Plan, Case Nos. 19APL-00000-00026, 18RVP-00000-00016, & 17RVP-00000-00082, Third Supervisorial District

Dear Chair Nelson and Members of the Board:

On my behalf, the Brownstein law firm appealed the July 31, 2019 approval by the Planning Commission of the Revised Conditional Use Permit for Ellwood Quarry because, as an adjacent neighbor to the operation, I was concerned about a number of issues. With the attached modified and additional conditions of approval of the Revised CUP now proposed for adoption, I am pleased to advise you that my concerns have been satisfactorily resolved.

I support your Board's denial of the appeal and approval of the Ellwood Quarry CUP extension, provided that the Revised Conditional Use Permit is subject to the proposed new and revised conditions of approval submitted to P&D and your Board by the project applicant, and attached hereto as Attachment A.

Thank you for your attention to this matter.

Very truly yours,

William R. Pulice

ATTACHMENT A

The Conditions of Approval for the Project shall be revised as follows:

Condition #9 shall be replaced with the following: The existing private roadway from the intersection with Cathedral Oaks Road to the Ellwood Ranch Quarry bridge shall be repaired as follows: Applicant shall install an asphalt overlay on the existing paved roadway with an overlay thickness of 2.5 inches of new asphalt compacted down to 2.0 inches. In addition, the paved roadway shall be widened in the two (2) places described below, and safety signage that warns of blind curves and pedestrian and bicycle traffic shall be installed, including posting a speed limit specific to truck traffic of 15 MPH, at appropriate locations along the shared access road.

The road widening shall occur as follows: (a) Site #1 – approximately 100 linear feet of roadway, on the west side of the road, shall be widened, and overlaid with asphalt by three (3) feet, commencing at the Pulice entrance gate and terminating at the top of the grade; and, (b) Site #2 – approximately 50 linear feet of roadway, on the west side of the road, shall be widened and paved by three (3) feet, commencing approximately 100 feet north of the intersection of Ellwood Ranch Road and Cathedral Oaks Road.

Monitoring: The road condition shall be monitored by County staff. Monitoring shall include inspection of the road no less often than one time per calendar year, conducted by the Public Works Director, or designee, and at the sole expense of Applicant . Such inspection shall include examining the condition of the paving and signage. If the inspector determines that repairs to the road or signage are needed, the inspector shall notify Applicant. Repairs shall be completed within 90 days from notification.

Timing: Within 60 days of the issuance of the Zoning Clearance, Applicant shall commence the repairs described above, and shall complete the repairs within 60 days of commencement.

The Following new Conditions of Approval shall be incorporated into the Project:

The weigh station scale at the quarry shall be removed upon termination of quarry operations.

Other than on-going quarry trucking (which is limited by Condition of Approval #8), and the additional trucking serving the two agricultural reclamation projects on the property (which is limited by separate private agreement), no non-agricultural trucking shall occur on the shared access road.

No drilling or hammering of rock shall occur on the property other than the limited drilling required as part of a blasting operation and, if blasting is used, it shall be limited to the hours between 9:00 a.. and 4:30 p.m., shall not occur on weekends or State holidays, and Appellant shall be notified at least 24 hours in advance.

Briggs, Errin

From: Peter Candy <pcandy@hbsb.com>
Sent: Monday, March 1, 2021 4:37 PM
To: Plowman, Lisa
Cc: Zorovich, John; Petrovich, Susan; Briggs, Errin; ron@pulicesb.com
Subject: RE: Ellwood Quarry -- Attached Letter from Ron Pulice with Attachment A thereto
Attachments: Revised Project Description - Ellwood Quarry Revised CUP (03-01-21).docx

Lisa,

Please find attached a Revised and Updated Project Description with Proposed Modifications to Condition of Approval #9.

The attachment incorporates the terms of the parties' Settlement Agreement, Attachment A, into a revised project description, with strikeout and underline shown, as requested by P&D. Modifications to Condition of Approval #9 were also included to ensure clarity and consistency with the revised project description.

Ms. Petrovich has reviewed and approved the attached document on behalf of the appellant, authorizing its submittal to P&D.

Please have your staff review and get back to us with any thoughts. We'd like to know that the attached document is adequate for purposes of presenting to the Board and obtaining approval on 3/9. Thanks.

-Peter

Peter L. Candy| Hollister & Brace
1126 Santa Barbara Street | Santa Barbara, CA 93101
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pcandy@hbsb.com | www.hbsb.com | PLC Webpage

From: Plowman, Lisa <lplowman@co.santa-barbara.ca.us>
Sent: Monday, March 1, 2021 10:08 AM
To: Peter Candy <pcandy@hbsb.com>
Cc: Zorovich, John <Jzoro@co.santa-barbara.ca.us>; Petrovich, Susan <SPetrovich@bhfs.com>; Briggs, Errin

REVISED AND UPDATED PROJECT DESCRIPTIONWITH PROPOSED MODIFICATION TO CONDITION #9

MARCH 1, 2021

1. Proj Des-01 Project Description. This Conditional Use Permit is based upon and limited to compliance with the project description, the hearing exhibits dated March 2, 2021, and all conditions of approval set forth below, including mitigation measures and specified plans and agreements included by reference, as well as all applicable County rules and regulations. The project description is as follows:

The project request is for a revision (Case No. 17RVP-00000-00082) to Conditional Use Permit 02CUP-00000-00006 to extend the life of the existing mining operation for 25 years to December 31, 2043. The existing Reclamation Plan was approved by the County Planning Commission in 2002 and the Conditional Use Permit (CUP) was approved by the Board of Supervisors in 2003. The CUP is scheduled to expire in August of 2018 while the Reclamation Plan is scheduled to expire on December 31, 2022.

Ellwood Quarry is an existing mining facility that produces sand through the excavation of a Vaqueros Formation outcrop located about one-half mile north of Cathedral Oaks Road, just west of Goleta. Other than size sorting, no processing of the produced sand takes place on the site. All support structures, access roads and other necessary facilities are in place and currently in use. These facilities include above-ground fuel tanks, an office trailer with a toilet, truck scale, shop building, and water system. Eight full-time employees are involved in the mining operation. The project site is zoned AGII-100, totaling 191 acres on Assessor's Parcel Number 079-100-017, and located at 1300 Ellwood Ranch Road in Goleta, CA, Third Supervisorial District.

This mining facility currently operates under the authority of Conditional Use Permit 02CUP-00000-00006. Modification of CUP Conditions of Approval #6 and #50 involving the time period for mining is requested. No other changes in the permit conditions or operation of Ellwood Quarry are proposed.

The CUP authorized mining activities for a 15-year period, ending in August, 2018. Market demand during the previous 15 years has been lower than originally estimated and mining authorized under 02CUP-00000-00006 will not be completed within the timeframe originally estimated. The operator requests that Condition #6 be modified to extend the timeline for completion of mining by 25 years to December 31, 2043, subject to the requirements of Conditions of Approval #6 and #50. Discussed below are estimates of product volume and the remaining time required to complete mining. ~~The operator also requests that the onsite scale be left in place after project Reclamation is completed so it may be used for weighing agricultural products grown at the site.~~

Sand excavated from the Ellwood Quarry is used for a number of construction, landscaping, and commercial purposes. All of the excavated material is saleable product and no mining waste is generated. Topsoil is stockpiled for use in reclamation. The total excavation volume approved under 02CUP-00000-00006 is 1,028,250 cubic yards. Of this total, 332,300 cubic yards of material remains within the limits specified in the original CUP and Reclamation Plan. At an average annual production rate of 16,000 cubic yards per year, it would require approximately 21 years to complete mining. As indicated above, the applicant proposes to extend the timeframe for completion of mining for 25 years to account for potential future downturns in market demand.

Ellwood Quarry is operated Monday through Friday (except national holidays) from 7:00 am to 4:30 pm. Sand is transported from the quarry site during these hours via large trucks operated by the quarry and by customers of the quarry.

The applicant agrees to repair the existing private roadway from the intersection with Cathedral Oaks Road to the Ellwood Ranch Quarry bridge as follows: Applicant will install an asphalt overlay on the existing paved roadway with an overlay thickness of 2.5 inches of new asphalt compacted down to 2.0 inches. In addition, the paved roadway will be widened in the two (2) places described below, and safety signage that warns of blind curves and pedestrian and bicycle traffic shall be installed, including posting a speed limit specific to truck traffic of 15 mph, at appropriate locations along the shared access road. The road widening will occur as follows: (a) Site #1 – approximately 100 linear feet of roadway, on the west side of the road, shall be widened, and overlaid with asphalt by three (3) feet, commencing at the Pulice entrance gate and terminating at the top of the grade; and, (b) Site #2 – approximately 50 linear feet of roadway, on the west side of the road, will be widened and paved by three (3) feet, commencing approximately 100 feet north of the intersection of Ellwood Ranch Road and Cathedral Oaks Road. The applicant will commence the private raodway repairs described above within 60 days of the issuance of the Zoning Clearance, and will complete said repairs within 60 days of commencement. In addition, the applicant will have the condition of the private roadway inspected no less often than one time per calendar year, by the Public Works Director, or designee, at the applicant's sole expense. Such inspection will include examining the condition of the paving and signage. If the inspector determines that repairs to the road or signage are needed, the inspector will notify the applicant. Repairs will be completed within 90 days from notification.

In addition, the applicant agrees to implement the following additional operating requirements:

(i) the weigh station scale at the quarry shall be removed upon termination of quarry operations;

(ii) Other than on-going quarry trucking (which is limited by Condition of Approval #8), and the additional trucking serving the two agricultural reclamation projects on the property (which is limited by separate private agreement), no non-agricultural trucking will occur on the shared access road; and

(iii) No drilling or hammering of rock will occur on the property other than the limited drilling required as part of a blasting operation and, if blasting is used, it will be limited to the hours between 9:00 a.m. and 4:30 p.m., shall not occur on weekends or State holidays, and the neighbor Pulice will be notified at least 24 hours in advance.

Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval.

Condition #9:

The following are proposed modifications to Condition #9 to ensure clarity and consistency with the project description, as revised:

9. ~~The existing private roadway from Cathedral Oaks Road to Ellwood Ranch Quarry bridge shall be repaired with AC paving where needed, as proposed by the applicant and with the review and concurrence of County staff. Subsequent to the repairs, the private roadway from Cathedral Oaks Road to Ellwood Ranch Quarry bridge shall be sealed with the appropriate material, as proposed by the applicant and with the review and concurrence of County staff.~~ The existing roadway shall be inspected annually and shall be maintained yearly at an acceptable level based upon review and concurrence by County staff.

~~**Timing:** Within 60 days of the issuance of the Zoning Clearance the applicant shall commence repairs on the existing roadway which shall be completed within one year from the issuance of the Zoning Clearance.~~

Note: This language was originally added by the Planning Commission at the July 31, 2019 hearing. However, as a result of the settlement agreement reached between the applicant and appellant, new and more comprehensive road repair provisions have been incorporated into the project description. P&D thus proposes to modify Condition #9 accordingly.

~~Prior to issuance of a Land Use Permit, the applicant shall provide security that within one year of issuance of the Land Use Permit, the existing access road passing through the Bradley property shall be widened to 20 feet, the existing sharp curve shall be straightened, and an all-weather oiled surface on the access road shall be maintained.~~

Note: ~~This~~ The strikeout language immediately above ~~in this condition~~ was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition. This work was completed at the time of initial quarry development.

ATTACHMENT 3

B-1: CONDITIONS OF APPROVAL

Ellwood Quarry Conditional Use Permit
17RVP-00000-00082 to 02CUP-00000-00006
CA Mine ID# 91-42-0020
APN 079-100-017

Listed below are the Conditions of Approval included in Conditional Use Permit 02CUP-00000-00006 as revised by the Board of Supervisors on March 9, 2021. These conditions have been modified as shown in ~~strikeout~~ and underline to reflect changes proposed by the applicant and the current conditions on the site. Monitoring of compliance with these conditions would be accomplished by County staff as part of the mandatory annual site inspections conducted pursuant to the Surface Mining and Reclamation Act.

1. Proj Des-01 Project Description. This Conditional Use Permit is based upon and limited to compliance with the project description, the hearing exhibits dated March 9, 2021, and all conditions of approval set forth below, including mitigation measures and specified plans and agreements included by reference, as well as all applicable County rules and regulations. The project description is as follows:

The project request is for a revision (Case No. 17RVP-00000-00082) to Conditional Use Permit 02CUP-00000-00006 to extend the life of the existing mining operation for 25 years to December 31, 2043. The existing Reclamation Plan was approved by the County Planning Commission in 2002 and the Conditional Use Permit (CUP) was approved by the Board of Supervisors in 2003. The CUP is scheduled to expire in August of 2018 while the Reclamation Plan is scheduled to expire on December 31, 2022.

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This mining facility currently operates under the authority of Conditional Use Permit 02CUP-00000-00006. Modification of CUP Conditions of Approval #6 and #50 involving the time period for mining is requested. No other changes in the permit conditions or operation of Ellwood Quarry are proposed.

The CUP authorized mining activities for a 15-year period, ending in August, 2018. Market demand during the previous 15 years has been lower than originally estimated and mining authorized under 02CUP-00000-00006 will not be completed within the timeframe originally estimated. The operator requests that Condition #6 be modified to extend the timeline for completion of mining by 25 years to December 31, 2043, subject to the requirements of Conditions of Approval #6 and #50. Discussed below are estimates of product volume and the remaining time

required to complete mining. ~~The operator also requests that the onsite scale be left in place after project Reclamation is completed so it may be used for weighing agricultural products grown at the site~~.

Sand excavated from the Ellwood Quarry is used for a number of construction, landscaping, and commercial purposes. All of the excavated material is saleable product and no mining waste is generated. Topsoil is stockpiled for use in reclamation. The total excavation volume approved under 02CUP-00000-00006 is 1,028,250 cubic yards. Of this total, 332,300 cubic yards of material remains within the limits specified in the original CUP and Reclamation Plan. At an average annual production rate of 16,000 cubic yards per year, it would require approximately 21 years to complete mining. As indicated above, the applicant proposes to extend the timeframe for completion of mining for 25 years to account for potential future downturns in market demand.

Ellwood Quarry is operated Monday through Friday (except national holidays) from 7:00 am to 4:30 pm. Sand is transported from the quarry site during these hours via large trucks operated by the quarry and by customers of the quarry.

The applicant proposes to repair the existing private roadway from the intersection with Cathedral Oaks Road to the Ellwood Ranch Quarry bridge as follows: Install an asphalt overlay on the existing paved roadway with an overlay thickness of 2.5 inches of new asphalt compacted down to 2.0 inches. In addition, the paved roadway will be widened in the two (2) places described below, and safety signage that warns of blind curves and pedestrian and bicycle traffic shall be installed, including posting a speed limit specific to truck traffic of 15 mph, at appropriate locations along the shared access road. The road widening will occur as follows: (a) Site #1 – approximately 100 linear feet of roadway, on the west side of the road, willbe widened, and overlaid with asphalt by three (3) feet, commencing at the entrance gate at 1100 Ellwood Ranch Road and terminating at the top of the grade; and, (b) Site #2 – approximately 50 linear feet of roadway, on the west side of the road, will be widened and paved by three (3) feet, commencing approximately 100 feet north of the intersection of Ellwood Ranch Road and Cathedral Oaks Road. The private roadway repairs described above will commence within 60 days of the issuance of the Zoning Clearance, and will be completed within 60 days of commencement. In addition, the condition of the private roadway will be inspected no less often than one time per calendar year, by the Public Works Director, or designee. Such inspection will include examining the condition of the paving and signage to ensure that the road is in good working condition (meeting a minimum pavement condition index of 70 or greater) and the signage is posted in the locations described above. If the inspector determines that repairs to the road or signage are needed to conform with the project description, the inspector will notify the Planning & Development Director and the applicant of the recommended road and/or signage repairs and the applicant shall complete the repairs within 90 days of notification.

In addition, the applicant proposes to:

(i) remove the weigh station scale at the quarry upon termination of quarry operations; and

(ii) limit non-agricultural truck trips along the shared access road to the on-going quarry trucking to 40 average daily trips, and the additional trucking serving the two agricultural reclamation projects on the property.

Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval.

2. Lighting shall be designed so as not to interfere with vehicular traffic on any portion of the streets.

3. All signs shall comply with Santa Barbara County Code Chapter 35 (Sign Regulations).

~~4. Within 90 days of approval of the proposed Revised Conditional Use Permit, the applicant shall obtain an updated Land Use Permit that incorporates the conditions of approval of this conditional use permit. After 90 days, this CUP shall not be in effect unless a Land Use Permit has been obtained.~~

4. Rules-12 CUP Expiration. The Owner/Applicant shall obtain the required Zoning Clearance within the 18 months following the effective date of this Conditional Use Permit. If the required Zoning Clearance is not issued within the 18 months following the effective date of this Conditional Use Permit, or within such extended period of time as may be authorized in compliance with Section 35.83.030 of the County Land Use And Development Code, and an application for an extension has not been submitted to the Planning and Development Department, then Conditional Use Permit shall be considered void and of no further effect.

5. Deleted. ~~Compliance with departmental letters:~~
~~a. Environmental Health letter dated June 18, 1987.~~
~~b. Flood Control letter dated September 16, 1986.~~
~~c. Public Works letters dated June 19, 1987 and September 16, 1987, with the condition that the centerline stripe on Winchester Canyon Road shall be removed as a solid double yellow line two feet to the east of the existing location after any road improvements required by condition on Winchester Canyon Road are completed.~~

Note: This condition was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition. The conditions from these department letters have been satisfied and are no longer applicable.

6. Upon the issuance of a Zoning Clearance (refer to Condition #4 above), this Conditional Use Permit shall be effective until December 31, 2043, or the date upon which the quarry slopes reach final grade as specified in the approved reclamation plan, whichever occurs first. The applicant may request a modification of this condition of approval in accordance with the procedures established at the time of the request.

7. Every fifth year after the issuance of a Zoning Clearance, and for the life of the project, the Planning Commission shall hold a noticed public hearing to review the permit compliance record for the operation.

Note: This language was added by the Planning Commission at the July 31, 2019 hearing.

~~Upon issuance of a Land Use Permit (refer to Condition #4 above), this permit shall be effective for a period of fifteen (15) years subject to adjustment as follows: If during the fifteenth (15th) year after issuance of the Land Use Permit, the volume of remaining sand reserves is determined by the County to be 50,000 cubic yards or more, Condition #50 shall then apply in the same manner as if sand reserves were then determined to be 50,000 cubic yards or less.~~

~~During the fifth (5th) year after issuance of the Land Use Permit, the Planning Commission shall hold a public hearing to review the permit compliance record of the operation.~~

~~During the tenth (10th) year after issuance of the Land Use Permit, the Planning Commission shall hold a public hearing to review the permit compliance record of the operation. If determined by the Planning Commission that the existing permit conditions are inadequate to effectively minimize adverse effects caused by the project, the Planning Commission may impose other reasonable and feasible permit conditions to further reduce these effects. In considering whether to impose any such other conditions, the Planning Commission shall consider the economic burdens to be imposed, the benefits to be derived from the new condition, and the remaining permitted life of the operation.~~

8. Deleted. ~~Prior to issuance of a Land Use Permit, the applicant shall oil the road section on his property which his currently unsealed shale (a section of about 1,500 feet).~~

The owner of the property and the operator of the sand quarry, Santa Barbara Sand and Topsoil, shall limit diesel sand transport trucks to ~~96~~ 40 daily trips (~~48~~ 20 trips in and ~~48~~ 20 trips out) in any one day~~ with a maximum total of 13,440 trips/year~~. Operations would occur weekdays excluding national holidays, except in emergencies involving threat to public health, safety or welfare. The operator shall inform and obtain approval from P&D in writing of a response to such an emergency prior to increasing trucking activities. **Monitoring:** County staff ~~would~~ shall monitor compliance with this condition by reviewing quarry records during the annual SMARA inspection and by response to complaints by the public.

The following are proposed modifications to Condition #9 to ensure clarity and consistency with the project description, as revised:

9. ~~The existing private roadway from Cathedral Oaks Road to Ellwood Ranch Quarry bridge shall be repaired with AC paving where needed, as proposed by the applicant and with the review and concurrence of County staff. Subsequent to the repairs, the private roadway from Cathedral Oaks Road to Ellwood Ranch Quarry bridge shall be sealed with the appropriate material, as proposed by the applicant and with the review and concurrence of County staff.~~ The existing roadway shall be inspected annually by Public Works staff and shall be maintained in good working condition (meeting a minimum pavement condition index of 70 or greater) and the signage is posted in the locations described above based upon review and concurrence by County staff.

~~**Timing:** Within 60 days of the issuance of the Zoning Clearance the applicant shall commence repairs on the existing roadway which shall be completed within one year from the issuance of the Zoning Clearance.~~

Note: This language was originally added by the Planning Commission at the July 31, 2019 hearing. However, as a result of the settlement agreement reached between the applicant and appellant, new and more comprehensive road repair provisions have been incorporated into the project description. P&D thus proposes to modify Condition #9 accordingly.

~~Prior to issuance of a Land Use Permit, the applicant shall provide security that within one year of issuance of the Land Use Permit, the existing access road passing through the Bradley property shall be widened to 20 feet, the existing sharp curve shall be straightened, and an all-weather oiled surface on the access road shall be maintained.~~

Note: ~~This~~ The strikeout language immediately above ~~in this condition~~ was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition. This work was completed at the time of initial quarry development.

10. ~~Prior to issuance of a Land Use Permit, the applicant shall demonstrate legal access rights to the site via appropriate easements.~~

Note: This condition was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition. Easement was obtained at the time of initial quarry development.

11. Deleted. ~~Prior to issuance of a Land Use Permit, the applicant shall install and maintain a stop sign at the intersection of the private road entering Winchester Canyon Road, in coordination with the Public Works Department. The applicant shall be responsible for funding and maintenance of the stop sign.~~

Note: This condition was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition. This condition is no longer applicable due to the completion of the Cathedral Oaks Road extension.

12. The dirt access roads shall be treated in a manner to minimize dust generation (e.g. oiled or paved) and maintained in a compacted condition.

Monitoring: County staff shall inspect the condition of quarry access roads during the annual SMARA inspection and order corrections if required.

13. In order to control fugitive dust, each load shall be sprinkled with water after being loaded into trucks. The dirt access roads used in the quarry operation and loading area shall receive liberal applications of water by sprinkler truck or hose as frequently as needed to control dust.

Monitoring: County staff shall inspect the condition of quarry access roads and verify that facilities are in place for the watering of product loads during the annual SMARA inspection and order corrections if required.

14. The applicant shall allow Air Pollution Control District inspectors to inspect sand transport trucks outside the project boundaries to check the loads for adequate watering.

Monitoring: APCD inspectors shall respond to complaints regarding fugitive dust from sand transport trucks.

15. The area of active disturbance in the quarry shall be limited to not more than one acre at a time.

Monitoring: County staff would monitor compliance with this condition through inspection of the active quarry area during the annual SMARA inspection.

16. All parts of the quarry which have been disturbed, but are temporarily not subject to further quarrying, shall be specially treated with ~~a~~ water/dust control ~~chemical mix such as a polyvinyl acetate emulsion~~ on an as-needed basis to control dust generation. For bared portions of the site to remain undisturbed for a year or more, grass seed shall be added to control water erosion.

Monitoring: County staff shall monitor compliance with this condition through inspection of the active quarry area and other disturbed areas during the annual SMARA inspection. ~~County staff would order watering, chemical application~~

17. All diesel equipment shall be maintained in the best possible working order, with servicing undertaken at least as often as recommended by the manufacturer.

Monitoring: APCD inspectors shall respond to complaints regarding excessive emissions from sand transport trucks.

18. Prechamber diesel engines or their equivalent shall be used if feasible and available. In the event the applicant finds these engines are not available, the applicant shall submit a list of manufacturers contacted to provide evidence that the engines are not available.

Monitoring: APCD inspectors shall respond to complaints regarding excessive emissions from sand transport trucks.

19. An overnight parking area for all diesel sand transport trucks shall be established and maintained approximately 2240 feet north of the proposed sand loading site or at an established, legally permitted offsite parking area. All diesel trucks of the operator shall be parked at the designated location overnight and shall perform their initial warm-up at that site before going to the sand pit.

Monitoring: APCD inspectors shall respond to complaints regarding excessive emissions from sand transport trucks. County staff shall check the truck parking area for compliance during the annual SMARA inspection.

20. The diesel sand transporting trucks' engines shall be subjected to 4% timing retard to reduce NO_x emissions.

Monitoring: APCD inspectors shall respond to complaints regarding excessive emissions from sand transport trucks.

21. The applicant shall not operate the shaker-stacker without a valid permit from the Air Pollution Control District.

Note: The applicant has obtained the required permit.

22. Quarry truck traffic shall use Cathedral Oaks Road and Calle Real to travel between the mining site and U.S. Highway 101.

23. The operator shall direct truck drivers to disable the "Jakes Brakes" in use on the dump trucks for highway driving whenever the trucks leave the highway.

Monitoring: County Permit Compliance shall respond to complaints regarding excessive noise from sand transport trucks.

24. Truck traffic associated with the quarry shall be limited to hours of 7:00 a.m. to 4:30 p.m. on weekdays and shall not occur on weekends or national holidays. Should an emergency occur, the operator may request ~~an E~~ emergency ~~Permit~~ approval ~~that could~~ to authorize quarry operations outside of the hours listed above.

Monitoring: County staff shall respond to complaints regarding trucks operating outside of authorized hours.

25. The applicant shall maintain a berm, 8-10 feet high, on the south side of the excavation areas as Phases I, II and III proceed.

Monitoring: County staff would monitor compliance with this condition through inspection of the active quarry area during the annual SMARA inspection.

26. Deleted. ~~Prior to issuance of a Land Use Permit, the applicant shall submit a written agreement with the operator of the quarry to the Resource Management Department indicating the number of truck trips during the afternoon peak hour (4:00-5:00 p.m.) would be limited to not more than ten (10) trips, except in an emergency involving threat to public health, safety, or welfare. The operator shall inform RMD in writing of a response to such an emergency.~~

Note: This condition was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition. Operator complied with this requirement. Refer to revised condition #24 regarding an emergency.

27. Deleted. ~~The applicant shall plant a four-acre portion of land adjacent to the project site with at least 225 oak trees. Oak trees from the same species shall be started from acorns collected onsite by germination in 8" x 15" growing tubes and planted at a density of one tree per 400 square feet. New planting shall be protected with one-half inch chicken wire tubes installed with the growing tubes and protected with adequate stakes. Long-term maintenance would include occasional watering during the first three years with tapering off of the watering schedule to promote drought hardening in each tree. Any failed trees shall be replaced. The program shall be coordinated with the oak tree specialist with the Los Padres National Forest, currently Mark Borchard.~~

Note: This condition was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition. The 225 oak trees were planted many years ago and are well established.

28. Deleted. ~~The U.S. Forest Service shall be consulted prior to approval of the oak replanting scheme identified by the applicant. Copies of any agreement with the Forest Service as to the replanting program shall be submitted to RMD for review and approval. The Forest Service recommendations as to siting of the oak trees or vegetation management strategies shall be followed wherever practical.~~

Note: This condition was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition. The 225 oak trees were planted many years ago and are well established.

29. Deleted. ~~If the project revegetation detailed in Condition #27 has not been completed prior to issuance of a Land Use Permit for the project, the applicant shall post a bond of $10,0000 to assure completion of the planting. Prior to issuance of a Land Use Permit, a bond shall also be posted to ensure maintenance for a five-year period. The maintenance portion of the bond shall be released by the Clerk of the Board of Supervisors upon expiration of the five-year maintenance period and upon receipt of notice from RMD that maintenance has been adequate.~~

Note: This condition was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition. The 225 oak trees were planted many years ago and are well established.

30. Deleted. ~~Reports detailing the results of the program in condition #27 shall be submitted by the applicant to RMD and the Los Padres National Forest staff at 2, 5, and 10 year stages of the program. The reports shall indicate the trees' annual height increases, survival rates of all trees in the replanted area, causes of failure, and any recommendations for improving the experiment.~~

Note: This condition was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition. The 225 oak trees were planted many years ago and are well established.

31. Site inspections to verify compliance with the conditions of approval of this permit shall be conducted at annual intervals in coordination with the annual inspections required by the Surface

Mining and Reclamation Act. Additional inspections may be conducted if deemed necessary by the Director of Planning and Development in order to assure compliance. The applicant shall pay the cost of any required inspections by Planning and Development staff, or designated representative, based upon an hourly rate established by the Board of Supervisors. Payment of inspection fees shall be made within 30 days of written request by the County.

32. Tractor and skiploader access shall be limited to roads already existing onsite. Truck access shall be limited to the southwest corner of the quarry site. There shall be no intrusion into the drainage on the west side of the site.

Monitoring: County staff would monitor compliance with this condition through inspection of the active quarry area during the annual SMARA inspection.

33. All foot and equipment traffic shall be restricted to the immediate mining site, the loading area and the access road to reduce the potential of inducing root fungus into nearby orchards.

Monitoring: County staff would monitor compliance with this condition through inspection of the quarry area during the annual SMARA inspection.

34. The existing primary desilting basin shall be maintained at a sufficient size to contain storm run-off from a 10-year event. An additional desilting basin of sufficient size to contain a 10-year event shall be built to service the overnight truck parking area.

Monitoring: County staff would monitor compliance with this condition through inspection of the desilting basins during the annual SMARA inspection.

35. The chain link fence installed along the western edge of the quarry outside of the dripline of the oak trees present along the canyon drainage shall remain in place throughout all mining and reclamation activity.

36. Deleted. ~~Prior to issuance of a Land Use Permit, the 200' x 50' area of the landform where artifacts were recovered shall be resurveyed by a DER-qualified archaeologist with 2 meter (6 foot) transect intervals and all artifacts mapped and collected.~~

Note: This condition was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition. The required survey was conducted at the time of initial quarry development.

37. Deleted. ~~All excavation on the landform within the upper five feet of soil, or to bedrock, shall be monitored by a DER-qualified archaeologist and a Native American, funded by the applicant. These individuals shall be empowered to temporarily suspend or redirect grading and/or excavation should potentially significant cultural resources be encountered. Work in such areas shall cease until the finds can be recorded, evaluated, and an appropriate mitigation program developed by the archaeologist, and funded by the applicant. An agreement between the applicant, the archaeologist, and the Native American consultant to perform the archaeological investigations shall be presented to RMD prior to issuance of a Land Use Permit.~~

Note: This condition was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition. Excavation in the upper five feet of soil was completed several years ago.

38. Deleted. ~~All soils removed from areas known to contain artifacts shall be stockpiled at a central location to prevent their transport to other locations beyond the project area. The location of the stockpiled soils shall be recorded by the archaeological monitor on a project map filed with the County of Santa Barbara and the Regional Office of the California Archaeological Site Survey, UCSB.~~

Note: This condition was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition. Work was completed at the time of initial quarry development.

39. The exposed cut slope shall be revegetated or hydromulched as soon as practicable to help stabilize the slope, prevent erosion, and reduce slope visibility.

Monitoring: County staff shall monitor compliance with this condition through inspection of the active quarry area during the annual SMARA inspection. Finish grading and revegetation may be required of slopes determined by the County to be essentially at final grade.

40. A 2:1 final slope, conforming to natural bedding planes and the maximum stability, shall be provided for the south-facing hillside.

Monitoring: County staff would monitor compliance with this condition through inspection of the quarry slopes during the annual SMARA inspection.

41. Stockpiling of the quarried material shall be documented by moving it to the west side of the quarry site and downslope by gravity or skiploader. No side-casting shall be permitted over the south face of the quarry except for the area already disturbed by previous grading activity.

Monitoring: County staff shall monitor compliance with this condition through inspection of the active quarry area during the annual SMARA inspection.

42. Aesthetics shall be considered in the management of the access road along the southwest side of the quarry. This road shall not be widened or its alignment altered so as to cause excessive cuts or sidecasting of fill along the route of the access road, if such disturbance would be visible from public viewpoints to the south.

Monitoring: County staff shall monitor compliance with this condition through inspection of the quarry area during the annual SMARA inspection.

43. Deleted. ~~Prior to issuance of a Land Use Permit, the applicant shall submit a letter from Southern California Edison indicating an alternative location of the transmission line has been agreed upon and any required easements have been secured. A map showing the proposed location of the transmission line shall also be submitted to RMD.~~

Note: This condition was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition. Condition satisfied prior to issuance of LUP on October 14, 1989.

44. Deleted. ~~The applicant shall pay for periodic site inspections by Public Works staff, based upon an hourly rate established by the Board of Supervisors upon receipt of a bill from the Public Works Department.~~

Note: This condition was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition. Inspections by the County are addressed in Condition #31 above.

45. Deleted. ~~The reclamation plan shall be adopted a part of the Conditional Use Permit. The amount and form of the performance security required by Article III for reclamation shall be established through negotiations between the County Counsel, RMD, Public Works Department, and the applicant. The required performance security shall be posted prior to issuance of a Land Use Permit.~~

Note: This condition was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition. The revised Reclamation Plan (18RVP-00000-00016 to 02RPP-00000-00001) would be a stand-alone document updated to meet current SMARA standards.

46. ~~Developer shall defend, indemnify and hold harmless the County or its agents, officers and employees from any claim, action or proceeding against the County or its agents, officers or employees, to attack, set aside, void, or annul in whole or in part, the County's approval of this Conditional Use Permit. In the event that the County fails promptly to notify the developer of any such claim, action or proceeding, or that the county fails to cooperate fully in the defense of said claim, this condition shall thereafter be of no further force or effect.~~

Rules-33 Indemnity and Separation. The Owner/Applicant shall defend, indemnify and hold harmless the County or its agents or officers and employees from any claim, action or proceeding against the County or its agents, officers or employees, to attack, set aside, void, or annul, in whole or in part, the County's approval of this project.

47. Deleted. ~~Truck traffic shall be directed to the same streets as used by the existing quarry (Winchester Canyon Road and Highway 101) until Cathedral Oaks is completed.~~

~~This permit is issued pursuant to the provisions of Section 35-315 and 35-320.10 of Article III of the code of Santa Barbara County, and is subject to the foregoing conditions and limitations; and this permit is further governed by the following provisions:~~

~~1. If any of the conditions of the Conditional Use Permit are not complied with, the Planning Commission, after written notice to the permittee and a noticed public hearing, may revoke the Conditional Use Permit.~~

~~2. A Conditional Use Permit for surface mining shall become null and void and automatically revoked within three (3) years after the granting of said permit, if the surface mining operations authorized by the permit have not been established or a use permitted under a surface mining permit issued subsequent to that effective date of this Section is discontinued for a period of more than three (3) years.~~

~~3. All time limits imposed may be extended by the Planning Commission for one, three-year period for good cause shown, provided a written request, including a statement of reasons for the time limit extension request is filed with the Resource Management Department prior to the expiration date.~~

Note: This condition was deleted with the approval of 02CUP-00000-00006 and is no longer an active condition.

48. If any of the conditions of this Conditional Use Permit are not complied with, as determined by the Director of Planning and Development, a Notice of Violation shall be provided to the operator that provides for ~~60~~ 30 days to correct the violation(s). If the violation(s) are not corrected within ~~60~~ 30 days, Planning & Development shall proceed with enforcement actions pursuant to Chapter 24A, Administrative Fines, of the County Code. ~~the Planning Commission may revoke this Conditional Use Permit at a noticed public hearing.~~

49. This Conditional Use Permit (17RVP-00000-00082 to 02CUP-00000-00006) supercedes the previously approved CUPs (02CUP-00000-00006 and 86-CP-060).

50. This permit shall expire and the site reclaimed in accordance with the approved reclamation plan within three years of a determination by the County that the volume of remaining sand reserves within the approved excavation is 50,000 cubic yards or less. This time period may be extended by the Director of Planning and Development for good cause shown.

51. The applicant's acceptance of this permit and/or commencement of construction and/or operations under this permit shall be deemed acceptance of all conditions of this permit by the permittee.

52. Prior to the issuance of the ~~Land Use Permit~~ Zoning Clearance required to implement and effectuate this CUP, the applicant shall pay all outstanding permit processing fees in full.

~~53.~~ Deleted. ~~In the event that any condition imposing a fee, exaction, dedication or other mitigation measure is challenged by the project sponsors in an action filed in a court of law or threatened to be filed therein which action is brought within the time period provided for by law, this approval shall be suspended pending dismissal of such action, the expiration of the limitation period applicable to such action, or final resolution of such action. If any condition is invalidated by a court of law, the entire project shall be reviewed by the County and substitute conditions may be imposed.~~

~~54.~~ Deleted. ~~The portable toilet used for the quarry office shall be replaced with a septic effluent disposal system installed under permit from Environmental Health Services within six months of the issuance of the Land Use Permit that effectuates this Conditional Use Permit.~~

Note: Condition satisfied upon issuance of LUP effectuating 02CUP-00000-00006.

55. In order to minimize dust emissions from sand transport trucks, the bed of all trucks carrying sand produced by Ellwood Quarry shall be covered with a tarp.

Plan Requirements and Timing: Signs stating this requirement shall be ~~placed~~ maintained on the mining site at all times ~~prior to issuance of the Land Use Permit required to effectuate Conditional Use Permit 02CUP-00000-00006~~. The use of tarps to cover all loads shall continue ~~commence immediately upon the initiation of operations~~ under the authority of 17RVP-00000-00082 to 02CUP-00000-00006 and the associated Zoning Clearance ~~Land Use Permit~~.

Monitoring: P&D staff shall inspect the trucks to assure compliance during the annual inspection required by the Surface Mining and Reclamation Act (SMARA). P&D and APCD staff shall also respond to complaints from the public. The operator shall monitor compliance with the tarping requirement by inspection of each exiting truck to verify that loaded trucks are tarped before leaving the mining facility.

56. Improvements to the existing access to Ellwood Quarry (the segment of Ellwood Canyon Road approximately 80 feet in length located near the intersection of Ellwood Canyon Road and Ellwood Ridge Road) shall be provided, if/when needed as determined by P&D. In order to determine when future improvements are required, the distance from the top of the bank of the creek to the center line of Ellwood Canyon Road shall be measured annually, beginning immediately after the improvements are completed. The width of the roadway (including unpaved shoulders) shall be a maximum of 20 feet with a maximum of 16 feet of paved surface. Any portion of Ellwood Ridge Road required to be modified as a result of an approved plan shall meet the same standards. The height of any retaining walls shall be minimized as part of the roadway improvements. The proposed repairs shall be limited to the existing roadway easement of Ellwood Canyon Road unless a revised easement or other agreement with all underlying property owners is in force.

Plan Requirements and Timing: If the width of the remaining roadway surface measured from the top edge of the slope that descends to Ellwood Creek to the eastern edge of the roadway surface (including unpaved shoulder) is found to be sixteen (16) feet or less, the applicant shall within 3 months thereafter submit to the County a Land Use Permit application that includes an engineering plan to further improve this portion of Ellwood Canyon Road to minimize the risk of failure. If a segment of Ellwood Canyon Road is determined by Planning and Development to be unsafe for quarry traffic, truck transport of mined material on this road shall cease until road repairs are completed to the satisfaction of the P&D Director. The Director of P&D may extend any of the above time periods for up to 90 days each for good cause. ~~Prior to the approval of the Land Use Permit required to effectuate this Conditional Use Permit, the applicant shall submit for County review and approval a plan to modify a segment of Ellwood Canyon Road approximately 80 feet in length located near the intersection of Ellwood Canyon Road and Ellwood Ridge Road. The modifications of Ellwood Canyon Road to be included in this plan shall provide for increased roadway (slope) stability, reduced roadway gradient and new roadway pavement. The applicant shall complete the required repairs within 180 days of the approval of the Conditional Use Permit and prior to the approval of the Land Use Permit. In the alternative, the Land Use Permit can be approved and issued prior to the 180-day deadline with the submittal by the applicant of a financial assurance for the approved road improvements. In this case, the improvements shall be completed within six months after issuance of the Land Use Permit.~~

Monitoring: P&D and Fire Department staff shall review and approve road improvement plans. P&D staff shall also review for sufficiency any proposed financial assurance. The condition of the roadway shall be monitored by P&D staff during the annual inspections of Ellwood Quarry required by SMARA.

57. The operator shall deliver to the Winchester Commons Homeowner's Association written notice of the name and telephone number of a contact person designated to receive any complaints about the mining operation from residents or other members of the public. The operator of Ellwood Quarry shall maintain a written log of any such complaints received and provide a copy of the log to the Planning and Development Department upon request.

58. Project Conformity. The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of the structures, parking areas and landscape areas, and the protection and preservation of resources shall conform to the project description above and the hearing exhibits and conditions of approval below. The property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved hearing exhibits and conditions of approval thereto. All plans (such as Landscape and Tree Protection Plans) must be submitted for review and approval and shall be implemented as approved by the County.

59. Rules-17 CUP-Void. This Conditional Use Permit shall become void and be automatically revoked if the development and/or authorized use allowed by this Conditional Use Permit is discontinued for a period of more than 12 months, or within such extended period of time as may be authorized in compliance with Section 35.82.060.G(3) of the County Land Use and Development Code. Any use authorized by this Conditional Use Permit shall immediately cease upon expiration or revocation of this Conditional Use Permit. Any Zoning Clearance approved or issued pursuant to this Conditional Use Permit shall expire upon expiration or revocation of the Conditional Use Permit. Conditional Use Permit renewals must be applied for prior to expiration of the Conditional Use Permit. [LUDC §35.82.060 & §35.84.060]

60. ~~The applicant shall obtain an encroachment permit for Haul Route(s) from the City of Goleta for all trucking activities that go over streets within the City Limits of the City of Goleta. All hauling shall be required to go south on Cathedral Oaks Road to US Highway 101 unless the delivery point is within the City Limits. Then City of Goleta staff will need to approve the haul route in~~

~~order to minimize the public impacts.~~ Prior to Zoning Clearance, the applicant shall be required to coordinate with the City of Goleta on obtaining Haul Permits within the City Limits, if necessary.

B-2: CONDITIONS OF APPROVAL

Ellwood Quarry Reclamation Plan
18RVP-00000-00016 to 02RPP-00000-00001
CA Mine ID# 91-42-0020
APN 079-100-017

Listed below are the Conditions of Approval included in Reclamation Plan 02RPP-00000-00001 as approved by the Planning Commission on November 20, 2002. These conditions have been modified as shown in ~~strikeout~~ and underline to reflect changes proposed by the applicant as approved by the Board of Supervisors and the current conditions on the site. Monitoring of compliance with these conditions would be accomplished by County staff as part of the mandatory annual site inspections conducted pursuant to the Surface Mining and Reclamation Act.

1. **Proj Des-01 Project Description**. This Reclamation Plan is based upon and limited to compliance with the project description, the hearing exhibits dated March 2, 2021, and all conditions of approval set forth below, including mitigation measures and specified plans and agreements included by reference, as well as all applicable County rules and regulations. The project description is as follows:

   The project request is for a revision (Case No. 18RVP-00000-00016) to Reclamation Plan 02RPP-00000-00001 to extend the life of the existing mining operation for 25 years to December 31, 2043. The existing Reclamation Plan was approved by the County Planning Commission in 2002 and the Conditional Use Permit (CUP) was approved by the Board of Supervisors in 2003. The CUP is scheduled to expire in August of 2018 while the Reclamation Plan is scheduled to expire on December 31, 2022.

   Ellwood Quarry is an existing mining facility that produces sand through the excavation of a Vaqueros Formation outcrop located about one-half mile north of Cathedral Oaks Road, just west of Goleta. Other than size sorting, no processing of the produced sand takes place on the site. All support structures, access roads and other necessary facilities are in place and currently in use. These facilities include above-ground fuel tanks, an office trailer with a toilet, truck scale, shop building, and water system. Eight full-time employees are involved in the mining operation. The project site is zoned AG-II-100, totaling 191 acres on Assessor's Parcel Number 079-100-017, and located at 1300 Ellwood Ranch Road in Goleta, CA, Third Supervisorial District.

   Modification of the Reclamation Plan expiration date is requested. No other changes to the Reclamation Plan are proposed. The existing Reclamation Plan approved by the County Planning Commission in 2002 calls for the final configuration of the mining site to include a completed quarry slope and a level pad area below the slope. At the completion of mining, the final quarry slope will be at a 2:1 gradient. This final slope will include intervening 16-foot wide horizontal benches installed at least every fifty (50) feet in slope height. The quarry slope area will occupy about five acres of the 10 acres ultimately disturbed by excavation. The level pad area will be located at the base of the slope at an elevation of 150 feet MSL and encompass about five acres of the former excavation area.

   The reclamation plan is divided into three phases. Phase I includes the uppermost portion of the quarry face and is separated from Phase II by a natural cemented sandstone "rock groin." Phase II includes the lower portion of the quarry face. Phase

III is the area to be reclaimed as a level pad at the base of the quarry face. Mining in Phase I is complete and the restoration slope was completed in 2011. The Phase II and III areas incorporate the remaining volume of sand reserves and most of this area will be actively mined until quarry closure. The Phase II and III areas will be reclaimed at mine closure estimated to occur in 2043. Future time extension requests for the surface mining operation allowed under 17RVP-00000-00082 to 02CUP-00000-00006 that do not require substantive changes to this Reclamation Plan shall be processed only for the Conditional Use Permit; this Reclamation Plan (Case No. 18RVP-00000-00016 to 02RPP-00000-00016) does not expire and shall be implemented at the termination of mining at the site.

The mining site will be reclaimed for both agricultural and open space end uses. The 2:1 gradient slopes will be seeded with native seed mix compatible with the surrounding natural habitat. The Phase I slope will also be planted with oak trees. The intervening level benches on the Phase I and Phase II slopes will be retained for agricultural (orchard) use. The level area included in Phase III will also be reclaimed for agricultural use. Approximately six acres will be reclaimed for agricultural use and four acres reclaimed as open space.

Upon termination of mining, all mining equipment will be removed from the site. The truck scale, fuel tanks and office will remain for use as part of the ongoing Ellwood Ranch agricultural operations. The existing sedimentation basin located downstream of the mining site will remain.

Any deviations from the project description, exhibits or conditions must be reviewed and approved by the County for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above described approval will constitute a violation of permit approval.

Project Specific Conditions

2. The applicant shall obtain a NPDES Storm Water permit from the Regional Water Quality Control Board (RWQCB).

   Plan Requirements and Timing: The applicant shall obtain a NPDES Storm Water permit or permit waiver from the RWQCB within one year of the approval of the revised Reclamation Plan.

   Monitoring: P&D staff shall review the submitted documentation to assure compliance with this requirement of State regulations.

3. Permanent survey monuments shall be installed and inspected annually at Ellwood Quarry.

   Plan Requirements and Timing: Two permanent survey monuments have been installed by a licensed land surveyor or a registered civil engineer at locations selected by the County in consultation with the mine operator. Detailed elevation and location information for each of these monuments were provided to the County at the time of installation. The monuments were placed at sites which will not be affected by the mining and reclamation activities described in the Reclamation Plan.

   Monitoring: P&D staff shall inspect the monuments during the annual SMARA inspections to ensure they are maintained on-site.

4. In order to facilitate verification that the Reclamation Plan is implemented as approved, ~~aerial photographs and~~ an updated topographic map of the area included in the Ellwood Quarry Reclamation Plan shall be periodically provided to the County.

   Plan Requirements and Timing: ~~Stereographic aerial photographs at a scale of approximately 1"=500' which incorporate the area included in the Reclamation Plan shall be provided by the mine operator to the County prior to the month of June in the year 2007 and prior to June every five years thereafter until the completion of site reclamation.~~ An updated topographic map of the area included in the Reclamation Plan at a scale of approximately 1"=50' ~~prepared from the required stereographic aerial photographs~~ shall be provided by the mine operator to the County prior to the month of June in the year 2023 and prior to June every ten years thereafter until the completion of site reclamation. Prior to the approval of the ~~Land Use Permit~~ Zoning Clearance required to implement the Reclamation Plan, the mine operator shall provide a financial assurance to the County adequate to fund the cost of obtaining the required ~~aerial photographs and~~ topographic map.

   Monitoring: ~~P&D staff shall review and approve the financial assurance proposed by the mine operator.~~ The County SMARA Mine Inspector shall review the submitted ~~photographs and~~ topographic maps to ensure that this condition is satisfied. In the event the mine operator does not provide the required items, the financial assurance shall be used to obtain these informational materials.

Standard Conditions for Reclamation Plans

5. All reclamation shall comply with the applicable provisions of the County's Grading Ordinance (Chapter 14 of the Santa Barbara County Code) as determined by the Director of Planning and Development.

6. The financial assurance shall be approved by the State Division of Mine Reclamation prior to final approval by the County. Within sixty (60) days of final approval of the Reclamation Plan and financial assurance, the applicant shall post a performance security with Planning and Development for the full amount of the approved financial assurance to ensure that reclamation will proceed in conformance with the approved plan. The type of performance security shall be consistent with Section 2773.1 of SMARA. The security for reclamation shall remain in effect until completion of reclamation with provision for annual renewal and adjustment to reflect changes in security requirements and/or changes in the cost of reclamation. The amount of the performance security shall be based upon the estimate by the applicant's engineer of the costs to complete the reclamation of the site. The form, amount, and duration of security shall be subject to review and approval by Planning and Development and County Counsel staff prior to posting the security. Security shall remain in effect through completion of reclamation.

7. As part of the annual review of the reclamation plan, the form and/or amount of security may be adjusted in accordance with the applicable regional Consumer Price Index, or other appropriate index as determined by Planning and Development, to maintain the same relative value of the security over the life of the reclamation plan and to assure that performance security still reflects the actual cost for completing reclamation on-site. In addition, the amount of Financial Assurance is adjusted annually to account for physical changes on the mining site. The amount of financial assurance posted for the site must reflect the cost of reclaiming the site in a manner consistent with the requirements of the approved reclamation plan and based upon the current condition of the site. If the County

determines that additional or new security must be posted, the applicant shall provide the required security within 60 days of notification of deficiency.

8. Planning and Development may declare all or part of the security for reclamation forfeited, pursuant to notice to the applicant and a public hearing, if the Planning Commission determines that the mining operation has been abandoned, the operator is financially incapable of carrying out the reclamation plan, or any provision of the approved reclamation plan is violated as noted in Section 2773.1 (B) of SMARA. No security shall be released until compliance with all applicable conditions of the reclamation plan is verified to the satisfaction of Planning and Development. At least three years of monitoring by County staff will be required to assure the successful implementation of reclamation under the approved plan. Upon completion of reclamation, the County SMARA Inspector and/or Permit Compliance staff shall perform a final site inspection to verify that all requirements of the reclamation plan have been satisfied. The operator shall be responsible for the costs of conducting and completing reclamation in accordance with the approved reclamation plan which are in excess of the proceeds from the forfeited financial assurances.

9. Site inspections to verify ongoing reclamation in conformance with the approved reclamation plan shall be conducted at annual intervals as required by the Surface Mining and Reclamation Act. Additional inspections may be conducted if deemed necessary by the Director of Planning and Development in order to assure reclamation of the site consistent with the approved Reclamation Plan. The applicant shall pay the cost of any required inspections by Planning and Development staff, or designated representative, based upon an hourly rate established by the Board of Supervisors, upon receipt of a bill from Santa Barbara County. Failure to pay the inspection fee within sixty (60) days of the due date shall constitute grounds for revocation of the reclamation plan by the Planning Commission and cessation of mining operations.

10. If, after conducting the inspections required under Condition No. 9, Planning and Development finds that the reclamation plan is not being implemented as approved, the mining operation shall be so notified and given a reasonable time to comply with the reclamation plan as specified in Section 2774.1 of the Public Resources Code. If at the end of this period of time, the reclamation plan is still not being implemented as approved, Planning and Development shall notify the mining operator and the Planning Commission of the continuing failure to comply. Planning and Development shall then set the matter for a public hearing before the Planning Commission. If the Planning Commission (or Board of Supervisors if appealed) determines that the reclamation plan is not being implemented as approved, the Planning Commission (or Board) shall have the authority to revoke the reclamation plan. Once the reclamation plan is revoked, all mining onsite shall cease in accordance with State law. If the Planning Commission or Board of Supervisors revoke the plan, Planning and Development shall declare all or part of the financial assurance (performance security) for reclamation forfeited in accordance with the assurance's provisions and State law.

11. Prior to issuance of Zoning Clearance, ~~Within sixty (60) days of final reclamation plan approval,~~ the applicant shall execute and record an agreement, subject to Planning and Development approval, to complete the work outlined in the reclamation plan within the time limits of said plan and consistent with all requirements of said plan. This agreement shall bind the applicant and any future owners of the mine. ~~This agreement shall be prepared to conform to the requirements of SMARA Section 2772(j) regarding an applicant statement of responsibility for reclamation.~~

12. All applicable requirements of the Surface Mining and Reclamation Act of 1975, as may be amended from time to time, are made a part of this Reclamation Plan by reference, with the same force and effect as if the provisions therein were specifically and fully set out herein.

13. The mine operator shall prepare and forward an annual status report on the mining operation and ongoing reclamation efforts to the State Geologist and Planning and Development on a date established by the State Geologist and upon forms furnished by the State Mining and Geology Board pursuant to Public Resource Code Section 2207.

County Rules and Regulations

14. Before using any land or structure, or commencing any work pertaining to the erection, moving, alteration, enlarging, or rebuilding of any building, structure, or improvement, or conducting any reclamation activities under an approved Reclamation Plan, the applicant shall obtain a Zoning Clearance from Planning and Development. The Zoning Clearance is required by ordinance and is necessary to ensure implementation of the conditions of approval required by the Planning Commission. Before a Zoning Clearance will be issued by Planning and Development, the applicant must demonstrate compliance with all conditions of approval and obtain written clearance from all departments having conditions; such clearance shall indicate that the applicant has satisfied all pre-construction conditions. A form for such clearance is available in Planning and Development. The approval of the reclamation plan by the County of Santa Barbara shall expire if the Zoning Clearance is not obtained within 18 months of reclamation plan approval, or a time extension is requested and granted pursuant to the requirements of County ordinance.

~~15. Developer (mine operator) shall defend, indemnify and hold harmless the County or its agents, officers and employees from any claim, action or proceeding against the County or its agents, officers or employees, to attack, set aside, void, or annul, in whole or in part, the County's approval of the Reclamation Plan. In the event that the County fails promptly to notify the applicant of any such claim, action or proceeding, or that the County fails to cooperate fully in the defense of said claim, this condition shall thereafter be of no further force or effect.~~

Rules-33 Indemnity and Separation. The Owner/Applicant shall defend, indemnify and hold harmless the County or its agents or officers and employees from any claim, action or proceeding against the County or its agents, officers or employees, to attack, set aside, void, or annul, in whole or in part, the County's approval of this project.

~~16.~~ Deleted. ~~In the event that any condition imposing a fee, exaction, dedication or other mitigation measure is challenged by the project sponsors in an action filed in a court of law or threatened to be filed therein which action is brought within the time period provided for by law, this approval shall be suspended pending dismissal of such action, the expiration of the limitation period applicable to such action, or final resolution of such action. If any condition is invalidated by a court of law, the entire project shall be reviewed by the County and substitute conditions may be imposed.~~

17. Prior to approval of Zoning Clearance, the applicant shall pay all applicable P&D permit processing fees in full.

18. **Mitigation Monitoring required:** The applicant shall ensure that the project complies with all approved plans and all project conditions. To accomplish this, the applicant agrees to:

    a. Contact P&D compliance staff as soon as possible after Reclamation Plan approval to provide the name and phone number of the future contact person for the project and give estimated dates for future project activities.

    b. Contact P&D compliance staff (the County SMARA Inspector) at least two weeks prior to commencement of reclamation activities to schedule an onsite pre-construction meeting with the owner, compliance staff, other agency personnel, and with key construction personnel.

    c. Pay fees prior to approval of Zoning Clearances as authorized under ordinance and fee schedules to cover full costs of monitoring as described above, including costs for P&D to hire and manage outside consultants, when deemed necessary by P&D staff (e.g. non-compliance situations, special monitoring needed for sensitive areas including but not limited to biologists, archaeologists) to assess damage and/or ensure compliance. In such cases, the applicant shall comply with P&D recommendations to bring the project into compliance. The decision of the Director of P&D shall be final in the event of a dispute.

19. Within 180 days of approval of the proposed revised Reclamation Plan (18RVP-00000-00016 to 02RPP-00000-00001), the applicant shall obtain a Zoning Clearance that incorporates the conditions of approval of this plan. Upon issuance of the Zoning Clearance, reclamation plan 02RPP-00000-00001 shall expire and this Reclamation Plan (18RVP-00000-00016 to 02RPP-00000-00001) shall be in effect. Mining without a County-approved Reclamation Plan is prohibited by the Surface Mining and Reclamation Act.

20. Prior to approval of the Zoning Clearance, applicant shall prepare four copies of the Final Reclamation Plan. One final copy of the Plan shall be kept at the project site; the other three shall be provided to Planning and Development.

****

ATTACHMENT 4 – FINDINGS

1.0 CEQA FINDINGS

FINDINGS PURSUANT TO PUBLIC RESOURCES CODE SECTION 21081 AND THE CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES SECTIONS 15162 AND 15164:

1.1 CONSIDERATION OF THE ADDENDUM AND FULL DISCLOSURE

The Board of Supervisors has considered the Addendum dated March 2, 2021 together with the previously certified Environmental Impact Report (87-EIR-3) for the Ellwood Quarry project. The Addendum reflects the independent judgment of the Board of Supervisors and has been completed in compliance with CEQA. The Addendum, together with the EIR, is adequate for this proposal. On the basis of the whole record, including the Addendum, the previously certified CEQA document, and any public comments received, the Board of Supervisors finds that the project changes described in the Addendum will not create any new significant effects or a substantial increase in the severity of previously identified significant effects on the environment nor present new information of substantial importance pursuant to CEQA Guideline 15162.

1.2 LOCATION OF DOCUMENTS

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Clerk of the Board of Supervisors located at 105 East Anapamu Street, Santa Barbara, CA 93101.

1.3 ENVIRONMENTAL REPORTING AND MONITORING PROGRAM

Public Resources Code Section 21081.6 and CEQA Guidelines Section 15091(d) require the County to adopt a reporting or monitoring program for the changes to the project that it has adopted or made a condition of approval in order to avoid or substantially lessen significant effects on the environment. The approved project description and conditions of approval, with their corresponding permit monitoring requirements, are hereby adopted as the reporting and monitoring program for this project. The monitoring program is designed to ensure compliance during project implementation.

1.4 FINDINGS ADDRESSING ADDENDUM ISSUE AREAS

The Addendum prepared for the project addressed the following issues: Traffic Circulation and Roads, Air Quality, Noise, Aesthetics and Trails. Each of these issue areas is summarized below.

Traffic and Circulation: Impacts on traffic and circulation due to truck trips associated with sand deliveries from Ellwood Quarry are determined in 87-EIR-3 to be less than significant. This finding is based on the limitation of truck trips to the historic level associated with the adjacent and now-closed Pulice Ranch Quarry. The proposed revised Conditional Use Permit would reduce the current limit of 96 trips per day (48 trips in and 48 trips out) to 40 trips per day (20 trips in and 20 trips out). As proposed, the project is consistent with 87-EIR-3 and no additional impacts related to traffic and circulation are anticipated.

The applicant provided a June 22, 2018 "Baseline and Cumulative Traffic Analysis" prepared by Associated Transportation Engineers (ATE) for the project (Attachment 1 of the Addendum). The ATE report describes existing conditions of the area road network, levels of service and a cumulative analysis. Cumulative traffic volumes were forecast for the study-area roadways and intersections assuming development of the approved and pending projects located within the study area. The report concludes that cumulative traffic would operate at LOS B or better at study-area intersections. The report also concludes that the Project accounts for 1 to 3 trips during the A.M. peak hour and 0 trips during the P.M. peak hour at study-area intersections.

Air Quality: Emissions from sand transport trucks is identified in 87-EIR-3 as a significant and unavoidable impact on air quality. 87-EIR-3 analyzed the project assuming a total of 96 truck trips per day (48 trips in and 48 trips out). The proposed revised Conditional Use Permit would reduce the current limit of 96 trips per day to 40 trips per day (20 trips in and 20 trips out). Existing operations average 12 truck trips per day (6 trips in and 6 trips out) at the quarry. The level of quarry operations evaluated in 87-EIR-3 anticipated a production rate of 80,000 to 100,000 cubic yards of sand per year. The actual average production over the previous eleven reported years (2006 - 2016) of quarry operation has been only 13,963 cubic yards per year. This production rate is not expected to be exceeded over the remaining life of the mine. Thus, the annual vehicle exhaust emissions from the sand transport trucks have been and would continue to be reduced from that estimated in 87-EIR-3. Similarly, fugitive dust from truck sand loads and excavation activities would be less than estimated in 87-EIR-3. The air emissions associated with the proposed time extension fall below Air Pollution Control District thresholds of significance. As proposed, the project is consistent with 87-EIR-3 and no further mitigation would be necessary.

Noise: Noise generated by quarry operations and by sand transport trucks arriving and departing the site was identified as a potentially significant (Class II) impact in 87-EIR-3. Measures to reduce noise generation to a less than significant level were incorporated into the original Conditional Use Permit (86-CP-060) and remain a requirement of existing Conditional Use Permit (02CUP-00000-00006). These measures include the maintenance of an 8-10 foot berm in front of the active excavation area and limits on the hours of operation (7:00 am to 4:30 pm). No change in these requirements is proposed. Thus, no new impacts would be anticipated as a result of the proposed revised permit.

Aesthetics and Trails: The view of the quarry cut slope from offsite public viewing places is identified in 87-EIR-3 as a potentially significant (Class II) impact. In order to reduce this impact to a less than significant level, several measures were required under 86-CP-060. These include the maintenance of a 8-10 foot high berm on the southern side of the excavation area, limitations on the timing of excavation of the south-facing slope, a prohibition against the sidecasting of excavated sand over the south-facing slope, a prohibition on development of a new access road on the southern side of the quarry, and revegetation of the exposed cut slope as soon as possible. Ellwood Quarry has operated in conformance with these requirements and the current application does not propose that they be changed.

At the time of preparation of 87-EIR-3, the "most significant source of potential visual impact of the project" was the view of the site from US Highway 101. This is no longer an issue as the subsequently-developed Winchester Commons housing project has blocked all views of the quarry from Highway 101. The quarry is currently visible from several short segments of the new extension of Cathedral Oaks Road and from the east-bound segment of Calle Real from the Winchester Canyon overpass to the western end of Cathedral Oaks. The "Phase I" slope above the active quarry area is underlain by dark

sandstone and silts of the Sespe Formation and visually appears similar to the surrounding hillside areas. Only a narrow horizontal band of light-colored sand in the active quarry area is visible. The quarry does not dominate the view from these points and only the upper portion of the quarry slope is visible. In any case, no new impacts on visual resources are anticipated.

2.0 ADMINISTRATIVE FINDINGS

2.1 Conditional Use Permit Findings

Pursuant to Section 35.82.060 of the Land Use and Development Code, a Conditional Use Permit application shall be approved or conditionally approved only if the review authority first makes all of the following findings, as applicable.

2.1.1 The site for the proposed project is adequate in terms of location, physical characteristics, shape, and size to accommodate the type of use and level of development proposed;

Ellwood Quarry has been in operation for over 20 years and the proposed revised permit would allow for the completion of mining previously authorized by the County under Conditional Use Permits 86-CP-060 and 02CUP-00000-00006. The total volume of material excavated and the area of operation would not be altered. Thus, the site would continue to be adequate in size, shape, location and physical characteristics to accommodate the proposed quarry operation.

2.1.2 Significant environmental impacts will be mitigated to the maximum extent feasible.

As discussed in detail in the Addendum to the original project EIR (87-EIR-3), the project will not result in new potentially significant impacts or increase the severity of impacts identified in 87-EIR-3. Mitigation measures were imposed as part of the original project approval to address all potentially significant impacts identified in 87-EIR-3, included as Attachment 2 to the Board of Supervisors Board Letter dated March 2, 2021 and incorporated herein by reference. The Addendum to 87-EIR-3, dated March 2, 2021 and incorporated herein by reference, analyzed potential impacts associated with the time extension request and found no changes to impacts. All significant impacts identified in 87-EIR-3 are mitigated to the maximum extent feasible. No changes in the project are proposed that would require additional mitigation. Thus, this finding can be made.

2.1.3 Streets and highways are adequate and properly designed to carry the type and quantity of traffic generated by the proposed use.

Mitigation measures imposed on the project as part of the original approval involved access road improvements and the need for a new stop sign. The required improvements have been completed and access to the site has been substantially improved with the completion of the extension of Cathedral Oaks Road. As described in the Addendum and incorporated herein by reference, the proposed project will reduce the current limit of 96 trips per day (48 trips in and 48 trips out) to 40 trips per day (20 trips in and 20 trips out). As such, traffic included with the proposed mining extension will be less than that approved for the existing operation and therefore lessen traffic impacts to the surrounding area and all route intersections. The reduction in traffic levels will not cause a significant impact to the nearby roadways or intersections. Thus, streets and highways are adequate and properly designed to accommodate quarry traffic.

2.1.4 There will be adequate public services, including fire protection, police protection, sewage disposal, and water supply to serve the proposed project.

Ellwood Quarry has been in operation for more than 20 years and the available services and resources have proven adequate to support this facility. No changes in operations that would require new or additional services are proposed. Thus, this finding can be made.

2.1.5 The proposed project will not be detrimental to the comfort, convenience, general welfare, health, and safety of the neighborhood and will be compatible with the surrounding area.

This finding was adopted by the Board of Supervisors on October 19, 1987 as part of the original approval of 86-CP-060 for Ellwood Quarry and again on January 21, 2003 for 02CUP-00000-00006. This facility has operated at a lower level of annual sand production than is authorized under 02CUP-00000-00006. As discussed in Section 6.2 of the Planning Commission staff report dated March 5, 2018, incorporated herein by reference, the project is consistent with the requirements of the Comprehensive Plan policies, including those related to the circulation, noise and aesthetics. In addition, the project's environmental impacts will be mitigated to the maximum extent feasible. No substantial changes to the operation have occurred since the Board's 2003 approval of the project. The lower level of operation is anticipated to continue. No increase in the operational limits specified in the current CUP is proposed. Thus, this finding can be made.

2.1.6 The proposed project will comply with all applicable requirements of this Development Code and the Comprehensive Plan, including any applicable community or area plan (Goleta Community Plan).

As indicated in Sections 6.2 and 6.3 of the Planning Commission Staff Report dated March 15, 2018 and incorporated herein by reference, the project is in conformance with the applicable provisions and policies of the County Land Use and Development Code and the Comprehensive Plan, including the Goleta Community Plan.

2.1.7 Within Rural areas as designated on the Comprehensive Plan maps, the proposed use will be compatible with and subordinate to the rural and scenic character of the area.

Public views of Ellwood Quarry, under current conditions, are limited to several short segments along Cathedral Oaks Road and from the east-bound segment of Calle Real from the Winchester Canyon overpass to the western end of Cathedral Oaks. The "Phase I" slope above the active quarry area is underlain by dark sandstone and silts of the Sespe Formation and visually appears similar to the surrounding hillside areas. Only a narrow horizontal band of light-colored sand in the active quarry area is visible. The quarry does not dominate the view from these points and only the upper portion of the quarry slope is visible. As continued quarry excavation lowers the elevation of the active excavation area, the view of the quarry would decrease. Thus, the ongoing operation of Ellwood Quarry would be compatible with and subordinate to the scenic and rural character of the area. Furthermore, reclamation and revegetation of the site after completion of mining activities would restore the rural character to the area currently under active mining.

2.2 Surface Mining Operations Findings

Pursuant to LUDC Section 35.82.160.I(1) of the Land Use and Development Code, a surface mining permit shall only be approved or conditionally approved if the below finding is made.

2.2.1 In addition to the findings required for the approval of a Conditional Use Permit or Minor Conditional Use Permit by Section 35.82.060, a Conditional Use Permit or Minor Conditional Use Permit application for surface mining operations shall be approved or conditionally approved only if the review authority also first finds that the project complies with Section 35.82.160.H.1 of the Land Use and Development Code.

As detailed in Section 6.3 of the Planning Commission Staff Report dated March 15, 2018, and incorporated herein by reference, the project is in conformance with the applicable provisions of the County Land Use and Development Code.

2.3 Reclamation Plan Findings

Pursuant to Section 35.82.160.I(2) of the Land Use and Development Code, a reclamation plan shall only be approved or conditionally approved if all of the following findings are made.

2.3.1 The Reclamation Plan complies with applicable requirements of SMARA and associated State Regulations, with applicable provisions of the County's Grading Ordinance (County Code Chapter 14), and with other appropriate engineering and geologic standards.

The proposed reclamation plan complies with the applicable requirements of State regulations and with the appropriate provisions of the County Grading Ordinance as discussed in Sections 6.3 and 6.4 of the Planning Commission staff report dated March 15, 2018, herein incorporated by reference. The proposed future reclamation activities would also be consistent with appropriate engineering and geologic standards as discussed in Sections 6.3 and 6.4 of the staff report dated March 15, 2018 incorporated herein by reference.

2.3.2 The Reclamation Plan and the potential use of reclaimed land in compliance with the plan are consistent with the provisions of this Development Code and the Comprehensive Plan.

The proposed end uses of open space and agriculture are allowed within the AC (Agriculture Commercial) land use designation. The reclamation plan is also consistent with the applicable comprehensive plan policies as discussed in Section 6.2 of the Planning Commission staff report dated March 15, 2018, herein incorporated by reference. The Reclamation Plan also complies with the applicable provisions of the Land Use and Development Code as discussed in Section 6.3 of the Planning Commission staff report dated March 15, 2018.

2.3.3 In approving or conditionally approving the Reclamation Plan, the required findings in compliance with the California Environmental Quality Act can be made.

The required CEQA findings can be made and are provided in Section 1.0 above and incorporated herein by reference.

2.3.4 The land and/or resources (e.g., water bodies to be reclaimed) will be reclaimed to a condition that is compatible with the surrounding natural environment, topography, and other resources.

Reclamation activities included in the proposed reclamation plan revision would restore a portion of the mining site as a sloping, open space/habitat area revegetated with native species compatible with other hillside open space areas in the vicinity. The remainder of the mining area would be incorporated into the existing cultivated agricultural operations on the subject property. Thus, the site would be reclaimed in a manner compatible with the natural environment, topography and existing agriculture.

2.3.5 The Reclamation Plan will reclaim the mined lands to a usable condition which is readily adaptable for alternative land uses specified by the landowner and consistent with the Development Code and the Comprehensive Plan. Any Reclamation Plan for Agricultural Soil Export Mining will reclaim the graded land solely for the purpose of agricultural activity, as defined in California Code of Regulations, Title 14, Section 3501.

The proposed reclamation plan would reclaim the mined lands suitable for the proposed end uses of open space and agriculture. These proposed end uses are consistent with the Comprehensive Plan and would be compatible with the surrounding area which is comprised of open space and agricultural production.

2.3.6 A written response to the Director of the Department of Conservation has been prepared, describing the disposition of the major issues raised by the Director of the Department of Conservation. Where the review authority does not agree with the recommendations and objections raised by the Director of the Department of Conservation, the response shall address, in detail, why specific comments and suggestions were not accepted. (SMARA, Section 2774(d)).

The conceptually approved Reclamation Plan and financial assurance were provided to the State Department of Mine Reclamation (DMR) for review and comment. DMR subsequently provided a letter dated May 15, 2018 and had no further comment on the Reclamation Plan. Therefore, this finding can be made and no written response is required to be prepared because the DMR did not raise any major issues that require a response and there were no comments or suggestions that were not accepted.

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June 22, 2018

17093.01L01

Vic Batastini
Santa Barbara Sand
345 Ellwood Canyon Road
Goleta, CA 93117

BASELINE AND CUMULATIVE TRAFFIC ANALYSIS FOR THE SANTA BARBARA SAND & TOPSOIL CUP EXTENSION, COUNTY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following baseline and cumulative traffic analysis for the Santa Barbara Sand & Topsoil CUP Extension (the "Project") located on Ellwood Canyon Road in the County of Santa Barbara. It is understood that the contents of the study will be used by the County of Santa Barbara for the project's environmental review.

PROJECT DESCRIPTION

The Project is proposing to extend the life of the existing Santa Barbara Sand & Topsoil mining operations by 25 years. An average of 13,000 CY of sand is estimated to be excavated and trucked offsite annually. Figure 1 (attached) shows the location of the Project site within Santa Barbara County.

BASELINE CONDTIONS

Street Network

The circulation system serving the Project site is comprised of regional highways, arterial streets, and local roads (see Figure 1). Access to the Santa Barbara Sand & Topsoil site is provided via Ellwood Canyon Road which connects to Cathedral Oaks Road. Cathedral Oaks Road extends south of Ellwood Canyon Road connecting to the interchange at US 101 and Hollister Avenue. The following text briefly describes the key roadways in the Project vicinity.

Cathedral Oaks Road, located south of Project site, is a 2- to 4-lane arterial roadway that extends north from Hollister Avenue and then proceeds easterly across the Goleta Valley. This roadway provides a secondary east-west surface street route through Goleta. The section of Cathedral Oaks Road in the study area contains two travel lanes with bike lanes.

Ellwood Canyon Road located east of the Project site, is a 2-lane local roadway that extends north from Cathedral Oaks Road providing access to the Project site and the surrounding rural land uses. Ellwood Canyon Road splits into Ellwood Ridge Road on the east and Ellwood Ranch Road on the west. Ellwood Ranch Road runs along the eastern frontage of the Project site.

Roadway Operations

Figure 2 shows the Existing baseline average daily traffic (ADT) volumes for the study-area roadway segments. Existing roadway volumes were obtained from updated traffic counts completed in November of 2017 (count data attached for reference). The operational characteristics of the study-area roadways were analyzed based on Santa Barbara County's and the City of Goleta's "Acceptable Capacity" rating system (summary of roadway capacities attached for reference). Table 1 shows the Existing ADT volumes and the Acceptable Capacity thresholds for study-area roadways.

Table 1
Existing Roadway Operations

Roadway Segment	Roadway Classification	Geometry	Acceptable Capacity	Existing ADT
Ellwood Canyon Road	Local Road	2 Lanes	5,000	250
Cathedral Oaks Road n/o Calle Real	Major Arterial	2 Lanes	14,300	3,200

Intersection Operations

Because traffic flow on urban arterials is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. In rating intersection operations, ALevels of Service@ (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are attached for reference). The County of Santa Barbara and the City of Goleta have established LOS C as the minimum acceptable operating standard for intersections.

Existing peak hour volumes were obtained for the study-area intersections from traffic count data collected in November of 2017 for this study (traffic count data attached for

reference). Figure 2 shows the peak hour turning movements for the study-area intersections and Figure 3 shows existing lane geometry and traffic controls.

Levels of service were calculated for the unsignalized study-area intersections using the methodologies outlined in the Highway Capacity Manual (HCM)[1]. Table 2 summarizes results of the LOS calculations (worksheets attached).

Table 2
Existing Intersection Operations

Intersection	Control	A.M. Peak Hour		P.M. Peak hour	
		Delay	LOS	Delay	LOS
Calle Real/Winchester Canyon Road-US 101 NB Ramp	All-Way STOP	8.5 Sec	A	10.0 Sec	B
Calle Real/Cathedral Oaks Road	All-Way STOP	13.6 Sec	B	11.5 Sec	B
U.S. 101 SB Ramps/Cathedral Oaks Road	Two-Way STOP	10.2 Sec	B	9.7 Sec	A
Hollister Avenue/Cathedral Oaks Road	All-Way STOP	11.3 Sec	B	11.7 Sec	B

(a) Unsignalized intersection. LOS based on average weighted delay per vehicle in seconds.

The data presented in Table 2 show that the study-area intersections currently operate acceptably at LOS B or better.

PROJECT-GENERATED TRAFFIC VOLUMES

The traffic generated by the existing Santa Barbara Sand & Topsoil facility was quantified based on operational data provided by the applicant. The data included the average number of truckloads per day and the number of employees that travel to and from the site. The key statistics used for the trip generation analysis are listed below:

- 3 staff work on-site from 7:00 A.M. to 2:30 PM
- 20 Truckloads per day

Table 3 summarizes the trip generation estimates developed for the project based on the operational data.

[1] Highway Capacity Manual, Transportation Research Board, 2010.

Table 3
Santa Barbara Sand & Topsoil Trip Generation Estimates

Project Component	Quantity	ADT	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Staff	3 Staff	6	3	0
Truck Deliveries	20 Per Day	40	2	0
Total		**46**	**5**	**0**

ADT = Average Daily Trips
Trip generation estimates based on operational information.

As shown in Table 3, the existing Santa Barbara Sand & Topsoil operations generate 46 ADT, with 5 trips during the A.M. peak hour period and 0 trips during the P.M. peak hour period (the facility closes at 3:00 P.M.).

Roadway Contributions

The Project's contribution to the roadway volumes in the study area are summarized in Table 4.

Table 4
Santa Barbara Sand & Topsoil Contribution to Roadway Volumes

Roadway Segment	Roadway Classification	Acceptable Capacity	Existing ADT	Project Trips
Ellwood Canyon Road	Local Road	5,000	250	46 ADT
Cathedral Oaks Road n/o Calle Real	Major Arterial	14,300	3,200	21 ADT

The data in Table 4 show that the Project accounts for 46 ADT on Ellwood Canyon Road and 21 ADT on Cathedral Oaks Road.

Intersection Contributions

The Project's contribution to the peak hour intersections volumes in the study area are summarized in Tables 5 and 6.

Table 5
Santa Barbara Sand & Topsoil Contribution to Intersection Volumes – A.M. Peak Hour

Intersection	Existing		Project Trips
	Delay	LOS	
US 101 NB Ramp-Calle Real/Winchester Canyon Road	8.5 Sec	A	2 Trips
Calle Real/Cathedral Oaks Road	13.6 Sec	B	3 Trips
U.S. 101 SB Ramps/Cathedral Oaks Road	10.2 Sec	B	3 Trips
Hollister Avenue/Cathedral Oaks Road	11.3 Sec	B	1 Trips

Table 6
Santa Barbara Sand & Topsoil Contribution to Intersection Volumes – P.M. Peak Hour

Intersection	Existing		Project Trips
	Delay	LOS	
US 101 NB Ramp-Calle Real/Winchester Canyon Road	10.0 Sec	B	0 Trips
Calle Real/Cathedral Oaks Road	11.5 Sec	B	0 Trips
U.S. 101 SB Ramps/Cathedral Oaks Road	9.7 Sec	A	0 Trips
Hollister Avenue/Cathedral Oaks Road	11.7 Sec	B	0 Trips

The data in Tables 5 and 6 show that the Project accounts for 1 to 3 trips during the A.M. peak hour and 0 trips during the P.M. peak hour at the study-area intersections.

CUMULATIVE ANALYSIS

Cumulative Traffic Volumes

Cumulative traffic volumes were forecast for the study-area roadways and intersections assuming development of the approved and pending projects located within the study area. The list of approved and pending projects used for the cumulative analysis was obtained from the City of Goleta and is attached for reference. Trip generation estimates were calculated for the cumulative projects using the rates presented in the ITE Trip Generation report or obtained from the environmental documents prepared for the projects (cumulative trip generation calculation worksheet attached). The traffic generated by the cumulative projects was added to the baseline traffic volumes based on the distribution percentages presented in existing traffic studies and environmental documents completed for developments in the study area. Figure 4 presents the Cumulative traffic volumes for the study-area roadways and intersections.

Cumulative Roadway Operations

Table 7 presents the cumulative traffic volume forecasts for study-area roadways and quantifies the Project's contribution to the cumulative roadway volumes.

Table 7
Santa Barbara Sand & Topsoil Contribution to Cumulative Roadway Volumes

Roadway Segment	Roadway Classification	Acceptable Capacity	Existing ADT	Project Trips
Ellwood Canyon Road	Local Road	5,000	250	46 ADT
Cathedral Oaks Road n/o Calle Real	Major Arterial	14,300	3,350	21 ADT

The data in Table 7 show that the study-area roadways would carry volumes within their acceptable capacity ratings under cumulative conditions. The Project could account for 46 ADT on Ellwood Canyon Road and 21 ADT on Cathedral Oaks Road.

Cumulative Intersection Contributions

Tables 8 and 9 present the cumulative levels of service for the study-area intersections and quantify the Project's contribution to the cumulative intersection volumes.

Table 8
Santa Barbara Sand & Topsoil
Contribution to Cumulative Intersection Volumes A.M. Peak Hour

Intersection	Cumulative		Project Trips
	Delay	LOS	
US 101 NB Ramp-Calle Real/Winchester Canyon Road	8.6 Sec	A	2 Trips
Calle Real/Cathedral Oaks Road	13.9 Sec	B	3 Trips
U.S. 101 SB Ramps/Cathedral Oaks Road	10.3 Sec	B	3 Trips
Hollister Avenue/Cathedral Oaks Road	11.5 Sec	B	1 Trips

Table 9
Santa Barbara Sand & Topsoil
Contribution to Intersection Volumes – P.M. Peak Hour

Intersection	Cumulative		Project Trips
	Delay	LOS	
US 101 NB Ramp-Calle Real/Winchester Canyon Road	10.2 Sec	B	0 Trips
Calle Real/Cathedral Oaks Road	11.6 Sec	B	0 Trips
U.S. 101 SB Ramps/Cathedral Oaks Road	9.7 Sec	A	0 Trips
Hollister Avenue/Cathedral Oaks Road	11.9 Sec	B	0 Trips

The data presented in Tables 8 and 9 show that the study-area intersections are forecast to operate acceptably at LOS B or better with Cumulative traffic volumes. The data also show that the Project accounts for 1 to 3 trips during the A.M. peak hour and 0 trips during the P.M. peak hour at the study-area intersections.

This concludes ATE's baseline and cumulative traffic analysis for the Santa Barbara Sand & Topsoil Project.

Associated Transportation Engineers

Scott A. Schell, AICP, PTP
Vice President

SAS/DLD/EKM

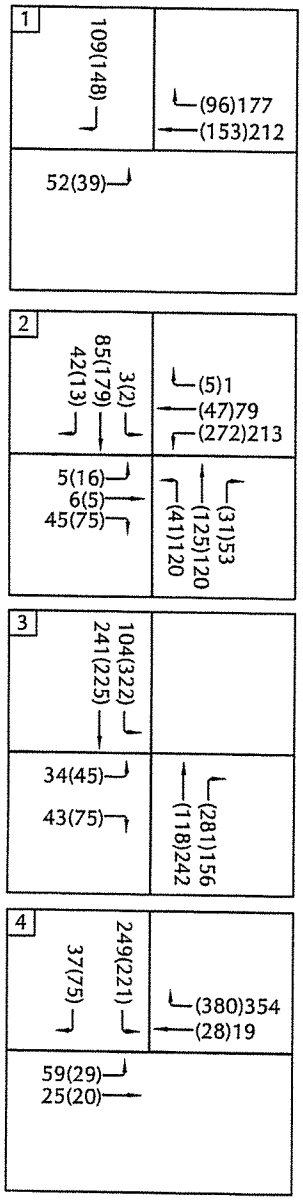
Attachments

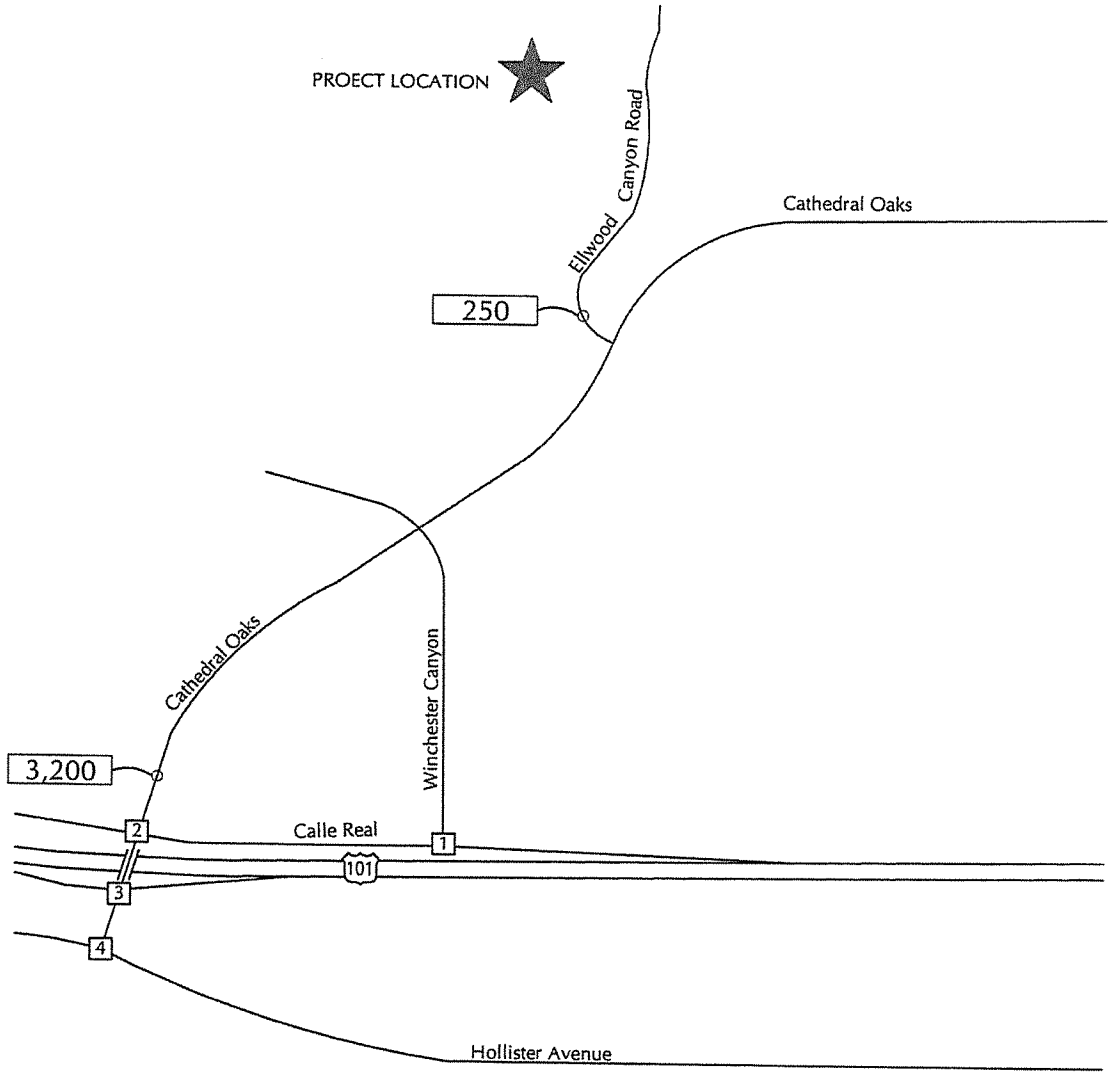
ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING STREET NETWORK AND PROJECT SITE LOCATION

FIGURE 1

EKM - ATE#17093





LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

X - Average Daily Traffic Volume

N

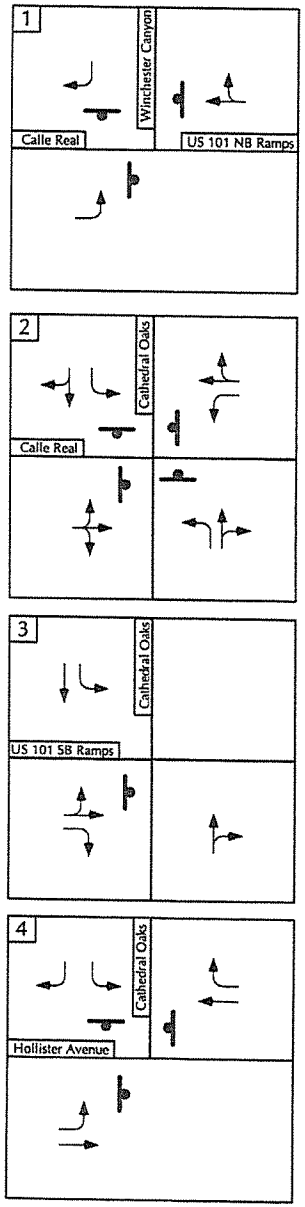
NOT TO SCALE

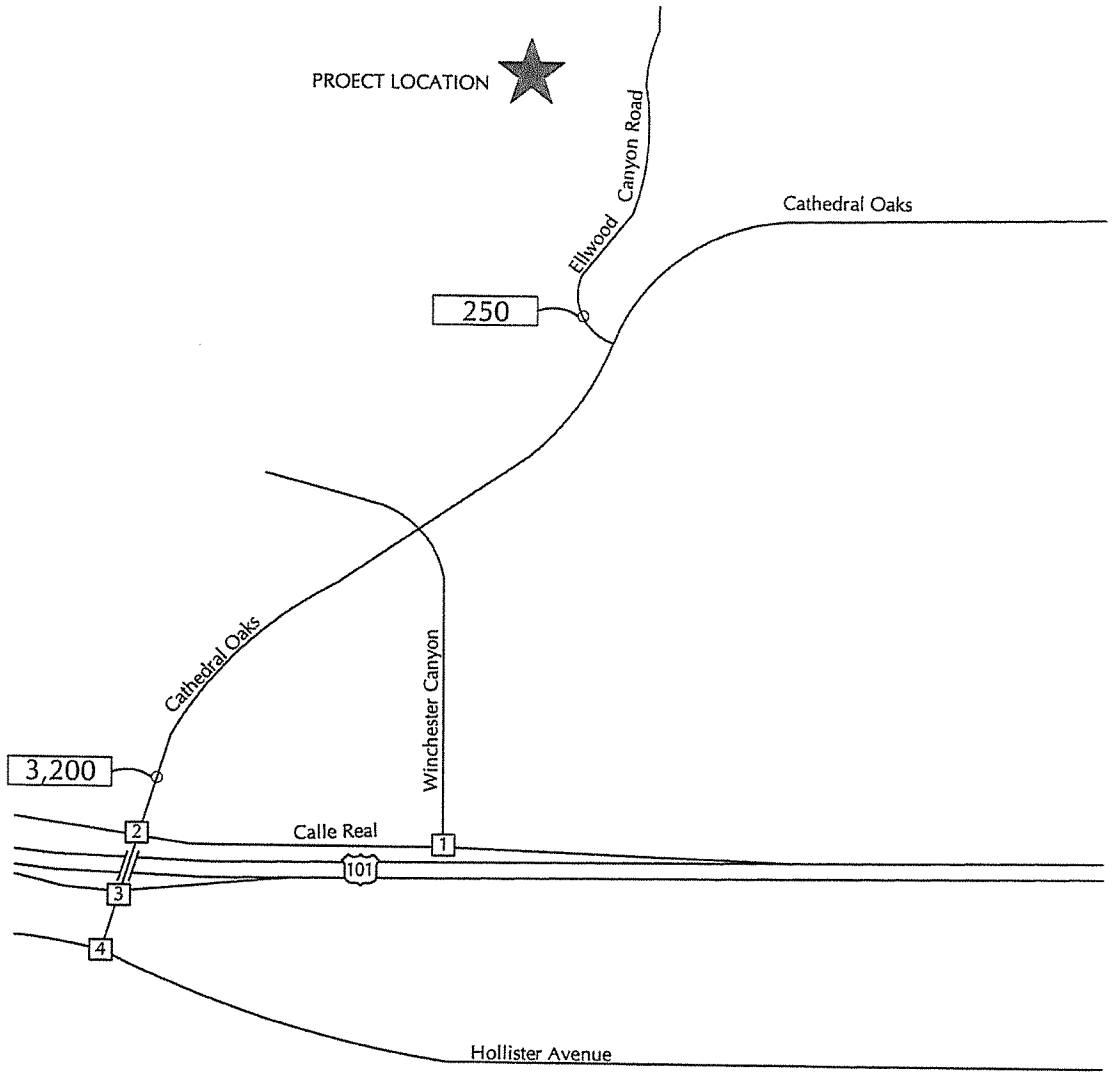
ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING AVERAGE DAILY AND PEAK HOUR TRAFFIC VOLUMES

FIGURE 2

EKM - ATE#17093





LEGEND

(XX)XX - (A.M.)P.M. Peak Hour Volume

X - Average Daily Traffic Volume

N

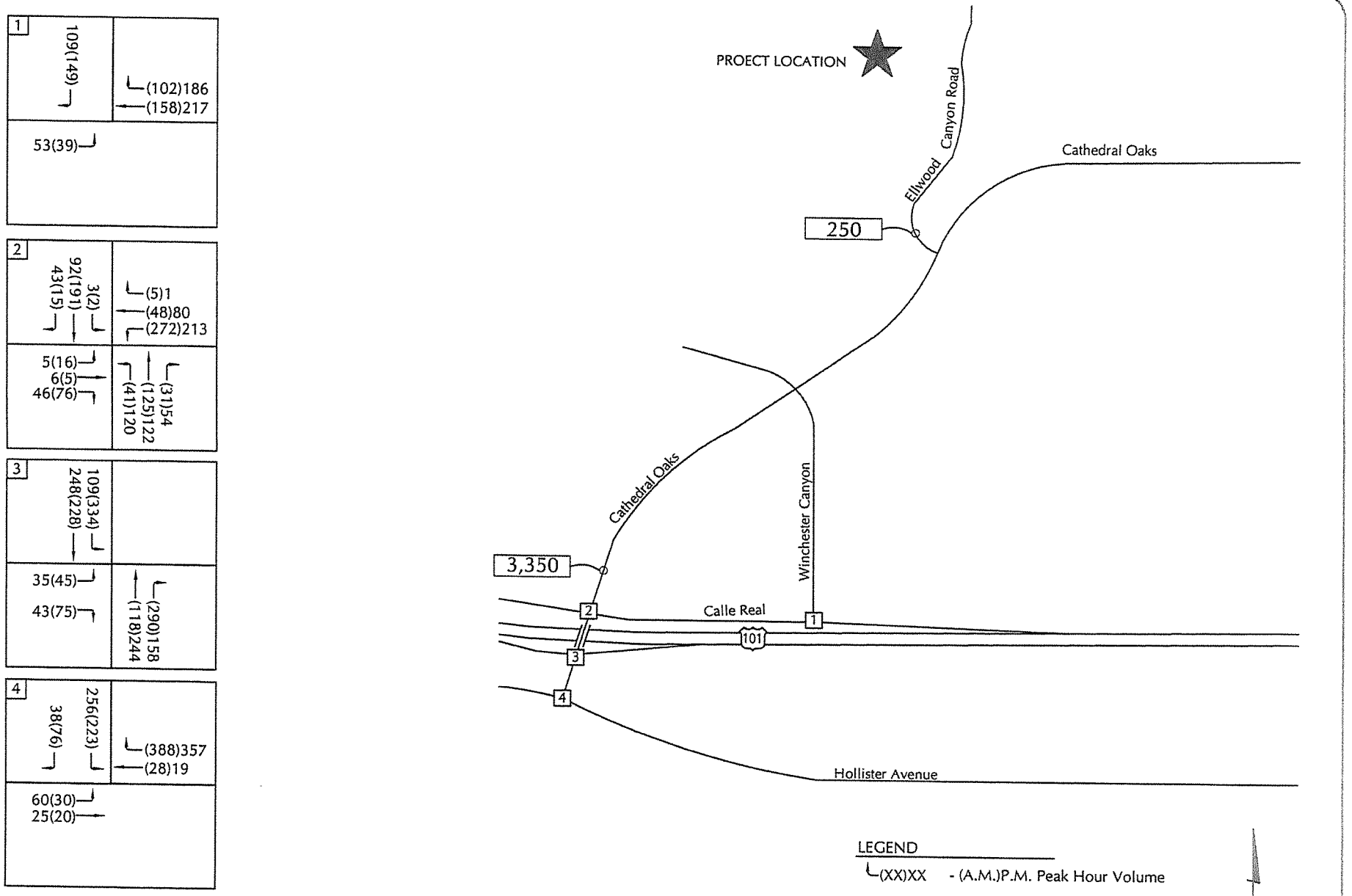
NOT TO SCALE

ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING LANE GEOMETRIES AND TRAFFIC CONTROLS

FIGURE 3

EKM - ATE#17093



ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE TRAFFIC VOLUME FORECASTS

FIGURE 4

EKM - ATE#17093

Associated Transportation Engineers
Trip Generation Worksheet (#17093.01)

CITY OF GOLETA CUMULATIVE PROJECT LIST

Land Use	Size	ADT		A.M. PEAK HOUR						P.M. PEAK HOUR					
		Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
1. **Village at Los Carneros (a)**	464 Units	-	1,196	-	90	-	52	-	38	-	94	-	46	-	48
2. Fairview Commercial Center (b)	7,476 SFD	37.75	282	0.94	7	62%	4	38%	3	3.81	28	48%	13	52%	15
3. Harvest Hill Ranch (c)	6 SFD	9.44	57	0.74	4	25%	1	75%	3	0.99	6	63%	4	37%	2
4. **Islamic Society of Santa Barbara (d)**	6,183 SF	-	153	-	6	-	3	-	3	-	5	-	-	-	-
5. Citrus Village (e)	10 Units	7.32	73	0.46	5	23%	1	77%	4	0.56	6	63%	4	37%	2
6. **Old Town Village (f)**	175 Units	-	1,125	-	93	-	27	-	66	-	106	-	63	-	43
7. Marriot Residence Inn (g)	118 Rooms	4.46	526	0.34	40	53%	21	47%	19	0.36	42	48%	20	52%	22
8. **McDonalds Drive Thru Expansion (h)**	3,784 SF	-	20	-	2	-	1	-	1	-	2	50%	1	50%	1
9. 130 Robin Hill Road (i)	1,414 SF	4.96	7	0.70	1	88%	1	12%	0	0.63	1	13%	0	87%	1
10. **Schwann Self Storage (j)**	135,741 SF	-	216	-	17	60%	10	40%	7	-	17	47%	8	53%	9
11. **Cortona Apartments (k)**	176 Units	-	1,170	-	90	-	18	-	72	-	109	-	70	-	39
12. **Fuel Depot (l)**	2,396 SF	-	226	-	13	-	7	-	6		13	-	6	-	7
13. **Somera Medical Office Building (m)**	20,000 SF	-	615	-	41	-	32	-	9	-	60	-	17	-	43
14. **Shelby (n)**	60 Units	-	574	-	45	-	11	-	34	-	61	-	39	-	22
15. **Kenwood Village (o)**	60 Units	-	397	-	31	-	7	-	24	-	37	-	24	-	13
16. **Heritage Ridge (p)**	360 Units	-	1,970	-	174	-	34	-	140	-	183	-	123	-	60
17. **Cabrillo Business Park (q)**	23,882 SF	9.74	233	1.16	28	86%	24	14%	4	1.15	27	16%	4	84%	23
18. **Cabrillo Business Park (q)**	16,750 SF	9.74	163	1.16	19	86%	16	14%	3	1.15	19	16%	3	84%	16
19. **Cabrillo Business Park (q)**	31,585 SF	9.74	308	1.16	37	86%	32	14%	5	1.15	36	16%	6	84%	30
20. **Cabrillo Business Park (r)**	44,924 SF	11.26	506	0.42	19	75%	14	25%	5	0.49	22	15%	3	85%	19
21. **Cabrillo Business Park (r)**	44,004 SF	11.26	495	0.42	18	75%	14	25%	4	0.49	22	15%	3	85%	19
17-21 CBP TOTAL			1,705		121		100		21		126		19		107
22. **Calle Real Hotel (s)**	464 Units	-	1,196	-	90	-	52	-	38	-	94	-	46	-	48
23. *Fuel Depot (t)*	*1,667 SF*	-	*435*	-	*-1*	-	*0*	-	*-1*	-	*44*	-	*21*	-	*23*
24. Willow Industrial Park - Light Industrial(i)	146,000 SF	4.96	724	0.70	102	88%	90	12%	12	0.63	92	13%	12	87%	80
Willow Industrial Park - Office (q)	2,587 SF	9.74	25	1.16	3	86%	3	14%	0	1.15	3	16%	0	84%	3
25. **Providence School(u)**	- -	-	310	-	145	-	80	-	65	-	5	-	11	-	-6
26. Santa Barbara Honda (v)	7,103 SF	27.84	198	1.87	13	73%	9	27%	4	2.43	17	40%	7	60%	10
27. Sywest (i)	70,594 SF	4.96	350	0.70	49	88%	43	12%	6	0.63	44	13%	6	87%	38
28. **6100 Hollister Avenue (w)**	- -	-	1,370	-	167	-	99	-	68	-	91	-	28	-	63
29. **6210 Hollister Avenue (x)**	- -	-	1,437	-	85	-	64	-	21	-	117	-	47	-	70
30. **Direct Relief (y)**	- -	-	608	-	29	-	43	-	-14	-	59	-	9	-	50
TOTALS:			**18,877**		**1,614**		**924**		**690**		**1,651**		**703**		**943**

(a) Village at Los Carneros Project Final Environmental Impact Report, June 2014.
(b) Trip generation based on ITE Code #820 (Shopping Center).
(c) Trip generation based on ITE Code #210 (Single-Family Housing).
(d) Islamic Center Project Final Mitigated Negative Declaration, November 2013.
(e) Trip generation based on ITE Code #220 (Multi-Family Housing).
(f) Old Town Village Mixed-Use Project Traffic, Circulation and Parking Study, October 2014.
(g) Trip generation based on ITE Code #310 (Hotel).
(h) McDonalds Traffic Study, ATE, April 2018.
(i) Trip generation based on ITE Code #110 (General Light Industrial).
(j) Schwan Self-Storage Trip Generation Comparison and Soil Export Route Evaluation, ATE, 2017
(k) Cortona Apartments Project, Updated Traffic and Circulation Study, Novemeber 2012.
(l) Fuel Depot Traffic Impact Study, ATE, June 2018.
(m) Somera Medical Building Environmental Checklist Form and Initial Study, January 2014.
(n) 7400 Cathedral Oaks Road Project Traffic and Circulation Study, ATE, February 2011.
(o) Kenwood Village Project EIR Transportation and Traffic Study, ATE, 2015.
(p) Heritage Ridge Residential Project EIR, ATE, 2015.
(q) Trip generation based on ITE Code #710 (Office Building)
(r) Trip generation based on ITE Code #760 (Research & Development).
(s) Goleta Real Hotel TIA, Pinnacle Traffic Engineering.
(t) Fuel Depot Traffic Study, ATE, 2018.
(u) Providence School Updated Traffic, Circulation and Parking Study, ATE, December 2017.
(v) Trip generation based on ITE Code #840 (Auto Sales)
(w) 6100 Hollister Avenue, Traffic, Circulation and Parking Study, August 2016.
(x) 6210 Hollister Avenue, Traffic, Circulation and Parking Study, June 2017.
(y) Direct Relief International Project Revised Traffic, Circulation and Parking Study, ATE, December 2015.

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	6/21/2018
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	01_AM_CUMULATIVE
Jurisdiction	CITY OF GOLETA
Analysis Year	2018

Project ID *SANTA BARBARA SAND # 17094*

East/West Street: *CALLE REAL- US 101 NB RAMPS*

North/South Street: *WINCHESTER CANYON*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	39	0	0	0	158	102
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0	0	149
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L		TR				R	
PHF	0.92		0.92				0.92	
Flow Rate (veh/h)	42		281				161	
% Heavy Vehicles	2		2				2	
No. Lanes	1		1		0		1	
Geometry Group	1		1				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0		0.0				0.0	
Prop. Right-Turns	0.0		0.4				1.0	
Prop. Heavy Vehicle	0.0		0.0				0.0	
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	0.2		-0.2				-0.6	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20				3.20	
x, initial	0.04		0.25				0.14	
hd, final value (s)	4.78		4.10				4.04	
x, final value	0.056		0.320				0.181	
Move-up time, m (s)	2.0		2.0				2.0	
Service Time, t_s (s)	2.8		2.1				2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	700		878				894	
Delay (s/veh)	8.1		9.0				7.9	
LOS	A		A				A	
Approach: Delay (s/veh)	8.1		9.0				7.9	
LOS	A		A				A	
Intersection Delay (s/veh)	8.6							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	06/21/2018
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	01_PM_CUMULATIVE
Jurisdiction	CITY OF GOLETA
Analysis Year	2018

Project ID *SANTA BARBARA SAND # 17094*

East/West Street: *CALLE REAL- US 101 NB RAMPS*

North/South Street: *WINCHESTER CANYON*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	53	0	0	0	217	186
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0	0	109
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L		TR				LT	R
PHF	0.88		0.88				1.00	1.00
Flow Rate (veh/h)	60		457				0	109
% Heavy Vehicles	2		2				2	0
No. Lanes	1		1		0		2	
Geometry Group	2		2				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0		0.0				0.0	0.0
Prop. Right-Turns	0.0		0.5				0.0	1.0
Prop. Heavy Vehicle	0.0		0.0				0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	0.2		-0.2				0.0	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20				3.20	3.20
x, initial	0.05		0.41				0.00	0.10
hd, final value (s)	4.84		3.98				5.03	4.40
x, final value	0.081		0.505				0.000	0.133
Move-up time, m (s)	2.0		2.0				2.0	
Service Time, t_s (s)	2.8		2.0				3.0	2.4

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	750		896					838
Delay (s/veh)	8.3		11.0				8.0	8.1
LOS	A		B				A	A
Approach: Delay (s/veh)	8.3		11.0				8.1	
LOS	A		B				A	
Intersection Delay (s/veh)	10.2							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	06/21/2018
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	02_AM_CUMULATIVE
Jurisdiction	CITY OF GOLETA
Analysis Year	2018

Project ID *SANTA BARBARA SAND # 17094*

East/West Street: *CALLE REAL*

North/South Street: *CATHEDRAL OAKS*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	16	5	76	272	48	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	41	125	31	2	191	15
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	L	TR	L	TR
PHF	0.87		0.87	0.87	0.87	0.87	0.87	0.87
Flow Rate (veh/h)	110		312	60	47	178	2	236
% Heavy Vehicles	2		2	2	0	0	2	2
No. Lanes	1		2		2		2	
Geometry Group	4b		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.8		0.0	0.1	0.0	0.2	0.0	0.1
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.4		0.5	-0.0	0.5	-0.1	0.5	-0.0

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.10		0.28	0.05	0.04	0.16	0.00	0.21
hd, final value (s)	6.17		6.62	6.06	6.96	6.31	6.96	6.40
x, final value	0.189		0.574	0.101	0.091	0.312	0.004	0.419
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	3.9		4.3	3.8	4.7	4.0	4.7	4.1

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	579		547	600	522	574	0	562
Delay (s/veh)	10.3		17.8	9.4	10.4	11.9	9.7	13.6
LOS	B		C	A	B	B	A	B
Approach: Delay (s/veh)	10.3		16.5		11.5		13.6	
LOS	B		C		B		B	
Intersection Delay (s/veh)	13.9							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	06/21/2018
Analysis Time Period	PM PEAK HOUR '

Site Information

Intersection	02_PM_CUMULATIVE
Jurisdiction	CITY OF GOLETA
Analysis Year	2018

Project ID *SANTA BARBARA SAND # 17094*

East/West Street: *CALLE REAL* | North/South Street: *CATHEDRAL OAKS*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	6	46	213	80	1
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	120	122	54	3	92	43
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	L	TR	L	TR
PHF	0.88		0.88	0.88	0.88	0.88	0.88	0.88
Flow Rate (veh/h)	63		242	91	136	199	3	152
% Heavy Vehicles	2		2	2	0	0	2	2
No. Lanes	1		2		2		2	
Geometry Group	4b		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.8		0.0	0.0	0.0	0.3	0.0	0.3
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.4		0.5	0.0	0.5	-0.2	0.5	-0.2

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.06		0.22	0.08	0.12	0.18	0.00	0.14
hd, final value (s)	5.92		6.46	5.96	6.44	5.72	6.74	6.01
x, final value	0.104		0.435	0.151	0.243	0.316	0.006	0.254
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	3.6		4.2	3.7	4.1	3.4	4.4	3.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	630		563	607	567	622	300	608
Delay (s/veh)	9.3		14.0	9.7	11.2	11.0	9.5	10.7
LOS	A		B	A	B	B	A	B
Approach: Delay (s/veh)	9.3		12.9		11.1		10.7	
LOS	A		B		B		B	
Intersection Delay (s/veh)	11.6							
Intersection LOS	B							

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HCS7 Two-Way Stop-Control Report

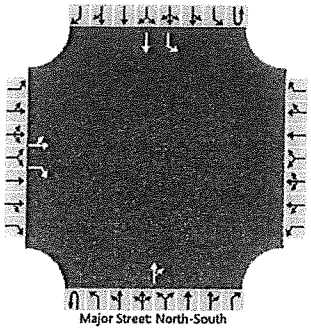
General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	06/21/2018
Analysis Year	2018
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING

Site Information

Intersection	US 101 SB/CATHEDRAL OAKS
Jurisdiction	CITY OF GOLETA
East/West Street	US 101 SB RAMPS
North/South Street	CATHEDRAL OAKS
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	0	0	0	0	1	0	0	1	1	0
Configuration		LT		R								TR		L	T	
Volume (veh/h)		35	0	43							244	158		109	248	
Percent Heavy Vehicles (%)		3	3	3										3		
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		6.5	5.5	5.0										4.1		
Critical Headway (sec)		5.83	5.53	5.03										4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3										2.2		
Follow-Up Headway (sec)		3.53	4.03	2.00										2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		38		47										118		
Capacity, c (veh/h)		376		1330										1116		
v/c Ratio		0.10		0.04										0.11		
95% Queue Length, Q_{95} (veh)		0.3		0.1										0.4		
Control Delay (s/veh)		15.6		7.8										8.6		
Level of Service (LOS)		C		A										A		
Approach Delay (s/veh)		11.3												2.6		
Approach LOS		B														

AWD: 9.7 SEC = LOS A

HCS7 Two-Way Stop-Control Report

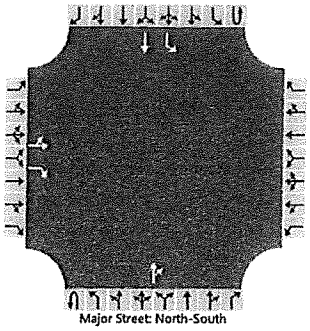
General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	06/21/2018
Analysis Year	2018
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING

Site Information

Intersection	US 101 SB/CATHEDRAL OAKS
Jurisdiction	CITY OF GOLETA
East/West Street	US 101 SB RAMPS
North/South Street	CATHEDRAL OAKS
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	0	0	0	0	1	0	0	1	1	0
Configuration		LT		R								TR		L	T	
Volume (veh/h)		45	0	75							118	290		334	228	
Percent Heavy Vehicles (%)		3	3	3										3		
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		5.0	5.0	6.2										4.1		
Critical Headway (sec)		4.33	5.03	6.23										4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3										2.2		
Follow-Up Headway (sec)		3.00	3.20	3.33										2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		49		82										363		
Capacity, c (veh/h)		426		788										1110		
v/c Ratio		0.11		0.10										0.33		
95% Queue Length, Q_{95} (veh)		0.4		0.3										1.4		
Control Delay (s/veh)		14.5		10.1										9.8		
Level of Service (LOS)		B		B										A		
Approach Delay (s/veh)		11.8												5.8		
Approach LOS		B														

AWD: 10.3 SEC = LOS B

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	06/21/2018
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	04_EX_CUMULATIVE
Jurisdiction	CITY OF GOLETA
Analysis Year	2018

Project ID SANTA BARBARA SAND # 17094

East/West Street: HOLLISTER AVENUE | North/South Street: CATHEDRAL OAKS

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	30	20	0	0	28	388
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	223	0	76
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	T	T	R			L	R
PHF	0.94	0.94	0.94	0.94			0.94	0.94
Flow Rate (veh/h)	31	21	29	412			237	80
% Heavy Vehicles	2	2	2	2			2	2
No. Lanes	2		2		0		2	
Geometry Group	5		5				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.0	0.0			1.0	0.0
Prop. Right-Turns	0.0	0.0	0.0	1.0			0.0	1.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0			0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5			0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	0.5	0.0	0.0	-0.7			0.2	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20			3.20	3.20
x, initial	0.03	0.02	0.03	0.37			0.21	0.07
hd, final value (s)	6.33	5.83	5.43	4.73			5.28	4.48
x, final value	0.055	0.034	0.044	0.541			0.347	0.100
Move-up time, m (s)	2.3		2.3				2.0	
Service Time, t_s (s)	4.0	3.5	3.1	2.4			3.3	2.5

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	620	700	725	763			677	800
Delay (s/veh)	9.4	8.7	8.4	12.9			11.1	8.0
LOS	A	A	A	B			B	A
Approach: Delay (s/veh)	9.1		12.6				10.3	
LOS	A		B				B	
Intersection Delay (s/veh)	11.5							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	06/21/2018
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	04 PM CUMULATIVE
Jurisdiction	CITY OF GOLETA
Analysis Year	2018

Project ID SANTA BARBARA SAND # 17094

East/West Street: HOLLISTER AVENUE

North/South Street: CATHEDRAL OAKS

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	60	25	0	0	19	357
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	256	0	38
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	T	T	R			L	R
PHF	0.91	0.91	0.91	0.91			0.91	0.91
Flow Rate (veh/h)	65	27	20	392			281	41
% Heavy Vehicles	2	2	2	2			2	2
No. Lanes	2		2		0		2	
Geometry Group	5		5				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.0	0.0			1.0	0.0
Prop. Right-Turns	0.0	0.0	0.0	1.0			0.0	1.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0			0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5			0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	0.5	0.0	0.0	-0.7			0.2	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20			3.20	3.20
x, initial	0.06	0.02	0.02	0.35			0.25	0.04
hd, final value (s)	6.39	5.88	5.55	4.85			5.35	4.55
x, final value	0.115	0.044	0.031	0.528			0.418	0.052
Move-up time, m (s)	2.3		2.3				2.0	
Service Time, t_s (s)	4.1	3.6	3.3	2.5			3.3	2.6

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	542	675	667	740			669	820
Delay (s/veh)	9.9	8.9	8.4	12.8			12.1	7.8
LOS	A	A	A	B			B	A
Approach: Delay (s/veh)	9.6		12.6				11.6	
LOS	A		B				B	
Intersection Delay (s/veh)	11.9							
Intersection LOS	B							

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AIR QUALITY IMPACTS

This section describes the calculation methodologies used to determine the impacts associated with emissions of criteria pollutants and greenhouse gasses. Significance is determined by comparing the Project increment impacts to the appropriate significance threshold.

1.0 Criteria and GHG Pollutants

Criteria and GHG pollutant emissions were calculated for the following sources:

- **Off-Road Equipment**

Criteria emissions from diesel off-road equipment were calculated using emissions factors from CARB's OFFROAD2011 model documentation for criteria pollutant and from 40 CFR 98 for GHG pollutants. Emissions were calculated based on the actual horsepower of the equipment, appropriate load factors, and

- **Sand Processing – Off-site GHGs.** Sand processing is performed by a dedicated plant which is located directly adjacent to the active quarry area. This plant is grid powered through a 75 horsepower electric motor. GHG Emissions estimates are based upon hours of operation for stone processing and GHG Emission factors from US EPA Year 2014 eGRD.

- **Fugitive Dust.** Facility emissions sources of fugitive dust include:

  - **Unpaved Roads.** Emissions from vehicle travel over unpaved roads were estimated for the historical operations and maximum (worst case) operations. Emissions were estimated based on the AP 42, Section 13.2.2 methodology (Travel on Unpaved Surfaces, Industrial Sites).

  - **Off-Road Equipment.** Off-road equipment dust (PM) emissions were calculated based on the actual equipment utilized by the facility (see Table 1). Cycle time estimates based on Caterpillar Performance Handbook methodologies were used to determine the hours of operation for the grader and loader. AP-42, Section 11.9 (Western Surface Coal Mining – Overburden) emission factors were used for the emission calculations for the dozer. AP-42, Section 13.2.4 (Aggregate Handling and Storage) emission factors were used for the emission calculations for the loaders.

  - **Storage Piles and Disturbed surfaces.** Emissions from storage piles were estimated based on the emission factors from the Santa Barbara County Air Pollution Control District Permit to Operate (PTO) 07680-R9. The total acreage currently covered by storage piles and active mining operations was estimated Google Earth imagery (6/15/2017). Post project storage pile and active mining operations are based upon permitted limits in PTO 07680-R9.

  - **On-Road Equipment.** Combustion emissions from on-road vehicle trips were calculated using CARB's EMFAC2014 web tool and the approximate source/destination for each trip. For truck travel receiving processed sand, an average one-way travel distance

of 19 miles was used. This value was derived by the historical profile of product destinations: ~80% Santa Barbara locations; ~20% Santa Ynez locations. This is data based upon verbal input from facility operations. (One or two loads per year are for destinations outside of the county: Hollister or Temecula CA. Using 35 miles as the distance for a Santa Ynez location and 15 miles as the worst case Santa Barbara distance, a percent based average travel distance of 19 miles is derived. The current contract operator used for the quarry dozing operations is based in the Goleta area; 10 miles one-way was used for the distance in calculating the emissions from this activity.

Details of the emission calculations are included in Appendix A.

2.0 Summary of Project Devices and Activities

The following sections discuss the devices and activities associated with the Santa Barbara Sand mining operations. These sections compare the historical application of these devices and activities to their application under the Extended Mining Operations.

2.1 Off-Road Equipment

Off-road equipment are used harvest and handle sand and gravel from the Ellwood Ranch Quarry. A contract operator is used to remove the sand and gravel from the quarry to a raw material storage pile. The raw material storage pile is at the edge of the active quarry area (no haul truck are required). This activity is performed using a tracked dozer. Currently the contractor uses a Caterpillar Model D8 K for this activity. In recent years this activity has occurred two or three times per month. The dozer is delivered and used, then removed from the mining area typically on the same day. Active dozing typically is completed within a few hours. For worst case daily emission for the current and future activities, a 6 hour worst case day was used. Annual dozing operations are based upon cycle time estimates (ref: Caterpillar Performance Handbook) and annual tons of sand processed. For current activities, the average of the past five years of sand leaving the site was used (See Attachment A, Table 13). For post Extension of Mining Activities, the average annual production rate described in *02CUP-00000-000006 & 02RPP-00000-00001* was used: 45,722 cubic yards per year.

To move raw material from the storage pile to the plant hopper, and from the processed sand storage pile to trucks, a wheeled loader is used. Currently the facility uses the same Caterpillar Model 966 G for both of these activities. The annual hourly usage of this device for both activities is based upon the cycle time estimates and the annual quantities of process sand as described above. The daily activities is based upon the hourly usage divided by 52 weeks per year and 5 days per week operations. For current activities, this value was rounded up to 0.5 hours per day for both activities.

Water sprays are applied twice daily to all active areas disturbed by mining to control fugitive dust (as required by Santa Barbara County Air Pollution Control District Permit to Operate 07680-R9, Condition 6). This activity is performed using a 1986 International water spray truck. This fugitive dust mitigation is accomplished in less than one hour each day (total for both applications). To estimate the distance traveled for each application a spray coverage swath of 45 feet was used. It was estimated that the active quarry area can be covered in 3,775 feet of travel. The ingress and egress haul roads, as well as the area surrounding the processing plant can be covered in an additional 1,975 feet of travel. Therefore the total distance traveled for each application would be 5,750 feet

Table 1 below lists the off-road devices used, their historical usage, and their worst case usage under the extended mining operations.

Table 1
Off-Road Equipment

Devices	Model Year	Hp	Historical Usage		Post Project Usage		Usage Units
			Avg Daily	Avg Annual	Avg Daily	Annual	
Caterpillar D8 K Dozer	74 - 82	300	6.00	63.56	6.00	500.66	Hours
Caterpillar 966 G Wheel Loader (loading raw material into receiving hopper)	01 - 05	246	0.50	22.07	0.67	173.81	Hours
Caterpillar 966 G Wheel Loader (Loading Trucks from stock pile)	01 - 05	246	0.50	22.07	0.67	173.81	Hours
International Water Truck w/Cummins NTC 300	1986	300	1.00	260	1.00	260	Hours

2.2 On-Road Vehicles

On-road vehicles used include: truck/tractor used to transport final product to wholesale/retail locations, truck/tractor used to transport a dozer to and from the quarry and employee vehicles.

Table 2 below lists the on-road vehicles used, their historical usage, and their usage under the extended mining operations.

Table 2
On-Road Vehicles

Devices	Model Year	Hp	Historical Usage		Post Project Usage		Usage Units
			Worst Case Daily	Avg Annual	Worst Case Daily	Annual	
Semi-Truck/Tractor/Dump Truck (EMFAC T7 Vehicle) (vehicles receiving materials)	Varies	300 (est)	6.00	224.42	96	13440	One-way Trips
Semi-Truck/Tractor/Dump Truck (EMFAC T7 Vehicle) (vehicles receiving materials)	Varies	300 (est)	114.00	4263.98	1824	255360	One-way Miles
Semi-Truck/Tractor and Flatbed trailer (EMFAC T7 Vehicle) (Delivering D8K Dozer)	Varies	300 (est)	1	30	1	104	One-way Trips
Semi-Truck/Tractor and Flatbed trailer (EMFAC T7 Vehicle) (Delivering D8K Dozer)	Varies	300 (est)	10	300	10	1040	One-way Miles
Employee Commute Vehicles (EMFAC LDT)	Varies	185 (est)	9	2,340	9	2,340	One-way Trips
Employee Commute Vehicles (EMFAC LDT)	Varies	185 (est)	135	35100	135	35100	One-way Miles

2.3 Stone Processing Devices

The only device used to process the sand and gravel from the quarry is a single screening plant. The plant includes a receiving hopper, conveyor belt, the screen and a radial stacker. The plant is hydraulically operated with a hydraulic system powered by a 75 horsepower, electric motor (grid powered). Table 3 below lists the plant's historical usage, and its worst case usage under the extended mining operations.

Table 3
Sand Processing Devices

Devices	Hp	Historical Worst Case Day	Historical Annual Usage	Post Project Daily Usage	Post Project Annual Usage	Annual Change	Usage Units
Processing Plant	75	4	55.75	24	8760	8704.25	Hours

Note: Post Project usage based upon Santa Barbara County Air Pollution Control District PTO 07680-R9 limits.

2.4 Mining Activities

Table 4 below lists the activities involved with Ellwood Ranch Quarry operations which have an effect on the facility emission rates. This table illustrates the historical rates for these activities as well as the projected rates under the expanded mining and revised reclamation plan.

Table 4
Quarry Activities

Activity	Historical Usage	Post Project Usage	Change	Usage Units
Storage Piles - Raw Materials	10575	10575	0	Sq Feet Surface Area
Storage Piles - Processed Sand	10705	10705	0	Sq Feet Surface Area
Disturbed Area (Active Quarry)	6.25	10.51	4.3	Acres
Travel on un-paved Surfaces (Trucks receiving sand)	1475	1475	0	feet
Travel on un-paved Surfaces (Employee Vehicles)	640	640	0	feet

Note: Post Project storage piles and disturbed areas are based upon Santa Barbara County Air Pollution Control District PTO 07680-R9 limits

3.0 Emission Rates

Table 5 below summarizes the emission from the mining operations conducted by Lompoc Stone. Table 5a is a summary of the historical emissions from devices and activities. Table 5b is a summary of the potential emission rates based upon the expanded mining and revised reclamation plan operating at the mine's full potential capacity. Table 5c summarizes the potential incremental increase in emissions associated with this project.

Refer to Appendix A for details of the emission calculations (Tables 7 through 14)

Table 5
Project Emission Summary

Table 5a: Emissions From Historical Activities

	Worst Case Daily Emission (lbs)						Annual Emissions (tons)						GHG
	CO	ROC	NO_x	SO_2	PM_{10}	$PM_{2.5}$	CO	ROC	NO_x	SO_2	PM_{10}	$PM_{2.5}$	MT
Off Road Diesel Activities (Table 7a)	23.27	3.84	26.76	0.71	2.33	2.07	0.54	0.09	0.62	0.02	0.05	46.35	0.98
On-Road Activities (Table 8a)	1.65	0.13	3.90	0.01	0.08	4.44	0.13	0.00	0.09	0.00	0.00	0.00	39.04
On Site Fugitive Dust (Table 9a)					37.3	1.33					0.12	0.14	
Sand Processing (Table 10a)													0.88
Total Historical Activities	**24.93**	**3.97**	**30.67**	**0.72**	**39.7**	**7.84**	**0.66**	**0.09**	**0.70**	**0.02**	**0.18**	**46.49**	**40.90**

Table 5b: Potential Emissions From Extended Quarry Termination Date

	Worst Case Daily Emission (lbs)						Annual Emissions (tons)						GHG
	CO	ROC	NO_x	SO_2	PM_{10}	$PM_{2.5}$	CO	ROC	NO_x	SO_2	PM_{10}	$PM_{2.5}$	MT
Off Road Diesel Activities (Table 7b)	24.10	3.98	27.71	0.73	2.41	2.14	1.56	0.26	1.79	0.05	0.16	134.72	5.14
On-Road Activities (Table 8b)	7.56	1.61	55.54	0.13	0.82	43.82	0.56	0.11	3.89	0.01	0.06	0.02	854.15
On Site Fugitive Dust (Table 9b)					93.67	8.33					5.83	0.77	
Sand Processing (Table 10b)													138.24
Total Potential Emission from Future Activities	**31.65**	**5.59**	**83.26**	**0.86**	**96.9**	**54.29**	**2.12**	**0.37**	**5.68**	**0.06**	**6.04**	**135.52**	**997.53**

Table 5c: Project Emissions Increase Potential (Difference between Table 5b and 5a)

	Worst Case Daily Emission (lbs)						Annual Emissions (tons)						GHG
	CO	ROC	NO_x	SO_2	PM_{10}	$PM_{2.5}$	CO	ROC	NO_x	SO_2	PM_{10}	$PM_{2.5}$	MT
Off Road Diesel Activities	0.82	0.14	0.95	0.02	0.08	0.07	1.02	0.17	1.17	0.03	0.10	88.38	4.16
On-Road Activities	5.90	1.48	51.64	0.12	0.74	39.37	0.43	0.11	3.80	0.01	0.05	0.02	815.12
On Site Fugitive Dust	0.00	0.00	0.00	0.00	56.38	7.01	0.00	0.00	0.00	0.00	5.70	0.63	0.00
Sand Processing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	137.36
Project Emission Increases	**6.73**	**1.62**	**52.59**	**0.14**	**57.2**	**46.45**	**1.46**	**0.28**	**4.98**	**0.04**	**5.86**	**89.03**	**956.63**

2.4 Significance

This air quality impact quantification and justification indicates that any emissions increase associated with the extension of mining activities would be below the County's significance levels. For a comparison of the air quality analysis to County significance levels, please see Table 6 below.

Table 6
Air Quality Significance Thresholds

Pollutant	County Significance		Project Impact (Increase)		
	Short-Term	Long-Term	Short-Term	Long-Term	Significant?
Carbon Monoxide (CO)	Greater than 800 peak hour trips		90 Daily Trip Increase		No
Ozone Precursors (NOx & ROC)	240 lb/day	25 tons per year	52.59 lb/day NOx	4.98 TPY NOx	No
			1.62 lb/day ROC	0.28 TPY ROC	No
PM_{10}	See Note 1	See Note 1	57.20 lb/day PM10	5.86 TPY PM10	See Note 1
Green House Gasses (GHG)		1,000 MT per year		956.63 MT per Year	No

Note: No quantitative threshold has been established for short-term, construction related PM10 (which is 50 percent of total dust). Dust control measures are required under the County of Santa Barbara's Grading Ordinance for most projects. Santa Barbara County violates the state standard for PM10. Therefore, dust mitigation measures are required for all discretionary construction activities. As required by Santa Barbara County APCD PTO 07680-R9 Condition 6, watering of the facility roads and storage piles occurs as necessary (minimum twice daily) to prevent fugitive particulate emissions. Each outgoing load of sand or unprocessed material is watered for a minimum of one minute before leaving the facility

Appendix A

Ellwood Ranch Quarry
Air Quality Impacts

Emission Calculations Details

Santa Barbara Sand
Elwood Ranch Quarry

updated
12/1/2017

Table 5a: Emissions From Historical Activities

	Worst Case Daily Emission (lbs)						Annual Emissions (tons)						GHG
	CO	ROC	NO_x	SO_2	PM_{10}	$PM_{2.5}$	CO	ROC	NO_x	SO_2	PM_{10}	$PM_{2.5}$	MT
Off Road Diesel Activities (Table 7a)	23.27	3.84	26.76	0.71	2.33	2.07	0.54	0.09	0.62	0.02	0.05	46.35	0.98
On-Road Activities (Table 8a)	1.65	0.13	3.90	0.01	0.08	4.44	0.13	0.00	0.09	0.00	0.00	0.00	39.04
On Site Fugitive Dust (Table 9a)					37.3	1.33					0.12	0.14	
Sand Processing (Table 10a)													0.88
Total Historical Activities	**24.93**	**3.97**	**30.67**	**0.72**	**39.7**	**7.84**	**0.66**	**0.09**	**0.70**	**0.02**	**0.18**	**46.49**	**40.90**

Table 5b: Potential Emissions From Extended Quarry Termination Date

	Worst Case Daily Emission (lbs)						Annual Emissions (tons)						GHG
	CO	ROC	NO_x	SO_2	PM_{10}	$PM_{2.5}$	CO	ROC	NO_x	SO_2	PM_{10}	$PM_{2.5}$	MT
Off Road Diesel Activities (Table 7b)	24.10	3.98	27.71	0.73	2.41	2.14	1.56	0.26	1.79	0.05	0.16	134.72	5.14
On-Road Activities (Table 8b)	7.56	1.61	55.54	0.13	0.82	43.82	0.56	0.11	3.89	0.01	0.06	0.02	854.15
On Site Fugitive Dust (Table 9b)					93.67	8.33					5.83	0.77	
Sand Processing (Table 10b)													138.24
Total Potential Emission from Future Activities	**31.65**	**5.59**	**83.26**	**0.86**	**96.9**	**54.29**	**2.12**	**0.37**	**5.68**	**0.06**	**6.04**	**135.52**	**997.53**

Table 5c: Project Emissions Increase Potential (Difference between Table 5b and 5a)

	Worst Case Daily Emission (lbs)						Annual Emissions (tons)						GHG
	CO	ROC	NO_x	SO_2	PM_{10}	$PM_{2.5}$	CO	ROC	NO_x	SO_2	PM_{10}	$PM_{2.5}$	MT
Off Road Diesel Activities	0.82	0.14	0.95	0.02	0.08	0.07	1.02	0.17	1.17	0.03	0.10	88.38	4.16
On-Road Activities	5.90	1.48	51.64	0.12	0.74	39.37	0.43	0.11	3.80	0.01	0.05	0.02	815.12
On Site Fugitive Dust	0.00	0.00	0.00	0.00	56.38	7.01	0.00	0.00	0.00	0.00	5.70	0.63	0.00
Sand Processing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	137.36
Project Emission Increases	**6.73**	**1.62**	**52.59**	**0.14**	**57.2**	**46.45**	**1.46**	**0.28**	**4.98**	**0.04**	**5.86**	**89.03**	**956.63**

Santa Barbara Sand
Elwood Ranch Quarry

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Table 6: Air Quality Significance Thresholds

Pollutant	County Significance		Project Impact (Increase)		
	Short-Term	Long-Term	Short-Term	Long-Term	Significant?
Carbon Monoxide (CO)	Greater than 800 peak hour trips		90 Daily Trip Increase		No
Ozone Precursors (NOx & ROC)	240 lb/day	25 tons per year	52.59 lb/day NOx	4.98 TPY NOx	No
			1.62 lb/day ROC	0.28 TPY ROC	No
PM_{10}	See Note 1	See Note 1	57.20 lb/day PM10	5.86 TPY PM10	See Note 1
Green House Gasses (GHG)		1,000 MT per year		956.63 MT per Year	No

[1] No quantitative threshold has been established for short-term, construction related PM10 (which is 50 percent of total dust). Dust control measures are required under the County of Santa Barbara's Grading Ordinance for most projects. Santa Barbara County violates the state standard for PM10. Therefore, dust mitigation measures are required for all discretionary construction activities. As required by Santa Barbara County APCD PTO 07680-R9 Condition 6, water of the facility roads and storage piles occurs as necessary (minimum twice daily) to prevent fugitive particulate emissions. Each outgoing load of sand or unprocessed material is water for a minimum of one minute before leaving the facility

Table 7a: Emission Detail - Off Road Diesel - Historical Operations

Max Daily and Annual Emissions

Equipment	Daily Hours	AVG Annual Hours	Daily Emission (lbs/day)						GHG	Total Emissions (tons)						GHG
			CO	ROC	NO_x	SO_2	PM_{10}	$PM_{2.5}$	lb/day	CO	ROC	NO_x	SO_2	PM_{10}	$PM_{2.5}$	MT
Caterpillar D8 K Dozer	6.00	63.56	17.86	2.95	20.54	0.54	1.79	1.59	1,546.02	0.09	0.02	0.11	0.00	0.01	8.19	0.57
Caterpillar 966 G Wheel Loader - Stock pile to plant	0.50	22.07	1.22	0.20	1.40	0.04	0.12	0.11	105.64	0.03	0.00	0.03	0.00	0.00	2.33	0.01
Caterpillar 966 G Wheel Loader - Truck loading	0.50	22.07	1.22	0.20	1.40	0.04	0.12	0.11	105.64	0.03	0.00	0.03	0.00	0.00	2.33	0.01
International Water Truck, 1986 Cummins NTC 300	1.00	260.00	2.98	0.49	3.42	0.09	0.30	0.26	257.67	0.39	0.06	0.44	0.01	0.04	33.50	0.39
Total Off-Road Diesel Engines - Historical Operations			**23.27**	**3.84**	**26.76**	**0.71**	**2.33**	**2.07**	**2,014.98**	**0.54**	**0.09**	**0.62**	**0.02**	**0.05**	**46.35**	**0.98**

Table 7b: Emission Detail - Off Road - Potential of Extended Quarry Termination Date

Max Daily and Annual Emissions

Equipment	Worst Case Daily Hours	Max Annual Hours	Daily Emission (lbs/day)						GHG	Total Emissions (tons)						GHG
Caterpillar D8 K Dozer	6.00	500.66	17.86	2.95	20.54	0.54	1.79	1.59	1,546.02	0.75	0.12	0.86	0.02	0.07	64.50	4.47
Caterpillar 966 G Wheel Loader - Stock pile to plant	0.67	173.81	1.63	0.27	1.88	0.05	0.16	0.15	141.25	0.21	0.03	0.24	0.01	0.02	18.36	0.14
Caterpillar 966 G Wheel Loader - Truck loading	0.67	173.81	1.63	0.27	1.88	0.05	0.16	0.15	141.25	0.21	0.03	0.24	0.01	0.02	18.36	0.14
International Water Truck, 1986 Cummins NTC 300	1.00	260.00	2.98	0.49	3.42	0.09	0.30	0.26	257.67	0.39	0.06	0.44	0.01	0.04	33.50	0.39
Total Potential of Off-Road Diesel Engines			**24.10**	**3.98**	**27.71**	**0.73**	**2.41**	**2.14**	**2,086.19**	**1.56**	**0.26**	**1.79**	**0.05**	**0.16**	**134.72**	**5.14**

Table 8a: On-road Activities - Historical Operations

	Parameters						Peak Day Emissions, lbs/day						GHG	Total Emissions, Tons						GHG
Source	Activity	Number of Vehicles per Day	Avg Daily Round-trip Distance	Average Annual Distance	EMFAC2011 Vehicle Class	Fuel	Avg Vehicle Speed (mph)	CO	ROC	NO_x	SO_x	PM_{10}	$PM_{2.5}$	lb/day	CO	ROC	NO_x	SO_x	PM_{10}	$PM_{2.5}$	MT
Semi-Truck/Tractor and Flatbed trailer (EMFAC T7 Vehicle)	Receive and deliver sand to commercial venues	6	228	8626	T7 tractor construction	DSL	45	0.39	0.10	3.44	0.01	0.05	0.67	613.61	0.01	0.00	0.06	0.00	0.00	0.00	13.80
Semi-Truck/Tractor and Flatbed trailer (EMFAC T7 Vehicle)	Transport D8 K Dozer to and from facility	1	20	600	T7 tractor construction	DSL	45	0.03	0.01	0.30	0.00	0.00	0.05	71.37	0.00	0.00	0.00	0.00	0.00	0.00	0.97
Pickup/Passenger Vehicles	Employee/operations vehicles	9	270	70200	LDT2	GAS	50	1.22	0.02	0.16	0.00	0.03	3.73	211.13	0.12	0.00	0.02	0.00	0.00	0.00	24.26
Total On-Road Activities - Historical Operations								**1.65**	**0.13**	**3.90**	**0.01**	**0.08**	**4.44**	**1096.10**	**0.13**	**0.00**	**0.09**	**0.00**	**0.00**	**0.00**	**39.04**

Table 8b: On-road Activities - Potential of Extended Quarry Termination Date

	Parameters						Peak Day Emissions, lbs/day						GHG	Total Emissions, Tons						GHG
Source	Activity	Number of Vehicles per Day	Avg Daily Round-trip Distance	Average Annual Distance	EMFAC2011 Vehicle Class	Fuel	Avg Vehicle Speed (mph)	CO	ROC	NO_x	SO_x	PM_{10}	$PM_{2.5}$	lb/day	CO	ROC	NO_x	SO_x	PM_{10}	$PM_{2.5}$	MT
Semi-Truck/Tractor and Flatbed trailer (EMFAC T7 Vehicle)	Receive and deliver sand to commercial venues	96	3648	510720	T7 tractor construction	DSL	45	6.30	1.58	55.09	0.12	0.79	39.93	13017.71	0.44	0.11	3.86	0.01	0.06	0.02	826.52
Semi-Truck/Tractor and Flatbed trailer (EMFAC T7 Vehicle)	Transport D8 K Dozer to and from facility	1	20	2080	T7 tractor construction	DSL	45	0.03	0.01	0.30	0.00	0.00	0.16	71.37	0.00	0.00	0.02	0.00	0.00	0.00	3.37
Pickup/Passenger Vehicles	Employee/operations vehicles	9	270	70200	LDT2	GAS	50	1.22	0.02	0.16	0.00	0.03	3.73	211.13	0.12	0.00	0.02	0.00	0.00	0.00	24.26
Total On-road Activities - Potential of Expanded Mining and Revised Reclamation Plan								**7.56**	**1.61**	**55.54**	**0.13**	**0.82**	**43.82**	**13,300.21**	**0.56**	**0.11**	**3.89**	**0.01**	**0.06**	**0.02**	**854.15**

Notes for the Table

1. Emissions calculations based on EMFAC2014 Update March 2015; Region: Santa Barbara County APCD; Scenario Year 2017; Season: Annual, Model Year: Aggregated & EMFAC 2011 Vehicle classifications
2. Peak day assumes that workers for all activities commute to the site

Santa Barbara Sand
Elwood Ranch Quarry

updated
12/1/2017

Table 9a: On Site Fugitive Dust Emissions Detail - Historical Operations

	Activity	Source	Source Units	Source Units per Day	Source Units per Year	PM_{10} Emission Factor	$PM_{2.5}$ Emission Factor	Emission Factor, Units	Mitigation Reduction percentage	Peak Day PM_{10} Emissions, lbs/day	Total PM_{10} Emissions, tons	Peak Day $PM_{2.5}$ Emissions, lbs/day	Total $PM_{2.5}$ Emissions, tons
Semi-Truck/Tractor and Flatbed trailer (EMFAC T7	Receive and deliver sand to commercial venues	0.28	vehicle-miles	6.00	224.42	9.870	0.987	lbs/vehicle-miles	80%	3.3087	0.0619	0.3309	0.0062
Semi-Truck/Tractor and Flatbed trailer (EMFAC T7	Transport D8 K Dozer to and from facility	0.28	vehicle-miles	1.00	30.00	9.870	0.987	lbs/vehicle-miles	80%	0.5514	0.0083	0.0551	0.0008
Pickup/Passenger Vehicles	Employee/operations vehicles	0.12	vehicle-miles	9.00	2340.00	9.870	0.987	lbs/vehicle-miles	80%	2.1534	0.2799	0.2153	0.0280
International Water Truck, 1986 Cummins NTC 300	Dust Suppression	1.09	vehicle-miles	2.00	104.00	9.870	0.987	lbs/vehicle-miles	80%	4.2994	0.1118	0.4299	0.0112
Caterpillar D8 K Dozer	Quarry mining	1.0	hours	6.00	63.56	17.806	0.404	lb/hr	80%	21.3677	0.1132	0.4843	0.0026
Caterpillar 966 G Wheel Loader - Stock pile to plant	Raw quarry materials to plant	372.5	Tons per Hr	0.50	22.07	0.00006	0.00001	lb/ton	80%	0.0024	0.0001	0.0004	0.0000
Caterpillar 966 G Wheel Loader - Truck loading	Load sand from stockpile to trucks	372.5	Tons per Hr	0.50	22.07	0.00006	0.00001	lb/ton	80%	0.0024	0.0001	0.0004	0.0000
Sand Plant	Procesing raw material	177.0	Tons per Hr	4.00	55.75	0.00104	0.00016	lb/ton	0%	0.7335	0.0051	0.1097	0.0008
Typical Raw material Storage Pile	Storage Pile	0.24	Acres	1.00	365	3.6	0.54	lb/acre/day	80%	0.1756	0.0001	0.0263	0.0048
Typical Processed Sand Storage Pile	Storage Pile	0.25	Acres	1.00	365	3.6	0.54	lb/acre/day	80%	0.1778	0.0001	0.0267	0.0049
Disturbed Area (Active Mining)	Active Disturbed Area	6.3	Acres	1.00	365	3.6	0.54	lb/acre/day	80%	4.5205	0.0023	0.6781	0.1238
Total On Site Fugitive Dust Emissions Detail - Historical Operations										**37.29**	**0.12**	**1.33**	**0.14**

Table 9b: On Site Fugitive Dust Emissions Detail - Potential of Extended Quarry Termination Date

	Activity	Source	Source Units	Source Units per Day	Source Units per Year	PM_{10} Emission Factor	$PM_{2.5}$ Emission Factor	Emission Factor, Units	Mitigation Reduction percentage	Peak Day PM_{10} Emissions, lbs/day	Total PM_{10} Emissions, tons	$PM_{2.5}$ Emissions, lbs/day	Total $PM_{2.5}$ Emissions, tons
Semi-Truck/Tractor and Flatbed trailer (EMFAC T7	Receive and deliver sand to commercial venues	0.28	vehicle-miles	96.00	13440.00	9.870	0.987	lbs/vehicle-miles	80%	52.9388	3.7057	5.2939	0.3706
Semi-Truck/Tractor and Flatbed trailer (EMFAC T7	Transport D8 K Dozer to and from facility	0.28	vehicle-miles	1.00	104.00	9.870	0.987	lbs/vehicle-miles	80%	0.5514	0.0287	0.0551	0.0029
Pickup/Passenger Vehicles	Employee/operations vehicles	0.12	vehicle-miles	9.00	2340.00	9.870	0.987	lbs/vehicle-miles	80%	2.1534	0.2799	0.2153	0.0280
International Water Truck, 1986 Cummins NTC 300	Dust Suppression	1.09	vehicle-miles	2.00	104.00	9.870	0.987	lbs/vehicle-miles	80%	4.2994	0.1118	0.4299	0.0112
Caterpillar D8 K Dozer	Quarry mining	1.0	hours	6.00	599.66	17.806	0.404	lb/hr	80%	21.3677	0.8915	0.4843	0.0202
Caterpillar 966 G Wheel Loader - Stock pile to plant	Raw quarry materials to plant	372.5	Tons per Hr	0.67	173.81	0.00006	0.00001	lb/ton	80%	0.0032	0.0004	0.0005	0.0001
Caterpillar 966 G Wheel Loader - Truck loading	Load sand from stockpile to trucks	372.5	Tons per Hr	0.67	173.81	0.00006	0.00001	lb/ton	80%	0.0032	0.0004	0.0005	0.0001
Sand Plant	Procesing raw material	177.0	Tons per Hr	24.00	8760.00	0.00104	0.00016	lb/ton	0%	4.4009	0.8032	0.6584	0.1202
Typical Raw material Storage Pile	Storage Pile	0.24	Acres	1.00	365.00	3.6	0.54	lb/acre/day	80%	0.1756	0.0001	0.0263	0.0048
Typical Processed Sand Storage Pile	Storage Pile	0.25	Acres	1.00	365.00	3.6	0.54	lb/acre/day	80%	0.1778	0.0001	0.0267	0.0049
Disturbed Area (Active Mining)	Active Disturbed Area	10.51	Acres	1.00	365.00	3.6	0.54	lb/acre/day	80%	7.6028	0.0038	1.1404	0.2051
Total On Site Fugitive Dust Emissions Detail -Potential of Expanded Mining and Revised Reclamation Plan - Revised Operations										**93.67**	**5.83**	**8.33**	**0.77**

Dependent Variables for Emission Factors

			PM2.5	PM10	
Emission Factors for Travel on Unpaved Surfaces	$E = k(s/12)^a(S/30)^d/(M/0.5)^c$	*k*	0.15	1.5	*AP-42 Section 13.2.2 (Industrial Sites)*
		a	0.9	0.9	
		b	0.45	0.45	

Emission Factor for Dozer, e.g. Dozing Over Burden	E, lb/hr = $(5.7 * s^{1.2})/(M^{1.3})$	0.75	PM10 Scaling Factor		AP-42 Section 11.9 Table 11.9-1 (Western Surface Coal Mining)
		0.017	PM2.5 Scaling Factor		

Emission Factor for Loaders	E, lb/ton = $k(0.0032)(U/5)^{1.3}/(M/2)^{1.4}$	k, 10*um*	0.35		AP-42 Section 13.2.4, Aggregate Handling and Storage Piles, Eq 1
		k, 2.5*um*	0.053		

Emission Factors for Plant	*0.001036*	lb/ton	*PM10*		*Per Santa Barbara County Air Pollution Control District PTO 07680-R9*
	0.0001550	lb/ton	*PM2.5*		*(Combined factors for hopper, belt screen & stacker)*

Emission Factors for Storage Piles and Distrubed Areas	*3.62*	lb/day/acre	*PM10*		*Per Santa Barbara County Air Pollution Control District PTO 07680-R9*
	0.54	lb/day/acre	*PM2.5*		

Independent Variables for Emission Factors

Silt loading in percent	*28.5*	%	Table 13.2.4-1: Stone quarrying and Processing, various limestone products
Material moisture content, %	*7.35*	%	Table 13.2.4-1: Stone quarrying and Processing, various limestone products
Mean wind speed	8.5	mph	Weather Spark - Average Weather in Santa Barbara California, United States
Loader Drop Height - Plant Hopper	5	ft	Plant Hopper is elevated
Loader Drop Height - Truck Loading	10	ft	
mean vehicle weight in tons	*2*	Light vehicles	
mean vehicle weight in tons	*35*	Heavy Vehicles	
Mean vehicle Speed on unpaved surface	*15*	mph	
Mitigation Reduction Precentage	*80%*	%	Per Santa Barbara County Air Pollution Control District PTO 07680-R9

Refer to Table 12 for production rates for mining devices (Dozer & loader)

Table 10a : Stone Processing Emissions Detail - Electrical Generation - Historical Operations

Device type	Device Rating, hp	Daily Operations, hr	Hours/yr	MWh/day	MWh/year	GHG lb/MWh	GHG lb/day	GHG MT/yr
Plant	75	4	55.75	0.22	3.12	622.16	139.18	0.88
Total Historical							**139.18**	**0.88**

Table 10b : Stone Processing Emissions Detail - Electrical Generation - Potential of Extended Quarry Termination Date

Device type	Device Rating, hp	Daily Operations, hr	Hours/yr	MWh/day	MWh/year	GHG lb/MWh	GHG lb/day	GHG MT/yr
Plant	75	24	8760	1.34	489.92	622.16	835.10	138.24
Total Project Potential							**835.10**	**138.24**

1. GHG Emission factors from US EPA Year 2014 eGRD (CAMX - WECC California): CO2 = 619.9 lb/MWh; CH4 = 0.0367 lb/MWh & N2O = 0.00450 lb/MWh
2. GHG Global Warming Potential from Table A-1 to Subpart C of Part 98: 1 CO2 = 1 kg CO2e; 1 kg CH4 = 25 kg CO2e & 1 kg N2O = 298 kg CO2e
3. 1 hp = 745.699872 watts

Table 11: Mining Device Exhaust Emission Factors

Equipment	HP	Type	Emission Controls	Load Factor, %	Emission Factors (gm/hp-hr)					
					CO	ROG	NO_x	SO_2	PM_{10}	GHG
Caterpillar 966 G Wheel Loader - Stock pile to plant	246	Diesel	Tier 0	75%	6.0000	0.9900	6.9000	0.1820	0.6000	519.463
Caterpillar 966 G Wheel Loader - Truck loading	246	Diesel	Tier 0	75%	6.0000	0.9900	6.9000	0.1820	0.6000	519.463
Caterpillar D8 K Dozer	300	Diesel	Tier 0	75%	6.0000	0.9900	6.9000	0.1820	0.6000	519.463
International Water Truck, 1986 Cummins NTC 300	300	Diesel	Tier 0	75%	6.0000	0.9900	6.9000	0.1820	0.6000	519.463
Pickup/Passenger Vehicles	185	Gasoline	See EMFAC Emission Factors for On Road Activities							
Semi-Truck/Tractor and Flatbed trailer (EMFAC T7 Vehicle)	300	Diesel	See EMFAC Emission Factors for On Road Activities							

References

1) Pound/hp-hr Emission Factors (Off Road Diesel) are calculated from Tierd Factors found in "Exhaust and Crankcase Emission Factors for Nonroad Engine Modeling - Compression-Ignition", US EPA, July 2010. (US EPA Document number EPA-420-R-10-018).

2) GHG EF's are from 40 CFR Pt 98 Subpart C, Tables C-1 & C-2, converted to gm/hp-hr using bsfc of 7000 BTU/hp-hr. The emission factors for gasoline equipment were converted directly to lb/hp-hr using the same bsfc and therefore, the emission factors in gm/hp-hr were not shown in the table above.

3) Pounds/hour calculated from load factor and hp rating

4) PM2.5 Emission Factors based upon SCAQMD Methodology to calculate Particulate Matter - PM10 to PM2.5 Ratios

5) Sulfur EF [g/bhp-hr] = [lb S/100 lb fuel] [lb fuel/gal fuel] [g S/lb S] [g-mole S/g S] × [g-mol SO2/g-mol S] [g SO2/g-mole SO2] [gal fuel/Btu] [Btu/bhp-hr]
(Used 0.05% Sulfur Fuel; Diesel density of 7.05 lb/gal; 137,000 Btu/gal; & 7800 Btu/bhp-hr)

Table 12: Mobile Device Emission Factors

EMFAC2014 Emission Rates
Region: Santa Barbara County APCD
Calendar Year: 2017
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Model Year: Aggregated

Based upon annual average temperature and humidity for the Santa Maria area: 58 & 72% RH
Start Exhaust Tailpipe Emissions (STREX) for gas engines assumes 8 hours (480 minutes) sitting periods.
Idle Exhaust Emission (IDLEX) factors not used as idling emissions are accounted for in On-site activities.

Input Category			CO		ROG							NOx		SOx		PM10				PM2_5				GHG		CO2		CH4	
EMFAC 2011 vehicle_class	fuel	speed_time	RUNEX	STREX	RUNEX	STREX	HOTSOAK	MODHURN	MDRESTLOSS	PDIURN	PRESTLOSS	RUNLOSS	RUNEX	STREX	RUNEX	STREX	RUNEX	STREX	PMBW	PMTW	RUNEX	STREX	PMBW	PMTW	RUNEX	STREX	RUNEX	STREX	RUNEX	STREX
LDT2	Gas	35	1.907645084	14.7623229	0.04760229	1.1170982	0.210563	0.003935	0.002203	0.048641	0.02864396	4.07722852	0.2601264	0.518845	0.0036985	0.00295346	0.0020857	0.006896291	0.009	0.03675	0.0019203	0.0063482	0.002	0.01575	387.8899118	270.7936699	387.5123	269.0547022	0.0179816	0.062808
LDT2	Gas	40	1.769370869	14.7623229	0.04187148	1.1170982	0.210563	0.003935	0.002203	0.048641	0.02864396	4.07722852	0.2503186	0.518845	0.003615	0.00295346	0.0018177	0.006896291	0.009	0.03675	0.0016728	0.0063482	0.002	0.01575	359.6357901	270.7936699	359.3071	269.0547022	0.0156987	0.062808
LDT2	Gas	45	1.655706057	14.7623229	0.03844642	1.1170982	0.210563	0.003935	0.002203	0.048641	0.02864396	4.07722852	0.2456637	0.518845	0.0034781	0.00295346	0.0016546	0.006896291	0.009	0.03675	0.0015319	0.0063482	0.002	0.01575	346.0826599	270.7936699	345.7812	269.0547022	0.0143695	0.062808
LDT2	Gas	50	1.56460699	14.7623229	0.03701509	1.1170982	0.210563	0.003935	0.002203	0.048641	0.02864396	4.07722852	0.2459697	0.518845	0.0034726	0.00295346	0.0016027	0.006896291	0.009	0.03675	0.001475	0.0063482	0.002	0.01575	345.9958962	270.7936699	345.37629	269.0547022	0.0137892	0.062808
LDT2	Gas	55	1.496838359	14.7623229	0.0373726	1.1170982	0.210563	0.003935	0.002203	0.048641	0.02864396	4.07722852	0.2512748	0.518845	0.0035079	0.00295346	0.0016237	0.006896291	0.009	0.03675	0.0014836	0.0063482	0.002	0.01575	358.3385904	270.7936699	358.04714	269.0547022	0.0139784	0.062808
LDT2	Gas	60	1.450306826	14.7623229	0.03659418	1.1170982	0.210563	0.003935	0.002203	0.048641	0.02864396	4.07722852	0.2620725	0.518845	0.0036868	0.00295346	0.0017284	0.006896291	0.009	0.03675	0.0015906	0.0063482	0.002	0.01575	385.5581263	270.7936699	385.2503	269.0547022	0.0146585	0.062808
LDT2	Gas	65	1.432901033	14.7623229	0.04404497	1.1170982	0.210563	0.003935	0.002203	0.048641	0.02864396	4.07722852	0.2792922	0.518845	0.0043178	0.00295346	0.0019974	0.006896291	0.009	0.03675	0.0017832	0.0063482	0.002	0.01575	430.5725551	270.7936699	430.2311	269.0547022	0.0162586	0.062808
T7 Tractor Construction	Dsl	35	1.109880958		0.32270397							7.6360643		0.0167777		0.0859687			0.036	0.09174	0.0827784		0.009	0.02646	1758.881983		1758.5863		0.0140598	
T7 Tractor Construction	Dsl	40	0.919474183		0.24651865							7.1790636		0.0160351		0.0838981			0.036	0.09174	0.0802572		0.009	0.02646	1681.396976		1681.1653		0.0111762	
T7 Tractor Construction	Dsl	45	0.783056297		0.19650094							6.849504		0.0154408		0.0855674			0.036	0.09174	0.0818657		0.009	0.02646	1618.849494		1618.4678		0.009127	
T7 Tractor Construction	Dsl	50	0.691256583		0.16745442							6.6234667		0.0149607		0.091077			0.036	0.09174	0.0871371		0.009	0.02646	1568.297102		1568.1338		0.0077776	
T7 Tractor Construction	Dsl	55	0.637357312		0.15119283							6.4872138		0.0145839		0.1004879			0.036	0.09174	0.0961408		0.009	0.02646	1528.783354		1528.6359		0.0070225	
T7 Tractor Construction	Dsl	60	0.621714128		0.14766593							6.4447012		0.0144278		0.1064812			0.036	0.09174	0.1018746		0.009	0.02646	1512.414739		1512.2705		0.0066689	
T7 Tractor Construction	Dsl	65	0.621714128		0.14766593							6.4447012		0.0144278		0.1064812			0.036	0.09174	0.1018746		0.009	0.02646	1512.414739		1512.2705		0.0066689	

Table 13: Mining and Reclamation Device Production Rates

Caterpillar D8 K Dozer Production Rate		Based on Caterpillar Handbook (Ed. 47) for CAT D8T
Uncorrected Maximum Production Rate, cu yd/hr	375	Average Dozing Distance ~ 400 ft
Correction Factors		
Hard to cut material	0.8	
Grade Correction	1.0	
Slot Dozing	1.2	
Average Operator	0.75	
Job Efficiency	0.5	
Weight Correction Factor	0.676	
Material density =	1.416	2832 lb/cu yd (SBC APCD PTO 076890-R9, Condition 2.a)
Estimated Production Rate	91.3	Cu Yd/hr
Estimated Production Rate	155.3	Ton/Hr

Caterpillar 966 G Wheel Loader Production Rate		Based on Caterpillar Handbook (Ed. 47) for CAT D8T
Excavator Bucket Capacity, cu yd	5	Cu Yd
Excavator Cycle Time	0.55	Min
Average Travel Distance	100	ft
Loaded travel time	0.2	Min
Unloaded travel time	0.2	Min
Operating Cycle Time	0.95	Min
Uncorrected Production Rate	545	Cu Yd/hr
Material density, ton/cu yd	1.416	2832 lb/cu yd (SBC APCD PTO 076890-R9, Condition 2.a)
Excavator Bucket Capacity, tons	7.08	Bucket capacity x material density
Uncorrected Excavator Production Rate, tons	447.2	Bucket capacity / cycle time
Bucket Load Factor	0.9	
Job Efficiency	0.833	
Estimated Production Rate, tons per hour	372.48	Production rate x efficiency
Estimated Production Rate, Cu Yd/hr	263.05	Production rate x efficiency

Santa Barbara Sand
Elwood Ranch Quarry

updated
12/1/2017

Table 14: Loads per Month and Annual Production Quantities

	2016	2015	2014	2013	2012
Jan	17.1	17.0	12.2	15.9	14.5
Feb	19.3	23.1	11.4	16.4	17.7
Mar	16.0	27.6	14.8	15.8	17.5
Apr	7.2	16.5	20.5	23.1	13.0
May	13.2	18.5	18.9	25.2	15.6
Jun	24.6	21.5	31.4	18.7	26.6
Jul	29.0	29.0	22.2	14.9	14.4
Aug	18.5	17.1	19.8	19.4	22.2
Sep	20.4	21.6	20.8	15.3	16.2
Oct	14.4	25.0	23.2	17.5	22.0
Nov	19.0	25.7	18.6	14.2	19.6
Dec	15.1	8.4	15.8	18.8	13.2
Total	213.8	251	229.6	215.2	212.5
Avg/mo	17.82	20.92	19.13	17.93	17.71
Annual total Tonnage	11,616	10,727	8,970	8,412	9,616
Annual Cubic Yards	6832.94	6310.00	5276.47	4948.24	5656.47
Max Loads per Month	31.4				

ATTACHMENT 5
ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT 87-EIR-3

Ellwood Quarry Revised Conditional Use Permit and Reclamation Plan
CA Mine ID# 91-42-0020

TO: Decision-Makers

FROM: Lisa Plowman, Director, Planning and Development
Staff Contact: Errin Briggs

DATE: March 4, 2021

RE: Ellwood Quarry Revised Conditional Use Permit and Reclamation Plan Project
17RVP-00000-00082 to 02CUP-00000-00006 &
18RVP-00000-00016 to 02RPP-00000-00001
APN: 079-100-017

CEQA DETERMINATION:

Because 87-EIR-3 was adopted for the ongoing Ellwood Quarry Mining and Reclamation Project, CEQA Guidelines § 15162 states that no subsequent EIR or ND shall be prepared unless one or more of the following have occurred: 1) substantial changes are proposed in the project which will require major revisions to the Supplemental EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; 2) substantial changes will occur with respect to the circumstances under which the project is undertaken which will require major revisions to the Supplemental EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or 3) new information of substantial importance which was not known and could not have been known at the time the previous Supplemental EIR was certified as complete has become available.

There are no substantial changes or changed circumstances under which the proposed project is to be undertaken. As described below, no new significant environmental effects or a substantial increase in the severity of previously identified significant effects under the adopted Environmental Impact Report (87-EIR-3) have been found with the proposed project. Further, there is no new information that the proposed project will have one or more significant effects not discussed in the adopted 87-EIR-3. The project proposes the same uses as previously analyzed, the analysis contained within 87-EIR-3 addresses the impacts that would be associated with the proposed project, and identifies measures that would mitigate those impacts to a less than significant level. Mitigation measures identified in 87-EIR-3 are incorporated into the conditions of approval of revision Case No. 17RVP-00000-00082 to Conditional Use Permit Case No. 02CUP-00000-00006.

Because none of the conditions in CEQA Guidelines § 15162 have occurred, no subsequent EIR is required for this project. Therefore, an Addendum to 87-EIR-3 is the appropriate document for the proposed time extension to 02CUP-00000-00006 and 02RPP-00000-00001 to extend the mining end date by 25 years.

Finding that CEQA §15164 (Addendum to an EIR or ND) applies to the Ellwood Quarry revised Conditional Use Permit and Reclamation Plan Project, Case No. 17RVP-00000-00082 to 02CUP-00000-00006 and 18RVP-00000-00016 to 02RPP-00000-00001. CEQA §15164 allows an addendum to be prepared when only minor technical changes or changes which do not create new significant impacts would result. Because the project revisions meet the conditions for the application of Public Resources Code Section 21166 and State CEQA Guidelines Section 15164, preparation of a new subsequent EIR or EIR is not required and this Addendum to Environmental Impact Report (87-EIR-3) may be used to fulfill the environmental review requirements for Case Nos. 17RVP-00000-00082 and 18RVP-00000-00016.

LOCATION:
This site is identified as Assessor Parcel Number 079-100-017, located on Ellwood Ranch about one-half mile north of Cathedral Oaks Road near the western end of the City of Goleta, Third Supervisorial District.

BACKGROUND:
Ellwood Quarry was originally proposed (and approved) in 1987 as a replacement for the Pulice Ranch Quarry, a nearby similar sand mine that had operated since 1962 and was nearing exhaustion of material reserves. The Pulice Ranch Quarry, located about 1,000 feet east of Ellwood Quarry, was closed and the site reclaimed in 1992. At that time, mining operations commenced at Ellwood Quarry. The primary offsite effect of the proposed Ellwood Quarry operation, the truck traffic required for sand transport, was limited by the conditions of approval of 86-CP-060 to the existing level of truck trips associated with the Pulice Ranch Quarry. Thus, no new truck traffic was found to be associated with the Ellwood Quarry and impacts on Traffic and Circulation were determined to be less than significant in 87-EIR-3.

Ellwood Quarry has operated over the past two decades in compliance with the conditions of approval of 02CUP-00000-00006 and 02RPP-00000-00001. Mitigation measures required during initial development of the quarry to address project impacts have been implemented. Required annual inspections by County staff have not identified any problems associated with this facility and have consistently found the facility to be in compliance with project conditions and SMARA standards.

In 1998 and 1999, construction of the nearby Winchester Commons and Mountain View housing developments occurred. During this period, complaints were received by the County regarding dust generation and truck traffic noise associated with the temporary construction and the pre-existing Ellwood Quarry operations. As the new housing developments are now completed, such a concentration of earth-moving and construction activity in the local area is not anticipated to recur.

PROPOSED PROJECT:

The project request is for a revision (Case No. 17RVP-00000-00082) to Conditional Use Permit 02CUP-00000-00006 to extend the life of the existing mining operation for 25 years to December 31, 2043. The existing Reclamation Plan was approved by the County Planning Commission in 2002 and the Conditional Use Permit (CUP) was approved by the Board of Supervisors in 2003. The CUP is scheduled to expire in August of 2018 while the Reclamation Plan is scheduled to expire on December 31, 2022.

Ellwood Quarry is an existing mining facility that produces sand through the excavation of a Vaqueros Formation outcrop located about one-half mile north of Cathedral Oaks Road, just west of Goleta. Other than size sorting, no processing of the produced sand takes place on the site. All support structures, access roads and other necessary facilities are in place and currently in use. These facilities include above-ground fuel tanks, an office trailer with a toilet, truck scale, shop building, and water system. Eight full-time employees are involved in the mining operation. The project site is zoned AGII-100, totaling 191 acres on Assessor's Parcel Number 079-100-017, and located at 1300 Ellwood Ranch Road in Goleta, CA, Third Supervisorial District.

This mining facility currently operates under the authority of Conditional Use Permit 02CUP-00000-00006. Modification of CUP Conditions of Approval #6 and #50 involving the time period for mining is requested. No other changes in the permit conditions or operation of Ellwood Quarry are proposed.

The CUP authorized mining activities for a 15-year period, ending in August, 2018. Market demand during the previous 15 years has been lower than originally estimated and mining authorized under 02CUP-00000-00006 will not be completed within the timeframe originally estimated. The operator requests that Condition #6 be modified to extend the timeline for completion of mining by 25 years to December 31, 2043, subject to the requirements of Conditions of Approval #6 and #50. Discussed below are estimates of product volume and the remaining time required to complete mining.

Sand excavated from the Ellwood Quarry is used for a number of construction, landscaping, and commercial purposes. All of the excavated material is saleable product and no mining waste is generated. Topsoil is stockpiled for use in reclamation. The total excavation volume approved under 02CUP-00000-00006 is 1,028,250 cubic yards. Of this total, 332,300 cubic yards of material remains within the limits specified in the original CUP and Reclamation Plan. At an average annual production rate of 16,000 cubic yards per year, it would require approximately 21 years to complete mining. As indicated above, the applicant proposes to extend the timeframe for completion of mining for 25 years to account for potential future downturns in market demand.

Ellwood Quarry is operated Monday through Friday (except national holidays) from 7:00 am to 4:30 pm. Sand is transported from the quarry site during these hours via large trucks operated by the quarry and by customers of the quarry.

The applicant proposes to repair the existing private roadway from the intersection with Cathedral Oaks Road to the Ellwood Ranch Quarry bridge as follows: Install an asphalt overlay on the existing paved roadway with an overlay thickness of 2.5 inches of new asphalt compacted down to 2.0 inches. In addition, the paved roadway will be widened in the two (2) places described below, and safety signage that warns of blind curves and pedestrian and bicycle traffic shall be installed, including posting a speed limit specific to truck traffic of 15 mph, at appropriate locations along the shared access road. The road widening will occur as follows: (a) Site #1 – approximately 100 linear feet of roadway, on the west side of the road, willbe widened, and overlaid with asphalt by three (3) feet, commencing at the entrance gate at 1100 Ellwood Ranch Road and terminating at the top of the grade; and, (b) Site #2 – approximately 50 linear feet of roadway, on the west side of the road, will be widened and paved by three (3) feet, commencing approximately 100 feet north of the intersection of Ellwood Ranch Road and Cathedral Oaks Road. The private roadway repairs described above will commence within 60 days of the issuance of the Zoning Clearance, and will be completed within 60 days of commencement. In addition, the condition of the private roadway will be inspected no less often than one time per calendar year, by the Public Works Director, or designee. Such inspection will include examining the condition of the paving and signage to ensure that the road is in good working condition (meeting a minimum pavement condition index of 70 or greater) and the signage is posted in the locations described above. If the inspector determines that repairs to the road or signage are needed to conform with the project description, the inspector will notify the Planning & Development Director and the applicant of the recommended road and/or signage repairs and the applicant shall complete the repairs within 90 days of notification.

In addition, the applicant proposes to:

(i) remove the weigh station scale at the quarry upon termination of quarry operations; and

(ii) limit non-agricultural truck trips along the shared access road to the on-going quarry trucking to 40 average daily trips, and the additional trucking serving the two agricultural reclamation projects on the property.

<u>CHANGES IN PROJECT IMPACTS</u>:

The environmental effects of the Ellwood Quarry were evaluated in environmental impact report 87-EIR-3 as part of project approval in 1987. As indicated above, the proposed revision of the Conditional Use Permit to extend the life of the mining operation by 25 years reflects lower than

anticipated material sales over the past decade and not an increase in mining area or the volume of excavation over the original approval. Daily operations at the quarry would continue with no substantial change over current conditions.

Agricultural Impacts

The Ellwood Quarry is located within agricultural preserve 77-AP-047. In accordance with the Williamson Act (1965), any commercial agricultural use is permitted within an agricultural preserve, however, local governments can identify compatible uses permitted within a preserve via a use permit (California Department of Conservation 2004). The County's Uniform Rules, governing the Agricultural Preserve program addresses the use of preserve land for mining purposes. Uniform Rule #4 says that "the mining, extraction and quarrying of natural resources are compatible to an agricultural preserve…"

The proposed project would have no new agricultural impacts, but would allow ongoing impacts to occur over a longer period of time. The agricultural areas that would be impacted from the extended phasing of mining activities would be reclaimed in accordance with SMARA. The Reclamation Plan identifies end uses of open space and agriculture. Agricultural impacts associated with the proposed project are addressed by 87-EIR-3 and conditioned by 17RVP-00000-00082 to 02CUP-00000-00006 and 18RVP-00000-00016 to 02RPP-00000-00001. Therefore, the project would not increase the severity of existing impacts to agriculture previously analyzed under the 1987 Environmental Impact Report.

Aesthetics Impacts

The view of the quarry cut slope from offsite public viewing places is identified in 87-EIR-3 as a potentially significant (Class II) impact. In order to reduce this impact to a less than significant level, several measures were required under 86-CP-060. These include the maintenance of a 8-10 foot high berm on the southern side of the excavation area, limitations on the timing of excavation of the south-facing slope, a prohibition against the sidecasting of excavated sand over the south-facing slope, a prohibition on development of a new access road on the southern side of the quarry, and revegetation of the exposed cut slope as soon as possible. Ellwood Quarry has operated in conformance with these requirements and the current application does not propose that they be changed.

At the time of preparation of 87-EIR-3, the "most significant source of potential visual impact of the project" was the view of the site from US Highway 101. This is no longer an issue as the subsequently-developed Winchester Commons housing project has blocked all views of the quarry from Highway 101. The quarry is currently visible from several short segments of the new extension of Cathedral Oaks Road and from the east-bound segment of Calle Real from the Winchester Canyon overpass to the western end of Cathedral Oaks. The "Phase I" slope above the active quarry area is underlain by dark sandstone and silts of the Sespe Formation and visually appears similar to the surrounding hillside areas. Only a narrow horizontal band of light-colored sand in the active quarry area is visible. The quarry does not dominate the view from these points and only the upper portion of the quarry slope is visible. In any case, no new impacts on visual resources are anticipated.

Cumulative – 87-EIR-3 identified that impacts to visual resources were less than significant with mitigation. The EIR further determined that residual impacts were not significant. The time extension project would allow a continuation of existing cumulative visual/aesthetic impacts that with mitigation, would remain less than significant. Because the proposed project would continue site operations, aesthetic impacts associated with the proposed time extension are equal to or less than what was identified in the original EIR.

Air Quality Impacts

Emissions from sand transport trucks are identified in 87-EIR-3 as a significant and unavoidable impact on air quality. 87-EIR-3 analyzed the project assuming a total of 96 truck trips per day (48 trips in and 48 trips out). Operations in the past have exceeded 90 trips per day. The proposed revised Conditional Use Permit would reduce the current limit of 96 trips per day to 40 trips per day (20 trips in and 20 trips out). Recent existing operations average 12 truck trips per day (6 trips in and 6 trips out) at the quarry and represent existing conditions. The level of quarry operations evaluated in 87-EIR-3 anticipated a production rate of 80,000 to 100,000 cubic yards of sand per year. The actual average production over the previous eleven reported years (2006 - 2016) of quarry operation has been only 13,963 cubic yards per year and represents the CEQA baseline. The average production rate is not expected to be exceeded over the remaining life of the mine. Thus, the annual vehicle exhaust emissions from the sand transport trucks have been and would continue to be reduced from that estimated in 87-EIR-3. Similarly, fugitive dust from truck sand loads and excavation activities would be less than estimated in 87-EIR-3.

Although greenhouse gases were not originally analyzed in 87-EIR-3, the applicant provided a complete air emissions calculation package to the County for this time extension request (Attachment 2), which was reviewed by the Santa Barbara County Air Pollution Control District (APCD). The air emission calculation package accounted for existing site operations as baseline, compared against the total potential emissions for the proposed time extension. The air emissions associated with the proposed time extension fall below APCDs thresholds of significance for particulates as well as greenhouse gases. While the time extension project would allow a continuation of existing on-site impacts originally considered significant by 87-EIR-3, the proposed time extension project would not exceed levels analyzed in 87-EIR-3 or current County CEQA air thresholds. As proposed, the project is consistent with 87-EIR-3 and existing mitigation measures identified in 87-EIR-3 are appropriate. No further environmental review would be necessary.

Cumulative – 87-EIR-3 identified that cumulative air quality impacts related to Nitrous Oxide emissions (NOx) was significant (Class I). The EIR identified options for mitigating cumulative impacts to air quality including limiting grading in surrounding projects to the extent feasible, phasing surrounding development projects and limiting the amount of NOx emissions generated at the site. While the surrounding development identified in the cumulative projects table in 87-EIR-3 has been built out, the time extension project would allow a continuation of existing on-site impacts originally considered significant by 87-EIR-3, and therefore, cumulative air quality impacts associated with NOx emissions would remain significant but would not substantially increase the previously-identified significant impact. Further, because the proposed project would reduce the level of peak hour and daily trips, air quality impacts associated with the proposed time extension are equal to or less than what was identified in the original EIR.

Noise Impacts
Noise generated by quarry operations and by sand transport trucks arriving and departing the site was identified as a potentially significant (Class II) impact in 87-EIR-3. Measures to reduce noise generation to a less than significant level were incorporated into the original Conditional Use Permit (86-CP-060) and remain a requirement of existing Conditional Use Permit (02CUP-00000-00006). These measures include the maintenance of an 8-10 foot berm in front of the active excavation area and limits on the hours of operation (7:00 am to 4:30 pm). No change in these requirements is proposed. The proposed project would have no new noise impacts, but would allow ongoing impacts identified in 87-EIR-3 to occur over a longer period of time. The project would not generate any increases in noise levels. Thus, no new impacts would be anticipated as a result of the proposed revised permit.

Cumulative – 87-EIR-3 identified that the quarry project would contribute to cumulative noise impacts in the surrounding area but that such impacts would not be significant with the implementation of mitigation measures included in the EIR. Similarly, the time extension project would allow a continuation of existing noise impacts in the surrounding area but such impacts would continue to be less than significant with mitigation. Because the proposed project would reduce the level of peak hour and daily trips, noise levels associated with truck traffic for the proposed time extension are less than what was identified in the original EIR.

Traffic and Circulation Impacts
Impacts on traffic and circulation due to truck trips associated with sand deliveries from Ellwood Quarry are determined in 87-EIR-3 to be less than significant. This finding is based on the limitation of truck trips to the historic level associated with the adjacent and now-closed Pulice Ranch Quarry. The proposed revised Conditional Use Permit would reduce the current limit of 96 trips per day (48 trips in and 48 trips out) to 40 trips per day (20 trips in and 20 trips out). As proposed, the project is consistent with 87-EIR-3 and no additional impacts related to traffic and circulation are anticipated.

Cumulative – 87-EIR-3 identified that the quarry project would contribute to cumulative traffic impacts and included mitigation for cumulative impacts to traffic including a requirement to pay fees toward the County "Road Improvement Trust Fund." The applicant provided a June 22, 2018 "Baseline and Cumulative Traffic Analysis" prepared by Associated Transportation Engineers (ATE) for the project (Attachment 1). The ATE report describes existing conditions of the area road network, levels of service and a cumulative analysis. Cumulative traffic volumes were forecast for the study-area roadways and intersections assuming development of the approved and pending projects located within the study area. The report concludes that cumulative traffic would operate at LOS B or better at study-area intersections. The report also concludes that the Project generates 1 to 3 trips during the A.M. peak hour and 0 trips during the P.M. peak hour at study-area intersections. Because the proposed project would reduce the level of peak hour and daily trips, traffic levels associated with the proposed time extension are less than what was identified in the original EIR.

FINDINGS:

It is the finding of the Planning and Development Department that the previous environmental document, as herein amended, may be used to fulfill the environmental review requirements of the current project. Because the current project meets the conditions for the application of State CEQA Guidelines §15164, preparation of a new EIR is not required.

Discretionary processing of the Ellwood Quarry revised Conditional Use Permit and Reclamation Plan Project, Case No. 17RVP-00000-00082 to 02CUP-00000-00006 and Case No. 18RVP-00000-00016 to 02RPP-00000-00001, may now proceed with the understanding that any substantial changes in the proposal may be subject to further environmental review.

ATTACHMENTS:

1. Associated Transportation Engineers Baseline and Cumulative Traffic Analysis dated June 22, 2018
2. Ellwood Quarry Air Analysis dated December 1, 2017