



Agenda Item B.1
PUBLIC HEARING
Meeting Date: June 24, 2019

TO: Planning Commission Chair and Members

FROM: Peter Imhof, Planning and Environmental Review Director

CONTACT: Mary Chang, Supervising Senior Planner

SUBJECT: Request for the Cox Communications Headquarters Upgrade and New Critical Facility Development Plan Revision and development standard modifications located on a 2.43-acre site at 22 South Fairview Avenue; APNs: 071-021-01 and -44; Case No. 18-093-DPRV

RECOMMENDATION

It is recommended that the Planning Commission consider:

1. Opening a public hearing to take verbal and written testimony; and
2. After considering the evidence presented during the public hearing, adopt Planning Commission Resolution No. 19- __ entitled "A Resolution of the Planning Commission of the City Of Goleta, California, adopting the Final Mitigated Negative Declaration, adopting the Mitigation Monitoring and Reporting Program, and Approving the Development Plan Revision with Modifications for the Cox Communication Headquarters Upgrade and New Critical Facilities Project, located at 22 South Fairview Avenue, Goleta; Case No. 19-093-DPRV; APNs 071-021-01 & -044 (Attachment 1).

AGENT

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APPLICANT

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APPLICANT'S REQUEST

On July 31, 2018, Cox Communications ("Applicant") filed an application for a Development Plan Revision (DPRV) to regulate all aspects of the existing on-site development as well as the demolition of an existing 3,360 square foot building and an existing 4,124 square foot building; construction of a new 6,519 square foot single-story building; installation of two emergency power diesel generators; and other related site improvements, including a new exterior loading area, revised parking lot design, landscape changes, new screen walls, security gates, and fences, and a new elevator

to serve an existing building that will be retained. The proposal, which is more fully described below, includes a request for development standard modifications related to the location of the proposed emergency power generators and the location and height of associated generator sound attenuation and visual screen structures. Site development modifications are also requested related to landscaping requirements and the height of proposed new security fencing. Additionally, the request is to adopt a Mitigated Negative Declaration (MND) pursuant to California Environmental Quality Act (CEQA) Guideline §15074.

<i>Project Application Filed:</i>	<i>July 31, 2018</i>
<i>Design Review Board Conceptual Review:</i>	<i>November 13, 2018, January 22, 2019, and March 12, 2019</i>
<i>Project Deemed Complete:</i>	<i>December 13, 2018</i>
<i>Native American Consultation Request Sent:</i>	<i>January 3, 2019</i>
<i>Native American Consultation with Santa Ynez Band of Chumash Indians Representative:</i>	<i>March 5, 2019 – April 29, 2019</i>
<i>Mitigated Negative Declaration Public Review Period:</i>	<i>May 4 – 24, 2019</i>

JURISDICTION

The Planning Commission has jurisdiction over the requested DPRV pursuant to Section 35-317.10.3, Article III (Inland Zoning Ordinance) Chapter 35, Goleta Municipal Code. Therefore, the Planning Commission has final discretionary authority for the project request, unless its decision is appealed to the City Council.

BACKGROUND

Prior Approvals

On August 25, 1982, the County of Santa Barbara Board of Supervisors approved the Cox Communication Goleta Service Center Project Development Plan (81-MP-9) for construction of four, single-story buildings totaling 33,810 square feet on the 2.43-acre property. This Development Plan was subsequently modified through Substantial Conformity Determinations and Land Use Permits such that the site is currently described as follows:

- Building A - 3,360 square foot, one-story office building (proposed to be demolished);
- Building B - 4,124 square foot, one-story warehouse building (proposed to be demolished);
- Building C - 27,310 square foot, two-story office building (proposed to be retained and remodeled); and
- A fenced storage yard - 19,658 square feet.

As indicated above, Building C Headquarters was originally approved as a single-story structure (13,750 square feet); the original project approval also included Building D (12,500 square feet) along the east property boundary. Prior to construction, the design of Building C was altered to incorporate the square footage from Building D into a

redesigned and slightly expanded two-story Building C Headquarters for office, repair, and storage uses (26,990 square feet). Building D was not constructed. Building C was further modified through subsequent permits to reflect its current configuration, height, and square footage of 27,310 square feet. The zoning for the site at the time of approval was (M-1-D) Light Industrial with a Design overlay.

At the time Case No. 81-MP-9 was approved by the County, the rear setback requirement was 10 feet. The current M-1 District setback is 50 feet when abutting residentially zoned property. Building C Headquarters was built with a 10-foot setback consistent with the approved Case No. 81-MP-9 and is legal nonconforming as to rear setback based upon today's zoning regulations.

DRB Review

The Design Review Board (DRB) conducted conceptual review of the project on November 13, 2018, January 22, 2019, and March 12, 2019. At the March 12, 2019 review, DRB members generally found the project to be well-designed and compatible with the surrounding industrial-related buildings in the immediate area (Attachment 2). Provided that the Project is approved by the Planning Commission, the final design of the Project has been scheduled for DRB's Design Review Approval on June 25, 2019.

Native American Consultation

A consultation was requested by the Santa Ynez Band of Chumash Indians. On March 5, 2019, an initial consultation meeting was held with Freddie Romero, Cultural Resources Coordinator, and the City. A subsequent meeting was held with Mr. Romero, the applicant and applicant representatives and City staff on April 2, 2019. As indicated above, the consultation process concluded on April 29, 2019. The input received during consultation has been incorporated into the Mitigated Negative Declaration (MND) and Mitigation Measure CUL/TC-1 reflects the input.

Project Location

The project site is located at 22 South Fairview Avenue, approximately 900 feet north of Hollister Avenue, and south of and adjacent to the Union Pacific Railroad (UPRR) and U.S. Highway 101. The project is located on the existing Cox Communications Headquarters property and is adjacent to Old Town Goleta. The project site is 2.43 acres and encompasses two Assessor Parcels (71-021-01 and -44). Residential and commercial uses are located to the south and east of the project site. Commercial uses are located across South Fairview Avenue to the west. Access to the project site is from the South Fairview Avenue cul-de-sac.

Figure 1 – Project Location



Project Description

Cox Communications has requested approval of a Development Plan Revision (18-093 DPRV) with modifications that would add a new critical facility building, remove two small buildings (Buildings A and B) and make other various site improvements.

As shown in the proposed site plan (Figure 2) below, the project consists of the following components:

1. Demolition of Buildings A (3,360 square feet) and B (4,124 square feet). The uses within these buildings (office and warehouse use) would be relocated to the existing two-story Building C Headquarters (27,310 square feet);
2. Construction of an elevator on the south elevation of Building C Headquarters along with interior tenant improvements. The improvements to Building C Headquarters are to accommodate relocated uses from Buildings A & B and make the building Americans with Disability (ADA) accessible;
3. Construction of a new single-story 6,519 square foot Critical Telecommunications Facility (Critical Facility). The new building would be located in the southeastern portion of the site as shown on the site plan;
4. Installation of two new 750kw backup diesel generators in the existing utility yard located to the north of Building C Headquarters. The two new generators will replace two of the three existing backup generators after the new Critical Facility is operational. One of the existing backup generators will remain; and,

5. Construction of a new exterior loading area at Building C Headquarters, a new parking lot design, landscape changes, extension of existing site masonry screen walls. Further, relocation of the existing vehicular and pedestrian security access gates and fencing currently located 135 feet east of South Fairview to a new position 70 feet from the roadway edge is proposed. A new card access island for the gate will also be located just inside the driveway entrance.

Table 1 summarizes the existing and proposed project site building, accessory structures, and lot coverage characteristics.

Cox Communication has also requested the following modifications:

1. A 3-foot height increase (to 15 feet from 12 feet) for the backup generator enclosures located within the required rear yard setback to provide for the visual screening and sound attenuation for the new backup generators;
2. A 1-foot reduction in the width of perimeter planters along the property boundary southwest and east of the proposed Critical Telecommunications Facility (from 5' wide to 4' wide), and no perimeter landscape planter along the property boundary north of and immediately east of the existing Building C;
3. A reduction of the landscape parking islands interval requirement from one for every 8 spaces to one for every 10 spaces at the center of the project site; and
4. Allow a height increase of 5.5 feet for the wrought iron security fencing height at the site entry abutting Fairview Avenue. The required height limit is 30-inch height within 25 feet of the entry/exit and the proposal is 8 feet.

Figure 2 - Proposed Site Plan

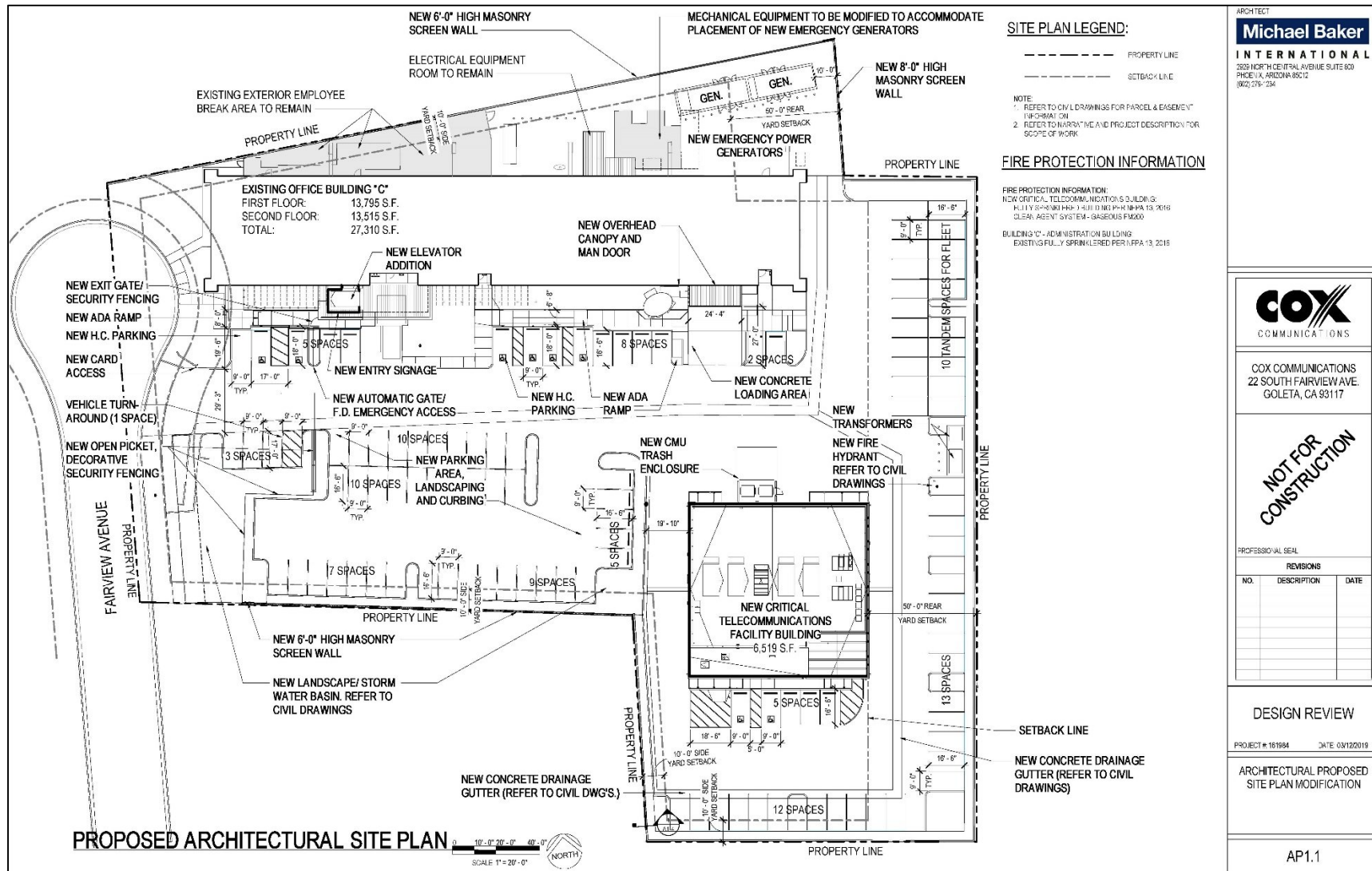


Table 1 Proposed Project and Existing Lot Coverage Summary*			
	Existing	Proposed	
Case No: 18-093 DPRV APNs: 71-021-01 and 71-021-44.	SF	SF	Proposed Changes --
Lot: 2.43 Acres	105,686	105,686	
Buildings			
New Critical Telecommunications Facility	--	6,519	New Building Construction
Building A: Office Building	3,360	--	Building Demolition
Building B: Warehouse	4,124	--	Building Demolition
Building C: Headquarters Office/Telecom/Warehouse Total** First Floor Second Floor	27,310 13,795 13,515	27,480 13,965 13,515	New Elevator and Interior Tennant Improvements*
Total Buildings	21,279	20,484	Net Reduction of 795 SF
Impermeable and Permeable Surfaces			
Impermeable Surfaces/Paving, Concrete Swale, Accessory Equipment	76,617	70,242	Remove impermeable paving, New Emergency Generators and Electrical Equipment/Storage and Trash Enclosures
Landscaping	7,790	14,960	Install new permeable paving, landscaping, replace entry gate
Total Lot	105,686	105,686	
*Lot coverage calculation includes first floor only			
**Building C Headquarters Interior Improvements/Use Existing 1 st Floor Office 7,265 SF 2 nd Floor Telecommunications 6,500 SF 2 nd Floor Office 13,515 SF		Proposed Interior Use 1 st Floor Office 5,139 SF 1 st Floor Warehouse 8,656 SF 1 st Floor Elevator 170 SF 2 nd Floor Office 13,515 SG	
SF = square feet:			

Critical Facility. The new Critical Facility will house rows of equipment cabinets that contain servers, receivers, and signal transmission fiber optics, specialty fire protection systems, as well as a technical observation area and telecommunications fiber optic entry space. Figure 3 details the interior configuration of the new Critical Facility. The Critical Facility will house 16 strings of Valve-Regulated-Lead-Acid (VRLA) batteries to support the rows of equipment cabinets containing servers, receivers, and other electronic equipment essential for the fiber optics operation. The battery strings are contained with a fire-separated Power Room within the Critical Facility.

According to the project application, the Critical Facility has two main purposes: (1) to provide next generation gigabit internet speeds to all existing homes served by Cox in Santa Barbara County, and better support those commercial customers and newly constructed multi-family residential projects already receiving gigabit internet speed; and (2) provide primary and backup infrastructure necessary to support stable, continued telecommunications for emergency responders, safety personal, health providers and the community at large during times of an emergency and/or catastrophic event. Long term, Cox expects the project to accommodate the evolving needs of the

community and build a network that will provide a high-speed service that will connect smart devices in homes, and businesses throughout the region.

Employment. The existing Cox operations employees of 85 people. Forty-seven (47) employees work on site Monday through Friday during regular business hours, from roughly 8:00 am to 5:00 pm. The employment breakdown by building is as follows: Building A - 2 office employees; Building B - 4 warehouse employees; and Building C - 40 office employees and 1 telecommunications employee. The other 38 employees are field technicians, who utilize fleet vehicles and pickup equipment for service calls three times per week between 7:30 am and 10:30 am. With the proposed demolition, the employees from Buildings A and B will be relocated to Building C, with the employee count remaining the same (85 employees). The existing critical service operations that currently occupy Building C Headquarters will be relocated to the new Critical Facility. The new building will be staffed by 1 new employee for a total count of 86 employees.

Traffic and Parking. The existing parking lot includes 20 spaces in the front lot and 116 spaces in the back lot (including existing tandem spaces) for a total of 136 spaces. Cox has approximately 85 company vehicles which are operated by the employees. Approximately 12 fleet service vehicles visit the site three times per week. Approximately 20 fleet and service vehicles park in the lot overnight and the remaining fleet vehicles are taken home by field employees. Most of the office/warehouse employees park onsite during the day. All employees have access to the secure parking lot behind the vehicle entry gate.

The parking requirements for the project are established in the City's Zoning Ordinance standards for office use and warehouse use. As shown in Table 2, a total of 81 parking spaces are required for the project (18 spaces for the warehouse use, 63 spaces for the office use.) The project application includes retaining 108 spaces, including 10 tandem spaces, a loss of 26 parking spaces. However, the project will still exceed the City's requirement by 27 spaces.

Table 2 Parking Statistics	
Existing Parking Spaces	136 (20 in front lot, 116 in rear lot)
Parking Required per City Municipal Code 1. 1/300 SF Office 2. 1/1000 SF Warehouse + 1 space for 4 employees	18,824/300 = 63 spaces 8,656/1000 = 16 spaces 5 employees = 2 space Required 81 Spaces
Proposed Parking Spaces	108 Total Spaces in the following manner: 6 visitor spaces (inclusive of 2 accessible spaces) 102 employee/fleet spaces (inclusive of 6 accessible spaces and 10 tandem spaces)
Accessible Parking Spaces Provided	8

Building Height, and Materials. The new Critical Facility building is proposed to be 24 feet high, including parapets to hide all rooftop mechanical equipment. The exterior finishes of the proposed new Critical Facility Building consist of ground (smooth) face

earth tone masonry with integral decorative grey aggregate and light blue vertical seam metal panels. Both masonry and metal panels are proposed for consistency with the painted masonry and existing metal panels on existing Administrative Building 'C'. Canopies and door frames at the new Critical Facility Building are blue to match the awnings and accent frames that exist on the Administrative Building 'C'. Figure 3 shows existing and proposed site views.

Figure 3 - Existing and Proposed Site Views from South Fairview Avenue



EXISTING OFFICE BUILDING 'C' TO REMAIN



EXISTING DRIVE/ENTRY



EXISTING BUILDINGS 'B' & 'C' BEYOND TO BE REMOVED

EXISTING SITE & BUILDING VIEWS FROM FAIRVIEW AVE



PROPOSED SITE & BUILDING VIEW FROM FAIRVIEW AVE

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COX COMMUNICATIONS
22 SOUTH FAIRVIEW AVE.
GOLETA, CA 93117

**NOT FOR
CONSTRUCTION**

PROFESSIONAL SEAL

REVISIONS

NO.	DESCRIPTION	DATE

DESIGN REVIEW

PROJ. ECT # 161984 DATE 03/12/2019

EXTERIOR ELEVATIONS -
EXISTING & PROPOSED

AP2.4

New Backup Generators. The project includes two, new Tier 2 750kw emergency diesel generators with diesel particulate filters (DPF) to be installed in the northeast corner of the site to the north of existing Building C. The project will replace a section of existing project site perimeter wall with a 6-foot high masonry wall. The existing masonry wall to the east of the proposed generators and adjacent to residential uses to the east will be improved with an 8-foot masonry screening wall. A portion of the mechanical HVAC ducting located behind Building C will be removed to accommodate the two new generators.

Landscaping, Perimeter Walls Screening. The site area gained by the demolition of Buildings A and B will be converted to landscaped parking area and islands with storm water containment areas. Existing perimeter site screening walls would be left in place and extended along the property line adjacent to the new parking and landscaped storm water containment areas. Ten trees are proposed for removal, including 1 queen palm, 7 carrotwood trees, and 2 Canary Island palms. None of these trees are native or sensitive species. The queen palm will be removed to accommodate the new Building C elevator. The other trees are located in the parking lot area and will be removed to accommodate the new storm water treatment basin and proposed new parking, medians, and planters.

Additional landscaping is proposed in the new parking islands, stormwater, containment areas, and along new and existing site perimeter screen walls and security fencing. Planting materials will be specified to meet water usage requirements.

DISCUSSION

General Plan Consistency

The project site has two General Plan land use designations: General Commercial (C-G) and General Industry (I-G). The majority of the site, 2.2.1 acres (APN 71-021-44) has the C-G designation and the I-G designation applies to the northern 0.21 acres of the site (APN 71-021-01) adjacent to the Union Pacific Railroad right-of-way.

The I-G land use designation is intended to provide land area for a wide range of manufacturing uses and for similar heavy commercial uses. Uses appropriate in this land use designation include but are not limited to general manufacturing, assembly and fabrication, heavy commercial uses, high-technology manufacturing, and research and development facilities. The purpose of C-G land use designation is to provide appropriate sites to accommodate a diverse set of commercial uses that do not need highly visible locations, such as wholesale trade and service commercial, or that may involve activities that reduce compatibility with other uses. Appropriate sites are in locations that may have limited suitability for other more retail-oriented uses. General commercial uses may serve as a buffer between industrial activities or major transportation corridors and residential areas. The permitted uses in this classification have similar characteristics to some industrial uses. The existing communication headquarters is consistent with the types of uses allowed in by the C-G and I-G land

use designations and the proposed changes to the project site are subordinate to and will not intensify the established use of the site. A detailed analysis of the GP/CLUP consistency is provided in Exhibit 3 of Attachment 1.

Zoning Consistency

The project site is zoned Light Industrial (M-1). The intent of this zone is to encourage sound industrial development by setting forth appropriate areas for light industrial uses and to protect nearby residential, commercial, and industrial uses from hazards, noise and other disturbances. Uses permitted within this zone include light industrial uses, public service centers, and administrative offices that are accessory to a permitted use. The proposed project is consistent with the intent and types of uses permitted in the M-1 Zone. Exhibit 4 of Attachment 1 provides the zoning consistency analysis.

Development Plan Revision

A Development Plan Revision (DPRV) is required for changes to a previous development plan, where findings for an Amendment or Substantial Conformity cannot be made per Section 35-317.10 (3). A Development Plan Revision is processed in the same manner as a new development plan.

As described above and in the Final MND, the purpose of this project is to modernize and enhance the facilities, and hence services, provided by Cox Communications to the residents of the South Coast of Santa Barbara County. The Project entails the net decrease of approximately 795 square feet of building square footage on the site, reconfiguration of on-site parking, circulation, and landscaping and upgrades to storm water facilities, backup generators and screening from adjacent uses. This DPRV is consistent with the findings of Section 35-317.7 of the Inland Zoning Ordinance as the project site has adequate size, shape, location, and access to accommodate the density and intensity of the proposed project. Potentially significant environmental effects of the Project would be reduced to a less than significant level with the implementation of the Mitigation Measures identified in the project MND and the associated conditions of approval. These findings are discussed in more detail in the attached Resolution (Attachment 1).

Battery Usage

The new Critical Facility building will house valve-regulated, lead acid batteries to support the rows of equipment cabinets containing servers, receivers, and other electronic equipment essential for the fiber optics operation. The batteries will be contained within a fire-separated room, constructed and ventilated to meet the Santa Barbara County Fire Department, City and State building requirements. As such, the Fire Department determined that it has no concerns with the Project's potential non-toxic, odorless hydrogen gas emissions and fire risk, given the design features of the proposal.

Traffic

The Project results in a net reduction of 795 square feet and the addition of one employee following completion of the Project. Based on these conditions, the traffic

study prepared for the Project found that the Project would result in a net reduction of 44 average daily trips, 6 AM peak hour trips and 5 PM peak hour trips compared to the existing condition. As such, operation of the project would not generate additional traffic trips than currently exists.

The traffic study also determined that a total of 81 parking spaces are required for the Project. The Project provides for 108 parking spaces, including 10 tandem spaces for fleet parking, which exceeds the City's requirement by 27 spaces. Field observations of the existing parking lot conducted by the traffic engineer found that during normal business hours, the parking lot is generally 50% to 60% occupied, thus the 108 spaces proposed for the Project would be more than sufficient to accommodate parking demands during normal business hours.

The Project does not include a change to the existing driveway at Fairview Avenue except for relocation of the security gate. The Fire Department has reviewed and approved the access and circulation plan. The Fire Department will be provided access to use the vehicular gate in times of emergencies. Otherwise the gate will be controlled automatically by devices from within the employee and fleet vehicles.

Due to a sole access point on and off the Property and staging space required for construction of the Critical Facility, normal functionality of the site will be constrained during construction. To address these constraints, a phased construction plan for the interior tenant improvements, structural demolitions, construction of the Critical Facility and other site improvements, as well as a parking management plan, will be implemented to alleviate some of the potential impacts during construction. This plan includes relocating employees to an off-site office location during the period of heavy construction and relocating fleet vehicles to an off-site parking lot. Per the environmental analysis, the Project will accommodate temporary construction impacts with implementation of the management plan measures identified in the traffic study.

Noise

Operations occurring on the site after construction will be similar to existing conditions, except for the new location of two proposed backup generators located in the rear utility yard adjacent to the Railroad. Given the existing ambient noise related to Highway 101, the Union Pacific Railroad (UPRR), and existing commercial/industrial uses, a noise study was prepared to ensure that the generators were sited and designed to minimize potential impacts from the Project on the surrounding neighborhood primarily to the east and south. The generators are located 10 feet away from the northern (Railroad, Highway 101) and eastern (Residential) property lines. The two new generators will be housed in enclosures that reduce the noise generated when in operation. The acoustical engineer determined that with the enclosures the resulting noise level at the property line will be below 60 dBA. Sixty dBA, which is the City's acceptable noise thresholds for residential uses per Table 9-2 in the Noise Element of Goleta General Plan/Coastal Land Use Plan. An eight-foot wall is proposed at the northeastern property boundary to further attenuate the noise levels consistent with City standards. Further, all temporary construction impacts related to noise and vibration are also consistent with the Noise Element through implementation of the mitigation measures which include construction noise standards, construction notice requirements and distancing of vehicles and equipment from sensitive land uses during construction.

Water

Per the overall reduction in building footprint, the Project will not change water use on-site nor exceed available water for the Project. Goleta Water district has confirmed that water supplies are available to serve the Project.

Development Standard Modifications

The proposed project includes a request for modifications from development standards related to the location and screening of proposed emergency power generators, landscape requirements, and height of the security gate adjacent to S. Fairview Road. The justifications are as follows:

1. A 3-foot height increase (to 15 feet from 12 feet) for the backup generator enclosures located within the required rear yard setback.

The new backup generators will be located within the existing utility yard behind Building C and adjacent to the railroad and highway. The utility yard currently houses the property's existing mechanical HVAC ducting and three backup generators, two of which are will be removed following implementation of the project. The existing utility yard is screened from the railroad/freeway by only a chain link fence. The project includes replacement of this fence with a 6-foot masonry wall on the northern property boundary and an 8-foot wall where the property abuts residential in the northeast corner. The new generators will be housed within 15-foot high enclosures designed to attenuate sound, provide visual screening and accommodate the required emission control systems for the generators. Further, Building C, which is visible from the railroad/highway provides a two-story backdrop for the proposed generator enclosures along with a grouping of tall, mature trees along the railroad. The new masonry perimeter wall combined with existing landscaping, topography between the railroad/highway and the property, and existing 2-story Building C, will alleviate any potential view impact of the generator enclosures, therefore the 3-foot height modification is acceptable.

2. A 1-foot reduction in the width of perimeter planters along the property boundary southwest and east of the proposed Critical Telecommunications Facility (from 5' wide to 4' wide), and no perimeter landscape planter along some areas of the property boundary.

The existing perimeter landscape planter is already 4 feet in width rather than the required 5 feet. Adding the additional foot to the existing condition would impact the project's ability to adequately address the access and circulation requirements in the area of the proposed Critical Facility building. As such, a reduction from the 5-foot perimeter location is minor and acceptable. Further, the project proposes to not include the perimeter landscaping in the location of the new backup generators. This area is screened from any public view, no landscaping planter currently exists, and the location of it would impact the location of the generators. As such, no perimeter landscape planter along the property boundary north of and immediately east of the existing Building C is acceptable.

3. A reduction of the landscape parking islands interval requirement from one for every 8 spaces to one for every 10 spaces at the center of the project site.

The project site is arranged to maximize parking and circulation efficiency given the location of the Critical Facility building in the central/rear portion of the site and the need to address City and operational access and circulation requirements. The proposed layout accommodates the requirements and increases site landscaping by 50%. As such, a reduction of the landscape parking island intervals does not impede the project's ability to address requirements and the modification is acceptable.

4. Allow an 8-foot high wrought iron security fence at the site entry abutting Fairview Avenue. The required height limit is 30-inch high within 25 feet of the entry/exit.

A new 8-foot high wrought iron security fence is proposed within 25 feet of the entrance to the Property. The fence design is an open picket rather than a solid masonry wall as provided on the other property boundaries. A landscaping buffer is located between the back of the sidewalk and the security fence line. With the implementation of this landscape buffer and considering the open design of the wrought iron/picket fencing, the modification is acceptable.

ENVIRONMENTAL REVIEW

An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the project by City staff pursuant to the requirements of CEQA (Pub. Resources Code §§ 21000 et seq.) and the Draft IS/MND was released for a 20-day public review period on May 4, 2019. The IS/MND finds that the proposed project would not have a significant adverse effect on the environment with the implementation of the Mitigation Measures and Conditions of Approval for the environmental issue areas described below. The City received three public comment letters as discussed later in the report. The Final IS/MND is included as Exhibit 1 of Attachment 1 was made available to the Public and the Planning Commission on June 13, 2019. The issue areas with mitigation measures are highlighted below.

Biological Resources

The project would result in the removal of 10 non-native ornamental landscape trees (one queen palm, seven carotwood trees, and two Canary Island pines). No raptor nests have been observed on the project site, however, the potential exists for raptors and migratory birds to nest in the trees that are to be removed or in other trees that are within 300 feet of the project site. Construction of the project would have the potential to result in significant impacts to raptors or migratory birds if active nests are present during construction activities. Any adverse effects to nesting birds resulting from construction of the proposed project would be reduced to a less than significant level with Mitigation Measure-BIO-1, Nesting Birds. This requires that a bird survey be completed no more than two weeks prior to the start of construction activities. If necessary, construction within a 300-foot buffer area around an active nest must be avoided until the young birds have fledged the nest.

Cultural Resources/Tribal Cultural Resources

The project site is located near the eastern edge of recorded archaeological site CA-SBA-60, also known as the Chumash Village of S'axpi'ilil. Previous construction activities at the project site have resulted in extensive disturbances of the ground surface and a Phase 1 archeologic investigation concluded that there was a low potential to encounter significant cultural resources during the construction of the project. The applicant has proposed, and the City concurs, that on-site monitoring in the western portion of the site is warranted during ground disturbance activities given this area's adjacency to SBA-60.

However, through consultation with the Santa Ynez Band of Chumash Indians, it was suggested that project-related grading could have the potential to encounter previously undetected artifacts, including human remains particularly in the eastern portion of the site (location of the proposed new Critical Facilities building). As such, Mitigation Measure CUL -1 requires that the entire site have an on-site monitor during all ground disturbance activities unless a supplemental Extended Phase 1 archaeological resources investigation has been completed for the eastern portion of the site. If no resources are found, then on-site construction monitoring can be limited to the western portion of the site.

The applicant has undertaken the supplemental Extended Phase 1 investigation and the City is awaiting the report in order to conduct a Peer Review. The findings of the Peer review will determine whether on-site monitoring is needed across the site or just in the western portion. Any adverse effects on cultural resources/tribal cultural resources would be reduced to a less than significant level with the implementation of Mitigation Measures (CUL/TC-1 through CUL/TC-3).

In addition to the Mitigation Measures discussed above, the Final IS/MND identifies standard Conditions of Approval in the areas of Geology and Soils, Hazards/Hazardous Materials, Hydrology and Water Quality, Noise, and Utilities and Services which, as implemented, will offset potential issues in these topic areas. These identified conditions have been incorporated into the conditions of approval provided as Exhibit 2 of Attachment 1.

Public Comments on the Draft Initial Study/Mitigated Negative Declaration

The City circulated the IS/MND during the period of May 4th through May 24th of 2019 and received three written comment letters, two from the applicant dated May 21, 2019 and May 23, 2019, and one from Santa Barbara Air Pollution Control District dated May 23, 2019. Public Resources Code §21091 and §15088 of Guidelines for Implementation of CEQA (Guidelines) requires the City as lead agency to consider comments it receives on a proposed MND during the public review period and prepare a written good faith, reasoned response. The comments focused generally on clarifications on the project description and air quality analysis.

The City has revised the text of Final IS/MND in response to the comments. The

changes to the Final IS/MND and are indicated in the document by strikeout (deleted) and underlined (inserted) text. The revisions provide clarification and correcting the identified minor discrepancies. The revisions do not affect the conclusions of the Final IS/MND. A copy of each written comment letter along with corresponding responses are included in Attachment 3 of the Final IS/MND.

PUBLIC NOTICE

On June 13, 2019, notice for this hearing was published in the Santa Barbara Independent and mailed to property owners and tenants within 1000 feet of the project site.

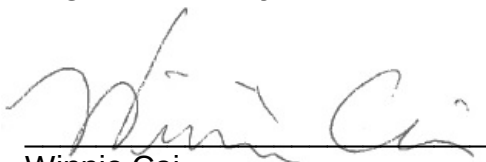
CONCLUSION/RECOMMENDATION

The project is consistent with the project site's General Commercial (C-G) and General Industry (I-G) land use designation and the Light Industrial (M-1) zoning district as provided in Exhibit 3 and 4 of Attachment 1. The project will not result in significant effects on the environment based on the analysis contained with the Final IS/MND and with implementation of the Mitigation Measures and conditions of identified in the Project's Final IS/ MND. Given that the Project entails minor changes to the site with a net reduction in building square footage, enhanced site improvements that resulting minimal operational affects for the purpose of upgrading services to the South Coast, all the required findings for the Development Plan Revision can be made. For the reasons outlined above and contained in the draft Resolution, staff recommends that the Planning Commission adopt the Final IS/MND and approve the Development Plan Revision with modifications as outlined in the Planning Commission Resolution (Attachment 1).

APPEALS PROCEDURE

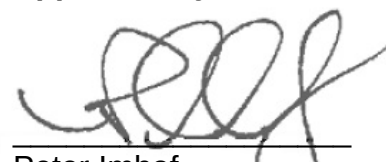
The Planning Commission is the decision-maker on this project. The Planning Commission will be the final decision-maker on all the project components, unless a written appeal with the associated appeal fee is submitted to the City within 10 calendar days of the Planning Commission action. If an appeal is filed, then the City Council will become the final City decision-maker.

Legal Review By:



Winnie Cai
Assistant City Attorney

Approved By:



Peter Imhof
Planning Commission Secretary

ATTACHMENTS:

1. Planning Commission Resolution No. 19-____
Exhibit 1: Final Initial Study/ Mitigated Negative Declaration
Exhibit 2: Conditions of Approval
Exhibit 3: General Plan/Coastal Land Use Plan Consistency
Exhibit 4: Zoning Consistency Analysis
2. DRB Minutes of 3/12/19
3. Project Plans

ATTACHMENT 1

Planning Commission Resolution

RESOLUTION NO. 19 - ____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GOLETA, CALIFORNIA, ADOPTING THE FINAL MITIGATED NEGATIVE DECLARATION, ADOPTING THE MITIGATION MONITORING AND REPORTING PROGRAM, AND APPROVING THE DEVELOPMENT PLAN REVISION WITH MODIFICATIONS FOR THE COX COMMUNICATION HEADQUARTERS UPGRADE AND NEW CRITICAL FACILITIES PROJECT LOCATED AT 22 SOUTH FAIRVIEW AVENUE, GOLETA, CA; CASE NO. 19-093-DPRV; APNs 071-021-01 & -044.

The Planning Commission of the City of Goleta does resolve as follows:

SECTION 1: *Recitals*: The Planning Commission finds and declares that:

- A. On July 31, 2018, Cox Communications (“Applicant”), submitted an application requesting approval of a Development Plan Revision at 22 South Fairview Avenue, Goleta (“Property”) to demolish two existing buildings, construct a new building, install two new emergency generators, and make minor changes to an existing building and the project site, including landscaping and parking improvements (the “Project”);
- B. On December 13, 2018, the Project application was deemed complete for project environmental review and processing;
- C. The City reviewed the Project’s environmental impacts in accordance with the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, “CEQA”), the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, *et seq.*, the “CEQA Guidelines”), and the City’s Environmental Review Guidelines (“Goleta Guidelines”);
- D. After preparing an Initial Study, the Director of Planning and Environmental Review determined that a Mitigated Negative Declaration (MND) should be prepared for the project pursuant to CEQA Guideline §§ 15063 and 15070, which was released and circulated for public comments during the period of May 4th through May 24th, 2019;
- E. The Final MND for the Cox Communications Development Plan Revision Project attached as Exhibit 1 to this Resolution and incorporated by reference, was prepared in full compliance with CEQA, and concluded that the project will not have a significant effect on the environment; and
- F. On June 24, 2019, the Planning Commission conducted a duly noticed public hearing at which all interested parties were heard. Further, the Planning Commission considered the entire administrative record including, without limitation, staff reports, and evidence submitted during the public hearing.

SECTION 2 *Factual Findings and Conclusions:* The Planning Commission finds as follows:

- A. The Project site is 2.43 acres in size (Assessor's Parcel No. 71-021-01 and -44) The Project site has General Plan land use designations of General Commercial (C-G) and General Industry (I-G), and a Zoning designation of Light Industrial (M-1).
- B. Access to the Project site is from the South Fairview Avenue cul-de-sac.
- C. On August 25, 1982, the County of Santa Barbara Board of Supervisors approved Development Plan 81-MP-9 for the construction of four buildings on the project site totaling 30,450 square feet. At the time of approval, Building C Headquarters was approved as a single-story structure and the project included an additional Building D (12,500 square feet) along the east property boundary. Building D was transferred into a redesigned and slightly expanded two-story Building C Headquarters for office, repair, and storage uses (26,990 square feet). Building C was further modified through subsequent permits such that it is currently 27,310 square feet. Existing buildings on the site presently total 34,794 square feet.
- D. The Project includes a request for approval of a Development Plan Revision (18-093-DPRV) to the existing Development Plan (81-MP-9) for site improvements and minor additions. The project components are summarized as follows:
 - 1. Demolition of Buildings A (3,360 square feet) and B (4,124 square feet). The uses within these buildings (office and warehouse use) would be relocated to the existing two-story Building C Headquarters (27,310 square feet);
 - 2. Construction of an elevator on the south elevation of Building C Headquarters along with interior tenant improvements. The improvements to Building C Headquarters are to accommodate relocated uses from Buildings A & B and make the building accessible;
 - 3. Construction of a new, single-story, 6,519-square foot Critical Telecommunications Facility (Critical Facility). The new building would be located in the southeastern portion of the site as shown on the site plan;
 - 4. Installation of two new 750kw backup diesel generators in the existing utility yard located to the northeast of Building C Headquarters. The two new generators will replace two of the three existing backup generators after the new Critical Facility is operational. One of the existing backup generators will remain; and
 - 5. The project includes construction of a new exterior loading area at Building C Headquarters, a new parking lot design, landscape changes, extension of

existing site masonry screen walls, and relocation of the existing vehicular and pedestrian security access gates and fencing currently located 135 feet east of South Fairview to a new position 70 feet from the roadway edge. A new card access island for the gate will also be located just inside the driveway entrance.

The project would result in a 795 square foot reduction in total building area on the project site. Proposed grading would be for the construction of a new 6,519 square foot building pad, pavement and other surface improvements, utility trenching, revised parking layout, drainage improvements and additional landscape areas. The project would result in a 5,268 square foot decrease in impermeable surfaces and a 7,170 square foot increase in landscape area.

- E. There are currently 136 parking spaces located on the project site. After implementation of the project 108 spaces would be provided, which is 29 more spaces than required by the City Municipal Code for the proposed office, warehouse, and telecommunications facilities.
- F. The project includes a request for the following modifications:
 - 1. A 3-foot height increase (to 15 feet from 12 feet) for the backup generator enclosures located within the required rear yard setback to provide for the visual screening and sound attenuation for the new backup generators.
 - 2. A 1-foot reduction in the width of perimeter planters along the property boundary southwest and east of the proposed Critical Telecommunications Facility (from 5' wide to 4' wide), and no perimeter landscape planter along the property boundary north of and immediately east of the existing Building C.
 - 3. A reduction of the landscape parking islands interval requirement from one for every 8 spaces to one for every 10 spaces at the center of the project site.
 - 4. Allow a height increase of 5.5 feet for the wrought iron security fencing height at the site entry abutting Fairview Avenue. The required height limit is 30-inch height within 25 feet of the entry/exit and the proposal is 8 feet.
- G. The project site is generally level and consists of two Assessor Parcels.
- H. Ingress and egress to the project site is adequate to serve existing uses and those of the project. Ingress and egress point also complies with Fire Department requirements.
- I. The factual findings and conclusions in this Section are based upon substantial evidence found within the entirety of the administrative record.

SECTION 3: *Environmental Assessment for the Project.* The Planning Commission makes the following environmental findings:

- A. The City completed a Final Initial Study/Mitigated Negative Declaration (IS/MND) for the project in accordance with applicable law including, without limitation, CEQA Guidelines §§ 15070, 15071 and 15073;
- B. The City distributed the Draft IS/MND for public review and comment for a period of 20 days from May 4, 2019 to May 24, 2019 and responded to all comments received in writing by updating the Final MND as appropriate;
- C. The Final IS/MND and the Mitigation and Monitoring Reporting Program (MMRP) were presented to the Planning Commission, which reviewed the record of the proceedings and considered all information contained in the Final IS/MND and its appendices, the MMRP and the testimony and additional information presented at or before all public hearings in accordance with CEQA Guidelines §15074; and
- D. Pursuant to CEQA Guidelines §15074, the Final IS/MND reflects the City's independent judgment and analysis. The Planning Commission has independently reviewed and analyzed the Final IS/MND prepared for the Project. The Final IS/MND is an accurate and complete statement of the potential environmental impacts of the project. The Final IS/MND was prepared by the City of Goleta Planning and Environmental Review Department and reflects its independent judgment and analysis of the environmental impacts.

SECTION 4: *Development Plan Revision (DPRV) with Modifications Findings.* The Planning Commission makes the following findings pursuant to Section 35-317.7 of the Inland Zoning Ordinance:

- A. The project site is 2.43 acres and is currently used as the Headquarters for Cox Communications for the southern Santa Barbara County. The site is fully developed with 3 buildings encompassing 34,794 square feet and 136 parking spaces. The existing and proposed land uses are consistent with those allowed under the M-1 zone district and the General Commercial (C-G) and General Industry (I-G) land use designations. The project site is adequate in size, shape, location and physical characteristics to accommodate the existing structures that are to be retained, the new proposed Critical Telecommunications Facility building, and new emergency power generators. Other proposed site improvements, including landscaping, reconfigured parking, fencing, and drainage facilities are accessory/customary improvements designed to support the primary uses. As the land area for these improvements are not changing, these ancillary uses will not adversely affect the density or intensity of uses conducted on the project site. Further, two existing buildings of approximate 795 square feet will be removed as part of the project. As a result, there will be a net

reduction of building square footage on site. Therefore, the project site will remain adequate in size, shape, location and physical characteristics to accommodate the density and intensity of the proposed development.

- B. The project has been fully analyzed in the Final IS/MND (Exhibit 1 to this Resolution), which identified potentially significant project-related environmental impacts pertaining to biological resources (the potential to disturb nesting birds), and cultural/tribal resources (potential for unanticipated impacts to buried cultural resources). With the implementation of mitigation measures identified by Final IS/MND and conditions of approval, the proposed project's potentially significant environmental impacts would be mitigated to the maximum extent feasible.
- C. Access to the project site is from South Fairview Avenue. The streets and highways that serve the project site are adequate and properly designed to accommodate the project because the project would not result in an increase in amount of traffic currently generated by existing uses at the project site given the reduction in building square footage and the minimal increase of employees (1 new employee is proposed). The adjacent roadways all operate at LOS C or better and the continued operation of the Cox Communication facility will not affect the traffic service levels.
- D. There are adequate public services to serve the project, and the project site will continue to be served by the Santa Barbara County Fire Protection District, Goleta Water District, Goleta Sanitary District, and Sheriff's Department. The project would result in a net decrease in building area on the project site and would not result in an increased demand for water or waste water service. The Fire Protection District has indicated that through compliance with Fire Department standard conditions (e.g., fire sprinklers, proper addressing, gated access and payment of required development impact fees) the project would not result in significant fire protection services impacts. The project would not result in an increase in population at the project site and would not result in an increased demand for Sheriff's Department services.
- E. The project would not be detrimental to the health, safety, comfort, convenience and general welfare of the neighborhood, and will not be incompatible with nearby residential areas. The project site has been developed with industrial and office-related uses and the proposed project would not substantially change the visual character of the site, would not increase the number of people located at the site, and would not result in an increase in existing traffic conditions. The two proposed emergency power generators would replace two of the three existing generators located on the project site, and as described in Sections A (Aesthetics), C (Air Quality), and M (Noise) of the Final IS/Mitigated Negative Declaration (Final IS/MND) prepared for the project (Exhibit 1 to this Resolution), the proposed generators and the proposed sound attenuation and visual screen that would be installed around the generators would not result in significant visual

impacts, and the periodic operation of the proposed generators would not result in significant air quality, health risk, or noise impacts to nearby residential areas.

- F. As evaluated in Exhibit 3 of this Resolution, the proposed site improvements are consistent with the General Plan land use designations of General Commercial (C-G) and General Industry (I-G). Also, as evaluated in Exhibit 3 of this Resolution, the project would also be consistent with applicable General Plan policies.

The proposed project is a land use that is allowed in the M-1 zone and complies with the intent and purpose of the M-1 zone. As evaluated in Exhibit 4 of this Resolution, implementation of the project as proposed requires modifications of M-1 zone standards pertaining to setback and structure height requirements as they relate to the two proposed replacement emergency power generators; landscaping standards; and proposed security fencing. Overall, the requested modifications are compatible with the adjacent neighborhood, and do not create an adverse impact to community character, aesthetics or public views given their location, purpose, minor nature, and design. In fact, the modifications requested associated with the generator enclosure area are proposed to offset the potential noise and visual impacts associated with backup generators. The Design Review Board has reviewed the conceptual plans on several occasions and has found that the wall heights, security fencing, and landscaping (size of planters and planter spacing) are acceptable.

- G. The project site is not within a designated rural area and the proposed use is not changing from its current use as the improvements are ancillary uses which will not adversely affect the density or intensity of uses conducted on the project site. Therefore, the project site will remain adequate in size, shape, location and physical characteristics which will not have an impact on surrounding use.
- H. The project will not conflict with any easements required for public access through, or public use of a portion of the property. No new improvements are proposed in the public right of way, therefore, not affecting any easements required for public access

SECTION 5: Actions. The Planning Commission hereby takes the following actions:

- A. Adopt the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP), based on the Findings of Section 3 above, provided as Exhibit 1 to the Resolution, which is incorporated by reference and directs staff to file the Notice of Determination within five (5) business days; and
- B. Approve the Development Plan Revision with Modifications, Case No. 18-093-DPRV, based on the Findings of Section 4 and the General Plan and Zoning Consistency analysis provided as Exhibits 3 and 4 to this Resolution above,

subject to the Conditions of Approval attached as Exhibit 2 to this Resolution, and incorporated by reference.

SECTION 6: *Reliance on Record.* Each and every one of the findings and determinations in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the Project. The findings and determinations constitute the independent findings and determinations of the Planning Commission in all respects and are fully and completely supported by substantial evidence in the record as a whole.

SECTION 7: *Limitations.* The Planning Commission's analysis and evaluation of the Project is based on the best information currently available. It is inevitable that in evaluating a project that absolute and perfect knowledge of all possible aspects of the project will not exist. One of the major limitations on analysis of the Project is the Planning Commission's lack of knowledge of future events. In all instances, best efforts have been made to form accurate assumptions. Somewhat related to this are the limitations on the City's ability to solve what are in effect regional, state and national problems and issues. The City must work within the political framework within which it exists and with the limitations inherent in that framework.

SECTION 8: *Summaries of Information.* All summaries of information in the findings, which precede this section, are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

SECTION 9: This Resolution will remain effective until superseded by a subsequent Resolution.

SECTION 10: The City Clerk is directed to mail a copy of this Resolution to Dennis V. Morgan of Cox Communications and to any other person requesting a copy.

SECTION 11: This Resolution will become effective immediately upon adoption.

SECTION 14: The City Clerk will certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED AND ADOPTED this ____ day of _____ 2019.

JENNIFER R. SMITH, CHAIR

ATTEST:

APPROVED AS TO FORM:

DEBORAH LOPEZ
CITY CLERK

WINNIE CAI
ASSISTANT CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA) ss.
CITY OF GOLETA)

I, DEBORAH S. LOPEZ, City Clerk of the City of Goleta, California, DO HEREBY CERTIFY that the foregoing Resolution No. 19 - ____ was duly adopted by the City Council of the City of Goleta at a regular meeting held on the ____ day of _____, 2019 by the following vote of the City Council:

AYES:

NOES:

ABSENT:

(SEAL)

DEBORAH S. LOPEZ
CITY CLERK

ATTACHMENT 1

EXHIBIT 1

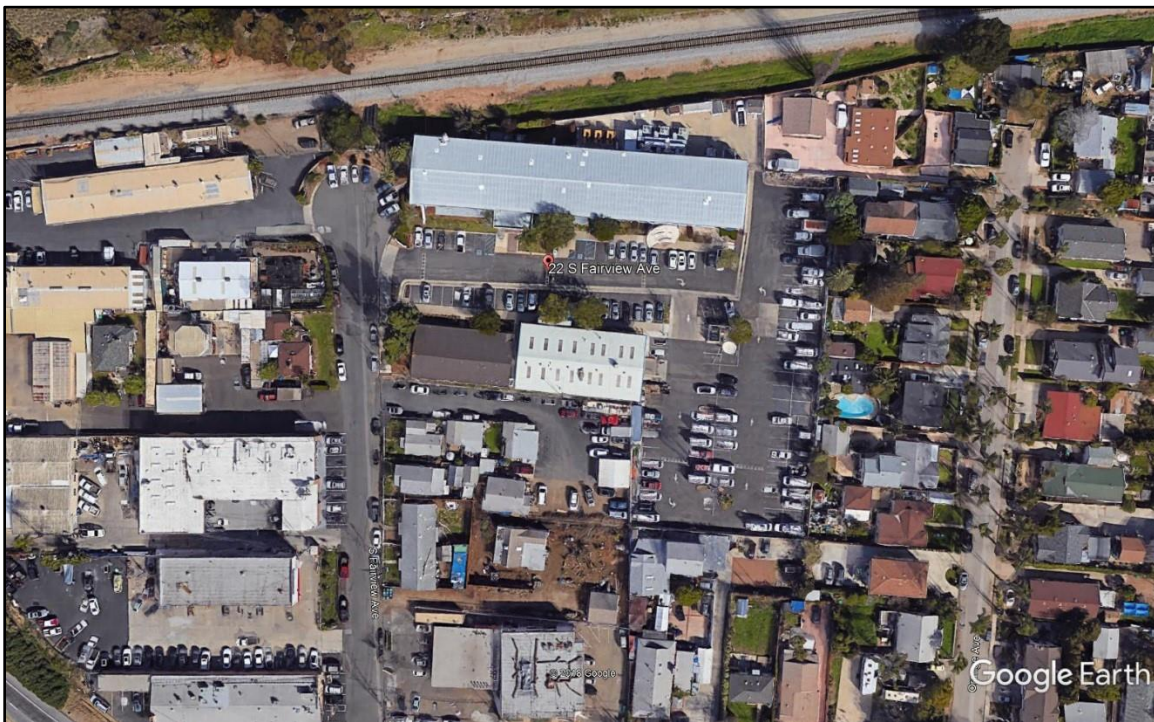
Final Initial Study/Mitigated Negative Declaration

Cox Communications Headquarters Upgrade and New Critical Facility Project Development Plan Revision

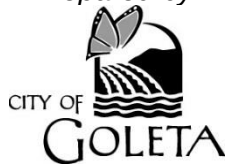
Draft

Final Initial Study/ Mitigated Negative Declaration

Case Nos. 18-093-DPRV



Prepared by:



130 Cremona Drive, Suite B
Goleta, CA 93117

June 24, 2019

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A. CalEEMod Version 2016.3.2 Modeling Results

- B. *Final Refined Health Risk Assessment (HRA) for the Cox Critical Facility Project*, Dudek, February 22, 2019⁹⁸. Due to large file size, HRA Appendices available at Planning and Environmental Review Department or online at: <https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/ceqa-review>
- C. *Phase I Archaeological Investigation 22 South Fairview Avenue, APN 071-021-044, Goleta, California* (Dudek, June 2018). --Confidential file access by appointment and demonstrated need only. Contact Planning and Development Department--
- D. *Letter Report Historical Assessment: 22 South Fairview, Goleta California* (APN 071-021-044), Ronald L. Nye, March 5, 2019.
- E. E-1. *Cox Goleta Critical Facility – Water Quality Memorandum*, Michael Baker International, November 16, 2018. Due to large file size, the Water Quality Memorandum is available at Planning and Environmental Review Department or online at: <https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/ceqa-review>
E-2. *Goleta Cox Critical Facility – Preliminary Drainage Report*, Michael Baker International, November 16, 2018.
- F. *Goleta Expansion – Noise Technical Memorandum*, Michael Baker International, October 15, 2018.
- G. *Updated Traffic and Parking Analysis for the Cox Communications Project – City of Goleta*, Associated Transportation Engineers, March 5, 2019 ~~November 6, 2018~~.

List of Attachments

- 1. Project Plans
- 2. Mitigation Monitoring and Reporting Program
- 3. Comments Received During Public Review Period ending May 24, 2019
 - A. Applicant Comments, dated May 21, 2019
 - B. Santa Barbara Air Pollution Control District Comments dated May 23, 2019
 - C. Applicant Comments, dated May 24, 2019



**CITY OF GOLETA
DRAFT INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION**

1. PROJECT TITLE

Cox Communications Headquarters Upgrade and New Critical Facility Project
Case Nos: 18-093-DPRV

2. LEAD AGENCY NAME AND ADDRESS

City of Goleta
Planning and Environmental Review
130 Cremona Drive, Suite B
Goleta, CA 93117

3. CONTACT PERSONS AND PHONE NUMBER

Chris Noddings
Assistant Planner
(805) 961-7566
cnoddings@cityofgoleta.org

Mary Chang
Supervising Senior Planner
(805) 961-7567
mchang@cityofgoleta.org

4. APPLICANT:

Cox Communications
5159 Federal Boulevard
San Diego, CA 92105
(619) 266-5694
Attn: Dennis V. Morgan

AGENT:

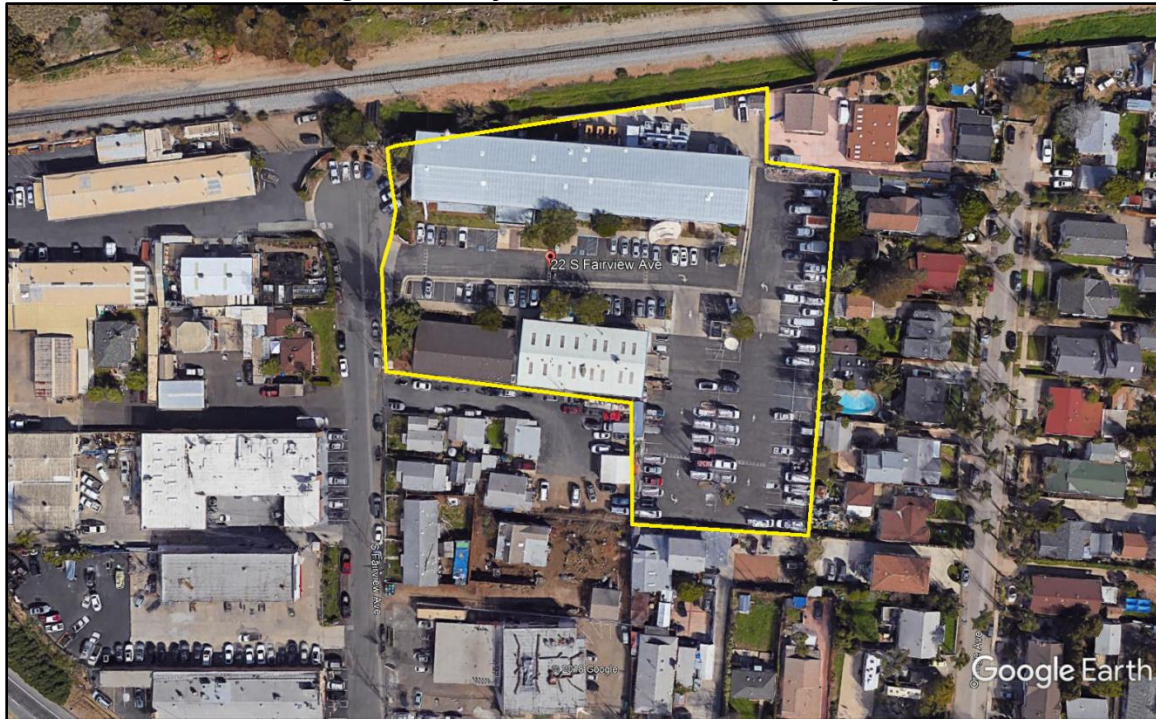
Brownstein Hyatt Farber Schreck
1021 Anacapa Street, 2nd Floor
Santa Barbara, CA 93101-2102
(805) 882-1442
Attn: Alicia Harrison, AICP

5. PROJECT LOCATION

The project site is located at 22 South Fairview Avenue, north of Hollister Avenue and south of the Union Pacific Railroad (UPRR) and U.S. Highway 101 Rights-Of-Way. The project is located on the existing Cox Communications Headquarters property adjacent to Old Town Goleta in the urbanized core of the community. The project site is 2.43 acres in size on two Assessor Parcel Numbers (APN) 71-021-01 and 71-021-44. To the north of the site is the UPRR right-of-way and U.S. Highway 101. Residential and commercial uses are located to the south of the site. Across South Fairview Avenue to the west are

commercial uses, and residential uses are located to the east. Access to the Project site is from the South Fairview Avenue cul-de-sac.

Figure 1: Project Location and Vicinity



Source: Google 2018

6. PROJECT DESCRIPTION

Cox Communications has requested approval of a Development Plan Revision (18-093 DPRV) with modifications that would add a new critical facility building, remove two small buildings (Buildings A and B) and make other various site improvements.

As shown in the proposed site plan (Figure 2) below, the project consists of the following components:

1. Demolition of Buildings A (3,360 square feet) and B (4,124 square feet). The uses within these buildings (office and warehouse use) would be relocated to the existing two-story Building C Headquarters (27,310 square feet);
2. Construction of an elevator on the south elevation of Building C Headquarters along with interior tenant improvements. The improvements to Building C Headquarters are to accommodate relocated uses from Buildings A & B and make the building Americans with Disability (ADA) accessible;
3. Construction of a new single-story 6,519 square foot Critical Telecommunications Facility (Critical Facility). The new building would be located in the southeastern portion of the site as shown on the site plan;
4. Installation of two new 750kw backup diesel generators in the existing utility yard located to the north of Building C Headquarters. The two new generators will replace

two of the three existing backup generators after the new Critical Facility is operational. One of the existing backup generators will remain; and,

5. Construction of a new exterior loading area at Building C Headquarters, a new parking lot design, landscape changes, extension of existing site masonry screen walls. Further, relocation of the existing vehicular and pedestrian security access gates and fencing currently located 135 feet east of South Fairview to a new position 70 feet from the roadway edge is proposed. A new card access island for the gate will also be located just inside the driveway entrance.

Table 1 summarizes the existing and proposed project site building, accessory structures, and lot coverage characteristics.

Cox Communication has also requested the following modifications:

1. A 3-foot height increase (to 15 feet from 12 feet) for the backup generator enclosures located within the required rear yard setback to provide for the visual screening and sound attenuation for the new backup generators;
2. A 1-foot reduction in the width of perimeter planters along the property boundary southwest and east of the proposed Critical Telecommunications Facility (from 5' wide to 4' wide), and no perimeter landscape planter along the property boundary north of and immediately east of the existing Building C;
3. A reduction of the landscape parking islands interval requirement from one for every 8 spaces to one for every 10 spaces at the center of the project site; and
4. Allow a height increase of 5.5 feet for the wrought iron security fencing height at the site entry abutting Fairview Avenue. The required height limit is 30-inch height within 25 feet of the entry/exit and the proposal is 8 feet.

Table 1 below summarizes the existing and proposed project site buildings, accessory structures, and lot coverage. Table 2 details the existing and proposed parking.

Figure 2: Proposed Architectural Site Plan

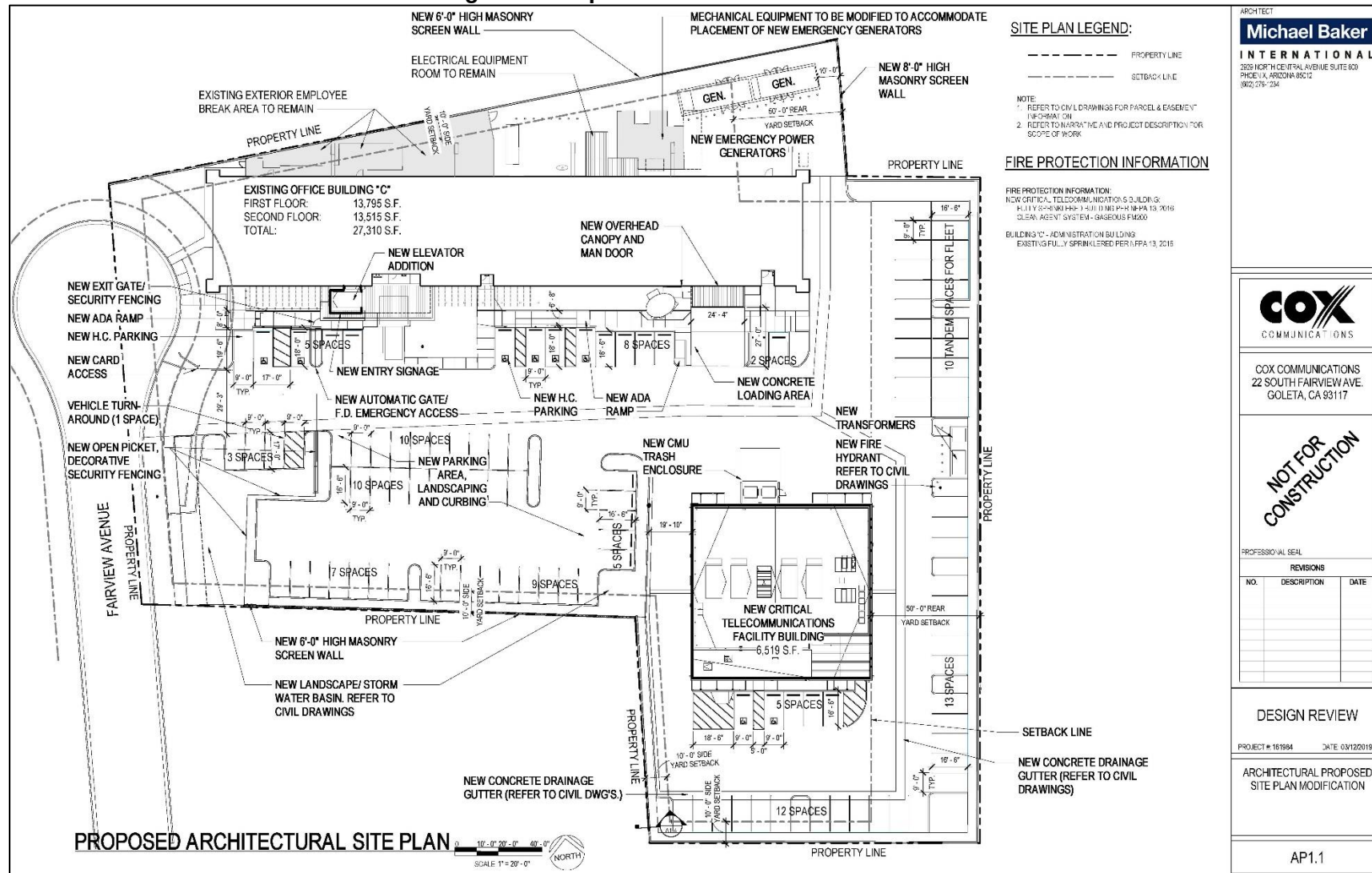


Table 1 Proposed Project and Existing Lot Coverage Summary*			
	Existing	Proposed	
Case No: 18-093 DPRV APNs: 71-021-01 and 71-021-44.	SF	SF	Proposed Changes --
Lot: 2.43 Acres	105,686	105,686	
Buildings			
New Critical Telecommunications Facility	--	6,519	New Building Construction
Building A: Office Building	3,360	--	Building Demolition
Building B: Warehouse	4,124	--	Building Demolition
Building C: Headquarters Office/Telecom/Warehouse Total** <i>First Floor</i> <i>Second Floor</i>	 27,310 13,795 13,515	 27,480 13,965 13,515	New Elevator and Interior Tennant Improvements*
Total Buildings	21,279	20,484	Net Reduction of 795 SF
Impermeable and Permeable Surfaces			
Impermeable Surfaces/Paving, Concrete Swale, Accessory Equipment	76,617	70,242	Remove impermeable paving, New Emergency Generators and Electrical Equipment/Storage and Trash Enclosures***
Landscaping	7,790	14,960	Install new permeable paving, landscaping, replace entry gate
Total Lot	105,686	105,686	
*Lot coverage calculation includes first floor only		*** Proposed Generators, Electrical Equipment Storage = 1,829 SF Trash Enclosure = 176 SF	
**Building C Headquarters Interior Improvements/Use Existing 1 st Floor Office 7,265 SF 2 nd Floor Telecommunications 6,500 SF 2 nd Floor Office 13,515 SF		Proposed Interior Use 1 st Floor Office 5,139 SF 1 st Floor Warehouse 8,656 SF 1 st Floor Elevator 170 SF 2 nd Floor Office 13,515 SG	
SF = square feet			

Table 2 Parking Statistics	
Existing Parking Spaces	136 (20 in front lot, 116 in rear lot)
Parking Required per City Municipal Code	
1. 1/300 SF Office	18,824/300 = 63 spaces
2. 1/1000 SF Warehouse	8,656/1000 = 9 spaces
1/4 employees	1/4 employees = 1 space
3. 1/1000 SF Telecommunications	6,519/1000 = 7 spaces
1/4 employees	1/4 employees = 1 space
	Required 81 Spaces
Proposed Parking Spaces	108 Total Spaces 6 visitor spaces, including 2 accessible 102 employee/fleet spaces, including 6 accessible and 10 tandem
Accessible Parking Spaces Provided	8

Critical Facility. The new Critical Facility will house rows of equipment cabinets which contain servers, receivers, and signal transmission fiber optics, specialty fire protection systems, as well as a technical observation area and telecommunications fiber optic entry space. Figure 3 below details the interior configuration of the new Critical Facility. The Critical Facility will house 16 strings of Valve-Regulated-Lead-Acid (VRLA) batteries to support the rows of equipment cabinets containing servers, receivers, and other electronic equipment essential for the fiber optics operation. The battery strings are contained within a fire-separated Power Room within the Critical Facility.

According to the project application, the Critical Facility has two main purposes: (1) to support Cox telecommunication to provide next generation gigabit internet speeds to all existing homes served by Cox in Santa Barbara County, and better support those commercial customers and newly constructed multi-family residential projects already receiving gigabit internet speed, and (2) provide primary and backup infrastructure necessary to support stable, continued telecommunications for emergency responders, safety personnel, health providers and the community at large during times of an emergency and/or catastrophic event. Long term, Cox expects the project to accommodate the evolving needs of the community and build a network that will provide a high-speed service that will connect smart devices in homes, and businesses throughout the region.

Employment. The existing Cox operations employees of 85 people. Forty-seven (47) employees work on site Monday through Friday during regular business hours, from roughly 8:00 am to 5:00 pm, as follows: Building A - 2 office employees, Building B – 4 warehouse employees, and Building C – 40 office employees and 1 telecommunications employee. The other 38 employees are field technicians who utilize fleet vehicles and pickup equipment for service calls three times per week between 7:30 am and 10:30 am. With the proposed demolition, the employees from Buildings A and B will be relocated to Building C with the employee count remaining the same (85 employees). The existing critical service operations that currently occupy Building C Headquarters will be relocated to the new Critical Facility. The new building will be staffed by 1 new employee for a total count of 86 employees.

Traffic and Parking. The existing parking lot includes 20 spaces in the front lot and 116 spaces in the back lot (including existing tandem spaces) for a total of 136 spaces. Cox has approximately 85 company vehicles which are operated by the employees. Approximately 12 fleet service vehicles visit the site three times per week. Approximately 20 fleet and service vehicles park in the lot overnight and the remaining fleet vehicles are taken home by field employees. Most of the office/warehouse employees park onsite during the day. All employees have access to the secure parking lot behind the vehicular entry gate.

The parking requirements for the project are established in the City's Zoning Ordinance rates for office use and Warehouse Use. As shown in Table 2 above, a total of 81 parking spaces are required for the project (18 spaces for the warehouse use, 63 spaces for the office use.) The project application includes retaining 108 spaces, including 10 tandem spaces and exceeds the City's requirement by 27 spaces.

Building Height, and Materials. The new Critical Facility building is proposed to be 5 feet 8 inches high 24 feet high, including louvre parapets to hide all rooftop mechanical

equipment. Exterior material is earth toned ground faced masonry with exposed aggregate and light blue vertical flush seam metal panel cladding to match existing Building C. The new elevator exterior at Building C will be dark gray vertical flush seam metal cladding with metal screen and aggregate masonry. Both will be trimmed with dark gray metal cornice. Figure 4 shows existing and proposed site views.

New Backup Generators. The project includes two new Tier 2 750kw emergency diesel generators with diesel particulate filters (DPF) to be installed in the northeast corner of the site to the north of existing Building C. The project will replace this section of wall with a 6-foot high masonry wall. The existing masonry wall to the east of the proposed generators adjacent to the existing residential uses to the east will improved with and 8-foot masonry screening wall. A portion of the mechanical HVAC ducting located behind Building C will be removed to accommodate the two new Tier 2 generators.

Landscaping, Perimeter Walls Screening. The site area gained by the demolition of Buildings A and B will be converted to landscaped parking area and circulation islands with storm water containment areas. Existing perimeter site screening walls are proposed to be left in place and extended along the property line adjacent to the new parking and landscaped storm water containment areas. Ten trees are proposed for removal, including 1 Queen Palm, 7 Carrotwood trees, and 2 Canary Island Palms. The Queen Palm will be removed to accommodate the new Building C elevator. The other trees are located in the parking lot area and will be removed to accommodate the new storm water treatment basin and proposed new parking, medians, and planters.

Additional landscaping is proposed in the new parking islands, stormwater, containment areas, and along new and existing site perimeter screen walls and security fencing. Planting materials will be specified to meet water usage requirements.

Application Information

The application for the Development Plan Revision (18-093-DPRV, DRB) was filed on July 31, 2018 and deemed complete on December 13, 2018. The City's Design Review Board conceptually reviewed the project on November 13, 2018, January 22, 2019, and March 12, 2019.

Grading, Drainage, and Stormwater. The application includes surface grading for the building pads, pavement and other surface improvement removals, utility trenching, new building pad construction for the Critical Facilities building, new pavement section installation for the revised parking lot layout, improvements for stormwater features and utility trenching, and revised landscaped areas. New project improvements will result in 70,242 square feet of onsite impervious surfaces, a reduction of 5,268 square feet from current conditions. Proposed drainage will utilize the existing onsite storm drainage patterns and a new concrete drainage swale will be added that ties into the existing site drainage system. Landscaping will be increased by 7,970 S.F. providing a total of 14,960 S.F. No washing of fleet vehicles is proposed to occur on site.

7. BACKGROUND INFORMATION

Existing Entitlements

On August 25, 1982, the County of Santa Barbara Board of Supervisors approved the Goleta Service Center Project Development Plan (81-MP-9) for construction of three buildings totaling 30,450 square feet on the 2.43-acre property, including:

- Building A -- 3,360 square foot one-story office building;
- Building B -- 4,124 square foot one-story warehouse building;
- Building C -- 27,310 square foot two-story office building; and
- A fenced storage yard -- 19,658 square feet.

At the time of approval, Building C Headquarters was approved as a single-story structure and the project included an additional Building D (12,500 square feet) along the east property boundary. The square footage from Building D was transferred into a redesigned two-story Building C Headquarters for office, repair, and storage uses. The zoning for the site at the time of approval was (M-1-D) Light Industrial with a Design overlay.

At the time 81-MP-9 was approved by the County, the rear setback requirement was 10 feet. The current M-1 District setback is 50 feet when abutting residentially zoned property. Building C Headquarters was built consistent with the approved MP and is legal nonconforming as to rear setback.

8. APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

Central Coast Regional Water Board
 Santa Barbara County Fire Department
 Goleta Water District
 Goleta Sanitary District

9. SITE INFORMATION

Table 3-Site Information	
Existing General Plan Land Use Designation	General Commercial (C-G) and General Industry (I-G)
Zoning Ordinance, Zone District	Light Industrial (M-1)
Site Size	2.43-acres
Present Use and Development	Building A: Office; 3,360 SF Building B: Warehouse; 4,124 SF Building C: Office/Telecommunications, 27,310 SF Total Building Area: 34,794 SF
Surrounding Uses/Zoning	North: Railroad and U.S. Highway 101 South: Residential – Single Family and Commercial East: Residential - Single Family West: Commercial/Industrial
Access	Existing: S. Fairview Avenue Proposed: Unchanged

Table 3-Site Information		
Utilities and Public Services	Water Supply:	Goleta Water District
	Sewage:	Goleta Sanitation District
	Power:	Southern California Edison
	Natural Gas:	Southern California Gas
	Cable:	Cox Cable
	Telephone:	Verizon
	Fire:	Santa Barbara County Fire Department
	School Districts:	Goleta Union Elementary and Santa Barbara High School District

10. ENVIRONMENTAL SETTING

The environmental setting of the project site is urban.

The project site is located at 22 South Fairview Avenue, north of Hollister Avenue and south of the Union Pacific Railroad (UPRR) and U.S. Highway 101 Rights-Of-Way (ROW). The project is located on the existing Cox Communications Headquarters property adjacent to Old Town Goleta in the urbanized core of the community. The project site is 2.43 acres in size on two Assessor Parcel Numbers (APN) 71-021-01 and 71-021-44. To the north of the site is the UPRR and U.S. Highway 101 (ROW). Residential and commercial uses are located to the south of the site. Across South Fairview Avenue to the west are commercial uses, and residential uses are located to the east. Access to the Project site is to the site is from the cul-de-sac at north terminus of South Fairview Avenue.

11. CALIFORNIA NATIVE AMERICAN TRIBES

The City made a request to the Native American Heritage Commission (NAHC) on December 20, 2018 for the Sacred Lands File related to the project per Public Resources Code section 5097.96 and Native American Contacts list. The City received a response from the NAHC on December 27, 2018 with a Tribal Consultation List. No information regarding the requested Sacred Lands File search was provided in the NAHC response.

On January 3, 2019, the City sent letters inviting consultation to the tribal representatives identified on the list provided by the NAHC as having a traditional and cultural association with the geographic area of the proposed project pursuant to Public Resources Code Section 21080.3.1. The City received a request and held a consultation with Chumash representatives on March 5, 2019 and on April 2, 2019. The applicant, City, and Chumash representatives concluded consultation to the satisfaction of the parties on April 29, 2019.

12. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

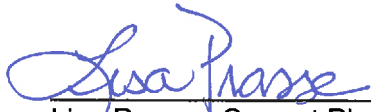
- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☐ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☐ Geology/Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population/Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☒ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Wildfire
- ☐ Mandatory Findings of Significance

13. DETERMINATION

On the basis of this environmental checklist/initial study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier environmental impact report or negative declaration/mitigated negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier environmental impact report or negative declaration/mitigated negative declaration document, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Lisa Prasse, Current Planning Manager

6/13/19
Date

14. EVALUATION OF ENVIRONMENTAL IMPACTS:

- (a) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- (b) All answers must take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- (c) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- (d) “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (e) below, may be cross-referenced).
- (e) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration pursuant to CEQA Guidelines section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - 1) Earlier Analysis Used. Identify and state where they are available for review.
 - 2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - 3) Mitigation Measures. For effects that are “Less Than Significant with Mitigation Measures Incorporated”, describe the mitigation measures/conditions/revisions which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- (f) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). References to a previously prepared or outside document should, where

- appropriate, include a reference to the page or pages where the statement is substantiated.
- (g) Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
 - (h) Lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected. The explanation of each issue should identify:
 - 1) The significance criteria or threshold, if any, used to evaluate each question; and
 - 2) The mitigation measure identified, if any, to reduce the impact to a less than significant level.

15. ENVIRONMENTAL ISSUE AREAS:

A. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Have a substantial adverse effect on a scenic vista?			X		
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X	
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X		

i. Existing Setting

The proposed project site has been completely graded, is generally a flat site, and has been fully developed with existing buildings and ancillary uses/structures (parking areas, landscaping etc.) since the mid-1980s. The site is located adjacent to existing commercial and residential uses in Old Town Goleta. The site is located immediately south of the railway and U.S. Highway 101 and commercial uses north of the freeway. Figure 2 below shows the existing and proposed site views from South Fairview Avenue, the nearest public roadway.

The project is required to comply with the City's *Outdoor Lighting Guidelines*, which have been adopted to achieve a high standard of quality and efficiency in lighting and obtaining "Dark Sky" standards Citywide. The Dark Sky standards are intended to reduce light glare from impacting views of the night sky. The City's *Outdoor Lighting Guidelines* and the *Architectural and Design Standards for Commercial Projects* require Design Review Board review of the proposed lighting to ensure that outdoor lighting used for project.

Figure 3: Existing and Proposed Site Views from South Fairview Avenue



EXISTING OFFICE BUILDING 'C' TO REMAIN



EXISTING DRIVE/ENTRY



EXISTING BUILDINGS 'B' & 'C' BEYOND TO BE REMOVED

EXISTING SITE & BUILDING VIEWS FROM FAIRVIEW AVE



EXISTING ADMIN/OFFICE BUILDING 'C'

NEW ELEVATOR ENCLOSURE ADDITION

NEW METAL CANOPY AT NEW DELIVERY DOOR BEYOND

NEW CRITICAL TELECOMMUNICATIONS BUILDING BEYOND

PROPOSED SITE & BUILDING VIEW FROM FAIRVIEW AVE

Michael Baker
INTERNATIONAL
2528 NORTH CENTRAL AVENUE SUITE 100
PHOENIX, ARIZONA 85012
(602) 278-1234



COX COMMUNICATIONS
22 SOUTH FAIRVIEW AVE.
GOLETA, CA 93117

**NOT FOR
CONSTRUCTION**

PROFESSIONAL SEAL

REVISIONS

NO.	DESCRIPTION	DATE

DESIGN REVIEW

PROJECT # 181984 DATE 03/12/2019

EXTERIOR ELEVATIONS -
EXISTING & PROPOSED

AP2.4

ii. Thresholds of Significance

A significant impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist or the *City of Goleta Environmental Thresholds and Guidelines Manual (2003)* aesthetics thresholds of significance (adopted by Resolution 08-40). A discussion of the following thresholds occurs in the Project Specific Impacts analysis below.

Threshold AES-1. Does the project site have significant visual resources by virtue of surface waters, vegetation, elevation, slope or other natural or man-made features which are publicly visible? If so, does the project have the potential to degrade or significantly interfere with the public's enjoyment of the site's existing visual resources?

Threshold AES-2. Does the project have the potential to impact visual resources of the Coastal Zone or other visually important area (i.e., mountainous area, public park, urban fringe, or scenic travel corridor)? If so, does the project have the potential to conflict with the policies set forth in the Local Coastal Plan, the Comprehensive Plan or any applicable community plan to protect the identified views?

Threshold AES-3. Does the project have the potential to create a significantly adverse aesthetic impact through obstruction of public views, incompatibility with surrounding uses, structures, or intensity of development, removal of significant amounts of vegetation, loss of important open space, substantial alteration of natural character, lack of adequate landscaping, or extensive grading visible from public areas?

iii. Project Specific Impacts

Previous Environmental Review

The Goleta Service Center FEIR (82-EIR-5) determined that the project would not have the potential to have a significant impact to aesthetic resources and the issue was dismissed from further consideration in the FEIR. Since the preparation of the FEIR, the City of Goleta incorporated and adopted a General Plan with new aesthetics policies that are applicable to the proposed project. The City's General Plan/Coastal Land Use Plan FEIR analyzed the potential aesthetics impacts associated with buildout of the land uses in the General Plan.

Environmental Checklist and Thresholds Discussion

a, AES-2, AES-3-Views. Less than Significant Impact. The proposed project will add a new Critical Facility building and demolish two existing buildings on a site that currently developed with commercial buildings that are visible from adjacent public roads and properties as depicted in Figure 2 above. The project is located to the east of and less than ¼ mile from the overpass vantage point that marks the intersection of the designated Fairview Avenue/101 Highway scenic corridors as shown on the City General Plan Scenic Resources Map (Figure 6-1). The overpass vantage point has an elevated view (approximately 20 feet above the grade of the project site) that includes designated scenic corridors and the project site. The scenic resources visible from the vantage point include distance views of prominent landforms to the north, east, and west that encompass sweeping views of the Santa Ynez Mountains and its rural foothills. While the project site

is visible to the southeast of the vantage point; due to the vantage point's elevation, the project's location outside of the direct line of sight of distance views and partial softening of the view by mature trees located along the 101 Highway and Union Pacific Railway (UPRR), the project will not obstruct, block, or intrude into views of prominent landforms from that vantage point. Additionally, the existing two-story building located on the north side of the project site will remain and continue to dominate the views of the project site from the vantage point. The new Critical Facility will be visible to south of the existing building. As discussed below, design review would ensure the project would not create a significantly adverse aesthetic impact by detracting appreciably from the protected public vantage point views. As a result, the project would have a less than significant impact on a designated scenic vista views from the General Plan designated vantage point at the Fairview Avenue/101 Highway overpass, and therefore, no mitigation is necessary.

b, AES-1-Scenic Resources. No Impact. The project would be limited to construction on an already developed site with no historic buildings located within the U.S. Highway 101 rights-of-way located outside of the Coastal Zone and therefore would not have an impact that would result in damage to checklist item b above described scenic resources or affect historic buildings within a designated state scenic highway. The project is in an urbanized area that has no scenic visual resources by virtue of surface waters, vegetation, elevation, slope or other unique natural or man-made features. The project does not include actions to remove significant amounts of vegetation, does not include actions that would result in the loss of important open space, substantial alteration of natural character, lack of adequate landscaping, or include extensive grading visible from public areas. Therefore, as detailed in Threshold AES-1, the project would not have the potential to degrade or significantly interfere with the public's enjoyment of the site's existing visual resources. No impacts to scenic resources would result from implementation of the project and mitigation is not necessary.

c, AES-3-Visual Character and Compatibility. Less than Significant Impact. The project's new Critical Facility building, revised parking and landscape areas are consistent with the allowed land uses in the urban Light Industrial (M-1) zone district and required to undergo Design Review Board review. Grading for the project would include 978 cubic yards of cut, 489 cubic yards of fill and result in 489 cubic yards of exported material. To ensure the project is compatible with the existing visual character of surrounding uses and structures consistent with Threshold AES-3 and checklist item c, during the DPRV review process and design review, the project will be required to comply with Resolution 03-20: *Architectural and Design Standards for Commercial Projects* and *Section 35-263 Landscape/Screening of Parking Areas* which require approval of a landscaping plan that must provide visual screening of lighting and parking areas from view of adjacent uses. Compliance with the applicable zoning and design standards and Design Review Board review, will ensure the project would add new planting along the public frontage to South Fairview Avenue and replace existing landscaping along the parking and loading areas. The project's architectural design and landscaping plan has undergone conceptual review by the Design Review Board (November 13, 2018, January 22, 2019, and March 12, 2019). Final Design Review Board review (after action on the land use entitlement occurs) will ensure the project (e.g. buildings, landscaping, signs, lighting plans etc.) is consistent with the City's standards and design findings associated with good design. The mandatory design review process ensures that the project would not result in removal of significant amounts of vegetation, affect important open space, or cause substantial alteration of natural character, result in a lack of adequate landscaping, or extensive grading that would be visible from public areas. Therefore, the project would have a less than significant

impact from degradation of the existing visual character and quality of public views of the site and its surrounding, given the current site place and design, and requires no mitigation.

d, AES-3-Lighting and Glare. Less than Significant Impact. The project will not create substantial light glare or result in a light related aesthetic incompatibility impact as discussed by checklist item d, and Threshold AES-3, given the characteristics of the lighting plan (minimal light fixtures, directed downward, etc.). As part of the design review for the project, the applicant is required to submit an outdoor lighting plan, in conjunction with an application for design review of commercial/industrial buildings, that will undergo Design Review Board review to ensure the project complies with the City's exterior lighting dark sky standards, established lighting intensity maximums, and shielding, and light angle requirements detailed in City's *Architectural and Design Standards for Commercial Projects* and the *Outdoor Lighting Guidelines* Section VI. Exterior Lighting.

The outdoor lighting plans must include a site plan with the proposed locations of all proposed lighting fixtures and angles in relation to buildings and landscaping; photometric diagrams and data may also be required. Section VII of the *Outdoor Lighting Guidelines* regarding Parking Lot Lighting establishes illumination standards for office parks which as applied will ensure minimum illumination of ground surfaces are appropriate and uniform. The purpose is to ensure that lighting hot spots and contrasts are avoided so that visual acuity is maintained. Section VIII of the *Outdoor Lighting Guidelines* address illumination of signs, their design, and hours that illumination is allowed to occur. Mandatory compliance with city lighting and design standards and completion of design review of the project will ensure the project's new light sources for nighttime illumination of parking areas and/or loading areas, or for security, and the new Critical Facility Building and Building C Headquarters elevator structure materials in the daytime will have a less than significant lighting and glare aesthetic incompatibility impact. With implementation of design review, no further mitigation would be required to address the potential lighting and glare impacts of the project.

iv. Cumulative Impacts

The proposed project would result in an overall reduction in the number of onsite buildings and in an increase in security lighted parking areas in a developed urbanized area. Since construction of the original project, the City of Goleta incorporated and adopted a General Plan with new aesthetics policies that are applicable to the proposed project site. The project is required to comply with the City's *Outdoor Lighting Guidelines* and the *Architectural and Design Standards for Commercial Projects* which require Design Review Board review of the proposed lighting plan and ensures the building lighting and design are compatible with the adjacent community. Therefore, the proposed project would not have a contribution to a significant cumulative aesthetic impact as the project's impact on visual resources would be similar to projected buildout in the City's General Plan Final EIR.

v. Required/Recommended Mitigation Measures

Based on the above analysis, implementation of design review required of all projects of this type in the City, the project would result in no significant aesthetic impacts necessitating additional mitigation measures.

vi. Residual Impact

Since the aesthetic impacts of the project are less than significant with compliance with City's General Plan, Zoning Ordinance, and design standards, the project would not have a residual aesthetic impact.

B. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation (CDC) as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?				X	
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X	
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X	
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?				X	

i. Existing Setting

The project site is located in an incorporated urban area that is surrounded with urban style development and a transportation corridor. The site is wholly surrounded by land developed with residential and commercial land uses.

ii. Thresholds of Significance

A significant impact to Agriculture and Forest Resources would occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, according to the City of Goleta's Environmental Thresholds and Guidelines Manual a project may

pose a significant environmental effect on agricultural resources if it converts prime agricultural land to non-agricultural use or impairs the agricultural productivity of prime agricultural land.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a-e. No Impact. The project is not located on land designated for agricultural or forest use, nor is it adjacent to, nor would it have an effect on these uses or such a use that is under a Williamson Act contract. The project is not is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by CDC and will not convert prime agricultural or forest land to non-agricultural use, nor would it impair the productivity of existing prime agricultural land. Therefore, the project would have no impact to agriculture and forest resources.

iv. Cumulative Impacts

The project is an urban project located on an existing developed site that would not contribute to the regional conversion of Prime Farmland or other valuable agricultural lands to nonagricultural use.

v. Required/Recommended Mitigation Measures

Based on the above analysis, no impacts to agricultural or forest resources would occur that would necessitate mitigation.

vi. Residual Impacts

No project specific, cumulative, or residual impacts to agriculture as identified in the General Plan would result from implementation of this urban land use project.

C. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Conflict with or obstruct implementation of the applicable air quality plan?			X		
b. Result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.			X		
c. Expose sensitive receptors to substantial pollutant concentrations?			X		
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X		

This section incorporates the results of air quality modeling prepared using CalEEMod Version 2016.3.2 for construction and operations. The modeling results are included in this document as Appendix A. This section also incorporates the findings of an air emissions assessment of the proposed onsite emergency generators from the memorandum *Final Refined Health Risk Assessment (HRA) for the Cox Critical Facility Project* (Dudek, February 22, 2019⁹⁸) referenced as Appendix B. Due to the size of the document, the HRA is incorporated by reference herein and is available for review at the City Planning and Development Department located at 130 Cremona Drive, Suite B, Goleta, CA 93117. The documents are also available on the web at <https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/ceqa-review>.

i. Existing Setting

Meteorological Setting

The project site is located on the coastal plain in the City of Goleta (City). The climate in and around the City of Goleta, as well as most of Southern California, is dominated by the strength and position of the semi-permanent high-pressure center over the Pacific Ocean near Hawaii. It creates cool summers, mild winters, and infrequent rainfall. It drives the cool daytime sea breeze, and it maintains a comfortable humidity range and ample sunshine after the frequent morning clouds dissipate. However, the same atmospheric processes that create the desirable living climate combine to restrict the ability of the atmosphere to disperse the air pollution generated by the population attracted in part by the desirable climate.

Temperatures in the Goleta area average 59 degrees annually. Daily and seasonal oscillations of mean temperature are small because of the moderating effects of the nearby oceanic thermal reservoir. In contrast to the steady temperature regime, rainfall is

highly variable. Measurable precipitation occurs mainly from early November to mid-April, but total amounts are generally small. Goleta averages 18 inches of rain annually with January, on average, as the wettest month.

Based on typical wind patterns, locally generated air pollutant emissions are carried offshore at night, and toward inland Santa Barbara County by day. Dispersion of pollutants is restricted when the wind velocity for nighttime breezes is low. The lack of development in inland Santa Barbara County, however, causes few air quality problems during nocturnal air stagnation. Daytime ventilation is usually much more vigorous. Both summer and winter air quality in the project area is generally very good.

Air Pollutants

The U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) establish health-based ambient air quality standards to identify outdoor pollutant levels that are considered safe for the public - including those individuals most sensitive to the effects of air pollution, such as children and the elderly. U.S. EPA has set National Ambient Air Quality Standards (NAAQS) for six pollutants, including ozone (O₃), nitrogen oxides (NO_x), Carbon Monoxide (CO), Sulfur Oxides (SO_x) and particulate matter (PM₁₀ and PM_{2.5}). These are referred to as the “criteria” pollutants. CARB has set California Ambient Air Quality Standards (CAAQS) for the same six pollutants, as well as for four additional pollutants (CARB 2019).

CARB also identifies other air pollutants as toxic air contaminants (TACs) - pollutants that may cause serious, long-term effects, such as cancer, even at low levels. Most air toxics have no known safe levels, and some may accumulate in the body from repeated exposures. CARB has identified about 200 pollutants as air toxics, and measures continue to be adopted to reduce emissions of air toxics. Both criteria pollutants and toxic air contaminants are measured statewide to assess the adequacy of programs for cleaning the air. CARB works with local air pollution control districts to reduce air pollution from all sources (CARB 2019).

Existing Air Quality

The project site is located in the South Central Coast Air Basin (SCCAB). The SCCAB encompasses San Luis Obispo, Santa Barbara, and Ventura Counties. The site is located in Santa Barbara County. The California Air Resources Board (CARB) and the Santa Barbara County Air Pollution Control District (APCD) operates ambient air monitoring stations that measure pollutant concentrations throughout the SCCAB. The nearest monitoring stations to the project site are: the Goleta monitoring station, located at 380 North Fairview Avenue, which monitors ozone (O₃), carbon monoxide (CO) and nitrogen oxides (NO_x); and the Santa Barbara station, located at 700 East Canon Perdido, which measures inhalable particulate matter (PM-10), and fine particulate matter (PM-2.5). Data from the monitoring stations have been published for the last five years. The following conclusions can be drawn from this data:

1. Photochemical smog (ozone) levels infrequently exceed standards. The State 1-hour ozone standard has not been exceeded in seven years, and the State and Federal 8-hour standards were each exceeded once in 2009.

2. CO measurements in Goleta have remained at a low level since 2008. Federal and State CO standards have not been exceeded in the last five years. Maximum 1-hour CO levels at the closest air monitoring station are currently less than 25 percent of the most stringent standard because of continued vehicular improvements. This data suggests that baseline CO levels in the project area are generally healthful and can accommodate a reasonable level of additional traffic emissions before any adverse local air quality effects would be expected.
 3. PM-10 levels occasionally exceed the State standard, but the Federal standard is very rarely exceeded. Between 2008 and 2012, the State PM-10 standard was exceeded on less than 4 percent of all days. The State PM-10 standard has not been exceeded thus far in 2019, while the more lenient Federal standard has not been exceeded in the past 5 years.
 4. A substantial fraction of PM-10 is comprised of ultra-small diameter particulates capable of being inhaled into deep lung tissue (PM-2.5). Even with the revision of the national 24-hour PM-2.5 standard from 65 micrograms per Uncubic meter ($\mu\text{g}/\text{m}^3$) to 35 $\mu\text{g}/\text{m}^3$, the frequency of days exceeding the standard is minimal. PM-2.5 measurements have only exceeded Federal standards once in the past 5 years.
 5. More localized pollutants such as NO_x , lead, etc. are likely very low near the project site because background levels never exceed allowable levels based on APCD's monitoring of measured pollutants according to federal standards. There is substantial excess dispersive capacity to accommodate localized vehicular air pollutants such as NO_x without any threat of violating the applicable standards.
- ii. Regulatory Framework

Ambient Air Quality Standards (AAQS)

Federal and state law regulates Ambient Air Quality Standards (AAQS) and emergency episode criteria for various pollutants. Generally, state regulations have stricter standards than those at the federal level. AAQS are set at concentrations that provide a sufficient margin of safety to protect public health and welfare. Air quality at a given location can be described by the concentration of various pollutants in the atmosphere. The significance of a pollutant concentration is determined by comparing the concentration to an appropriate federal and/or state ambient air quality standard.

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

Air Quality Planning

State and federal laws require jurisdictions that do not meet clean air standards to develop plans and programs that will bring those areas into compliance. These plans typically

contain emission reduction measures and attainment schedules to meet specified deadlines. If and when attainment is reached, the attainment plan becomes a “maintenance plan.”

In 2001, the CARB developed a regularly updated attainment plan that was designed to meet both federal and state planning requirements. The federal attainment plan was combined with those from other statewide non-attainment areas to become the State Implementation Plan (SIP). The 2001 Clean Air Plan (CAP) was adopted as the County portion of the SIP, designed to meet and maintain clean air standards. The 2016 Ozone Plan (2016 Plan) was developed in 2016. The 2016 Plan is the eighth triennial update to the initial state Air Quality Attainment Plan that was originally adopted by the District Board in 1991 (other updates were done in 1994, 1998, 2001, 2004, 2007, 2010, and 2013). Based on the region’s nonattainment status for ozone, each of the Santa Barbara County plan updates have included an “every feasible measure” strategy to ensure continued progress toward attainment of the state ozone standards. The 2016 Plan addresses the state ozone standard only and does not address the federal ozone standard. The 2001 Plan serves as the maintenance plan for the federal ozone standard. (SBAPCD 2017).

When the 2016 Plan was adopted, the District was still designated as a nonattainment area for the state ozone standard. However, the District was aware that this designation might soon change to be nonattainment-transitional. The Board adoption included a commitment to review the 2016 Ozone Plan if the District’s designation were to change to nonattainment-transitional and determine whether the control measures scheduled for adoption or implementation within the next three years are needed (SBAPCD 2017).

A region is designated Nonattainment-transitional when the ozone standard has not been exceeded more than three times at any one location during the last year. The change to a nonattainment-transitional designation means that, prior to implementing new control measures, the District must review the plan and determine whether the stationary source control measures scheduled for adoption or implementation within the next three years are needed to accomplish expeditious attainment of the state ozone standard. The District may modify the control measure schedule if it determines that modifications will not slow progress toward achieving or maintaining the state ozone standard. Available data at the SBCAPCD website, shows that the ozone standards have not been exceeded thus far in 2019 at the Goleta monitoring station (SBAPCD 2019).

Santa Barbara County is designated as a federal ozone attainment area for the 8-hour ozone National Ambient Air Quality Standard (the 1-hour federal standard was revoked for Santa Barbara County). The County is also considered in attainment for the state one-hour standard for ozone. “Attainment” means those areas of the country where air pollution levels are persistently below the national ambient air quality standards. Santa Barbara County’s designation for ozone under the California Clean Air Act recently changed from nonattainment to nonattainment-transitional. As a result, the District is required to examine the stationary source control measures in the 2016 Ozone Plan and determine whether changes in the control measure implementation schedule are necessary. The County continues to violate the state standard for PM-10, therefore Santa Barbara County is in non-attainment area for the State standards for PM-10.

The County is in attainment for the federal PM-2.5 standard and is designated “unclassified” for the State PM-2.5 standard and is designated “attainment” or “unclassified” for other state standards and for all federal clean air standards. “Unclassified” means that there is currently no quantifiable data to measure ambient air

quality standards in that area. Those jurisdictions that are designated both as “attainment” or “unclassified” are considered to be in attainment of ambient air quality standards even though there is currently no quantifiable data to measure its specific ambient air quality levels.

iii. Thresholds of Significance—Criteria Pollutants

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

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

Threshold AQ-1. Interfere with progress toward the attainment of the ozone standard by releasing emissions which equal or exceed the established long-term quantitative thresholds for NO_x (nitrogen oxides) and ROG (reactive organic compounds; same as reactive organic gases [ROG]). Thresholds are 25 pounds/day of either NO_x or ROG.

Threshold AQ-2. Equals or exceeds the state or federal ambient air quality standards for any criteria pollutant (as determined by modeling).

Threshold AQ-3. Results in toxic or hazardous pollutants in amounts which may increase cancer risks for the affected population.

Threshold AQ-4. Causes an odor nuisance problem impacting a considerable number of people.

Cumulative air quality impacts and consistency with the policies and measures in the City’s General Plan and the Air Quality Attainment Plan (AQAP) should be determined for all projects (i.e., whether the project exceeds the AQAP standards).

The following significance thresholds have been established by the APCD (*Scope and Content of Air Quality Sections in Environmental Documents*, SPCAPCD, 2011). While the City of Goleta has not yet adopted any new threshold criteria, these APCD thresholds are considered appropriate for use as a guideline for the impact analysis.

APCD Operational Impacts Thresholds

Based on APCD Thresholds, a project would result in a significant impact, either individually or cumulatively, if it would:

- a) Emit 240 pounds per day or more of ROG and NO_x from all sources;
- b) Emit 25 pounds per day or more of unmitigated ROG from any motor vehicle trips only;
- c) Emit 25 pounds per day or more of unmitigated NO_x from any motor vehicle trips only;
- d) Emit 80 pounds per day or more of PM-10;
- e) Cause or contribute to a violation of any California or National Ambient Air Quality standard (except ozone);

- f) Exceed the APCD health risk public notification thresholds adopted by the APCD Board (10 excess cancer cases in a million for cancer risk and a Hazard Index of more than 1.0 for non-cancer risk); or
- g) Be inconsistent with Federal or State air quality plans for Santa Barbara County.

The cumulative contribution of project emissions to regional levels should be compared with existing programs and plans, including the most recent Clean Air Plan (SBCAPCD 2013).

- h) Due to the County's non-attainment status for ozone and the regional nature of ozone as a pollutant, if a project's emissions from traffic sources of either of the ozone precursors (NO_x or ROG), exceed the operational thresholds, then the project's cumulative impacts are considered significant.
- i) For projects that do not have significant ozone precursor emissions or localized pollutant impacts, if emissions have been taken into account in the 2016 Ozone Plan growth projections, regional cumulative impacts may be considered to be less than significant.

APCD Construction Impacts Thresholds

Quantitative thresholds of significance are not currently in place for short-term emissions. However, CEQA requires that the short-term impacts such as exhaust emissions from construction equipment and fugitive dust generation during grading must be analyzed. The APCD recommends that construction-related NO_x, ROG, PM-10, and PM-2.5 emissions, from diesel and gasoline powered equipment, paving, and other activities, be quantified.

- j) APCD uses 25 tons per year for NO_x and ROG as a guideline for determining the significance of construction impacts.

Under APCD Rule 202 D.16, (APCD, Rule 202, 2012), if the combined emissions from all construction equipment used to construct a stationary source which requires an Authority to Construct permit, have the potential to exceed 25 tons of any pollutant, except carbon monoxide, in a 12-month period, the permittee shall provide offsets under the provisions of Rule 804 (APCD, Rule 804, 2012) and shall demonstrate that no ambient air quality standard will be violated.

iv. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. Less than Significant. The criteria pollutant emission projections used to develop the SBCAPCD 2016 Ozone Plan are based on population, vehicle trends, and planned land use. As such, projects that propose development that is consistent with the growth anticipated by the City's General Plan would be consistent with the Clean Air 2016 Ozone Plan. The proposed project transfers existing office and warehouse uses from the existing buildings A and B (which will be demolished) into the existing Building C Headquarters and telecommunications use from Building C Headquarters to the new Critical Facility. Modernization of the facilities and the addition of one staff member will nominally increase employment intensity on-site as part of the project. Overall, the project would result in a net reduction in building area on-site by 795 SF. Therefore, consistent with checklist item

a, direct and indirect impacts associated with the project are accounted for in the 2016 Ozone Plan emissions growth assumptions. As such, the project can be found consistent with the 2016 Ozone Plan and the 2001 Plan; and impacts would be less than significant.

Criteria Pollutants and Other Emissions

b, c, d, AQ-1, AQ-2, AQ-3. Less than Significant. Construction of the proposed project would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, dust emissions, and combustion pollutants from on-site construction equipment. Pollutant emissions associated with construction activity were quantified using CalEEMod (Version 2016.3.2). Implementation of the project would generate construction-related air pollutant emissions from three general categories: entrained dust, equipment and vehicle exhaust emissions, and architectural coatings. Exhaust from internal combustion engines used by construction equipment and hauling trucks would result in temporary emissions of ROG, NO_x, CO, PM₁₀, and PM_{2.5}. Table AQ-1, below, shows the estimated maximum unmitigated ~~annual daily short-term~~ construction emissions associated with the project.

Table AQ-1 Total Short-TermAnnual Construction Unmitigated Emissions Fugitive and Exhaust Sources (tons/year)						
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction Emissions	0.6580	1.815	1.5957	9.8000e-004	0.1340	0.0994
<i>Thresholds</i>	25 tons/year	25 tons/year	none	25 tons/year	25 tons/year	25 tons/year
<i>Potential Impact?</i>	No	No	No	No	No	No
Source: CalEEMod v. 2016.3.2 model						

Emissions calculations were based on default CalEEMod V. 2016.3.2 assumptions for the types and quantities of construction equipment for a typical project less than 3 acres in size. As previously mentioned, although the SBCAPCD does not currently have quantitative thresholds of significance in place for short-term or construction emissions, it uses 25 tons per year for ROG or NO_x as a guideline for determining the significance of construction impacts. In addition, the project site is developed and does not involve a significant amount of grading shown in Table AQ-1. The construction emissions do not exceed the guidance thresholds of 25 tons/year for ROG, NO_x, CO, SO₂, PM₁₀, and PM_{2.5}. Therefore, pursuant to checklist item b and Thresholds AQ-1, ~~AQ-2, and AQ-3~~, the project would not contribute cumulatively considerable annual emissions of any criteria pollutants for which the project region is in non-attainment under an adopted air quality standard.

The operational mobile, area, and energy source emissions for the project were calculated using the CalEEMod computer model (version 2016.3.2) and results are provided in Appendix A. The model was used to calculate unmitigated area emissions from the operation vehicle trips of the Headquarters Upgrade and new Critical Facility uses and the resulting vehicular operational emissions for the monthly trips to/from the site. The model assumes that operation of the new Critical Facility would begin in 2020. The results are shown below in Table AQ-2.

Table AQ-2						
Project Operations – Unmitigated Mobile and Area Source Emissions						
	Emissions (lbs./day)					
Year 2020	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
<u>Area Sources</u>	<u>0.9827</u> <u>0.1793</u>	<u>1.0000e-</u> <u>0045</u>	<u>0.0107</u> <u>9.6000e-</u> <u>004</u>	<u>0.0000</u>	<u>4.0000e-</u> <u>005</u> <u>0.0000</u>	<u>4.0000e-</u> <u>005</u> <u>0.0000</u>
<u>Mobile Sources</u>	<u>0.5008</u> <u>0.0677</u>	<u>1.9658</u> <u>0.2785</u>	<u>5.7924</u> <u>0.7991</u>	<u>0.0160</u> <u>2.2000e-</u> <u>003</u>	<u>1.4075</u> <u>0.1953</u>	<u>0.3885</u> <u>0.0540</u>
<u>Energy Sources</u>	<u>7.8500</u> <u>e003</u> <u>1.4300e-</u> <u>003</u>	<u>0.0713</u> <u>0.0130</u>	<u>0.0599</u> <u>0.0109</u>	<u>4.3000e-</u> <u>004</u> <u>8.000e-</u> <u>005</u>	<u>5.4200e-</u> <u>003</u> <u>9.9000e-</u> <u>004</u>	<u>5.4200e-</u> <u>003</u> <u>9.9000e-</u> <u>004</u>
Total	<u>1.4914</u> <u>0.3407</u>	<u>2.0372</u> <u>0.7043</u>	<u>5.8631</u> <u>1.0463</u>	<u>0.0164</u> <u>2.7200e-</u> <u>003</u>	<u>1.4129</u> <u>0.2099</u>	<u>0.3939</u> <u>0.0686</u>
<u>SBCAPCD Thresholds</u>	<u>240/25</u> <u>lbs/day</u> <u>25/55^a</u>	<u>240/25</u> <u>lbs/day</u> <u>25/55^a</u>	<u>N/A</u>	<u>N/A</u>	<u>80</u>	<u>N/A</u>
<u>Exceed Threshold?</u>	<u>No</u>	<u>No</u>	<u>N/A</u>	<u>N/A</u>	<u>No</u>	<u>N/A</u>
<u>Totals may vary due to rounding.</u>						
<u>Source: CalEEMod v.2016.2.3 Model</u>						

The operational emissions CalEEMod v.2016.2.3 Model essentially updates the baseline for the existing uses at the project site with a reduced (-795 SF) cumulative building footprint that would result with the project. The continued operations on the project site with a reduced footprint and one additional employee would not appreciably add to baseline air quality emissions of criteria pollutants that would not exceed SBCAPCD operational thresholds of significance for attainment of the ozone standard detailed in Threshold AQ-1, and City Threshold AQ-2. The project, therefore, would have a less than significant impact due to the project operational mobile and area source emissions.

Sensitive Receptors

The project's two new Tier 2 emergency generators will replace two of the three existing smaller emergency generators that are currently installed directly north of Building C Headquarters. The purpose of the emergency generators is to provide the telecommunications equipment with power in tandem with the batteries during power outages. Once the new Critical Telecommunications Facility is operational, two of the existing generators will be removed from the site. The remaining emergency generator (existing) will continue to support the operation of Building C Headquarters. Temporary mobile generators may need to be used as an interim measure when the new generators are being installed and the existing generators are moved to their new location. The applicant can operate temporary portable engines registered under the state's Portable Equipment Registration Program (PERP) during the electrical upgrade operations if the

proposed use is less than 90 calendar days. If the proposed portable generators will be operated for 90 calendar days or more, the applicant will be required to obtain an APCD permit to operate these engines.

The proposed two new Tier 2 emergency generators are CAT Model C18 diesel standby generators set rated 750kw with fan, 60 Hz 938 kVA at 1,800 RPM. Including the Diesel Particulate Filter (DPF) for emissions control and enclosure, each of the two new Tier 2 generators will measure 27 feet long by 10 feet wide by 15 feet tall (the physical height of the Tier 2 emergency generators is 11 feet and the DPF adds 4 feet). The two new Tier 2 generators will be installed in the existing screened utility yard behind Building C Headquarters and approximately 10-feet from the property line between the project site and the nearest of the adjacent developed and occupied residential zoned properties. The residence itself is located approximately 15 feet from the property line and 25 feet from the nearest generator enclosure.

Health Risk Assessment

In support of the proposed project, a health risk assessment (HRA) modeling analysis was prepared to estimate the potential for health risk impacts on nearby sensitive receptors (e.g., residences, schools, hospitals) from exposure to potentially hazardous toxic air contaminant (TAC) emissions emitted assuming operation of the during regular use of the project's emergency generators for maintenance and testing (operation of up to 2 hours per day and 50 hours per year in accordance with the CARB airborne toxics control measure (ATCM) for Stationary Compression Ignition Engines (17 CCR 93115) and SBCAPCD PTO # 12378.) (Dudek, February 22, 2019). The HRA report summary is included as Appendix B and the HRA modeling results are is incorporated by reference herein and is available for review at the Planning and Environmental Review Department located at 130 Cremona Drive, Suite B, Goleta, CA 93117, and posted on the web page: <https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/cega-review>. The HRA analysis uses air dispersion modeling methodology to evaluate potential public health risks associated with the proposed project. APCD's Modeling Guidelines for Health Risk Assessment (form 15i), does not require the modeling of emergency usage as it is not considered routine and predictable (SBCAPCD, May 23, 2019). Results of the modeling analysis are compared with the most recent significance thresholds established by the Santa Barbara County Air Pollution Control District (SBCAPCD).

As detailed in the HRA, the American Meteorological Society/Environmental Protection Agency Regulatory Model. (AERMOD) and Hotspots Analysis and Reporting Program 2 (HARP2) modeling found that maintenance and testing (operation of up to 2 hours per day and 50 hours per year) regular use of the two new and one existing project generators would result in TAC emissions from operation of the emergency generators. The HRA modeled emissions from the generators assuming 2 hours of use at a time and up to 50 hours a year operation for regular maintenance. The model outputs are included in the HRA on file at the City. Based on the model analysis in the HRA Tables 5 and 6, the nearby sensitive receptors would not be exposed to TACs at levels above significance thresholds established by SBCAPCD and summarized in Table AQ-3 below.

Table AQ-3 Summary of Cancer and Non-Cancer Chronic Health Risk Results Final Refined HRA for the Cox Critical Facility Project (Tables 5 and 6)		
Receptor Type	Cancer Risk (in a million)	Significance Threshold (in a million)
Offsite PMI	11.9	NA
MEIR	7.6	≥10
MEIW	0.7	≥10
Sensitive Receptor – Maravilla*	0.2	≥10
Receptor Type	Chronic HI	Significance Threshold (HI)
Offsite PMI	0.0	NA
MEIR	0.0	>1
MEIW	0.0	>1
Sensitive Receptor – Maravilla*	0.0	>1
<u>Source: Final Refined HRA for the Cox Critical Facility Project (Dudek, February 22, 2019) (See Attachment B)</u> <u>Notes: HI = hazard index; PMI = point of maximum impact; m = meters; MEIR = maximally exposed individual resident; MEIW = maximally exposed individual worker; UTME = Universal Transverse Mercator East; UTMN = Universal Transverse Mercator North.</u> <u>* Maravilla represents the sensitive receptor with the highest risk.</u> <u>Results are not actually 0.0, they are less than 0.05 in accordance with SBCAPCD form 15-i.</u>		

The results determined in this analysis reflect reasonable estimates of source emissions and exhaust characteristics, available meteorological data near the project site, and the use of currently approved air quality models. Given the limits of available tools for such an analysis, the actual impacts may vary from the estimates in this assessment. However, the combined use of the AERMOD dispersion model and the health impact calculations required by OEHHA and SBCAPCD tend to over-predict impacts such that they produce conservative (i.e., health-protective) results. Accordingly, the health impacts are not expected to be higher than those estimated in this assessment. As such, the proposed project generators operation assuming SBAPCD required bi-monthly testing, including 2 hours of use at a time, and up to 50 hours a year operation for regular maintenance and testing, and would not result in significant impacts to sensitive receptors due to TAC emissions.

Lastly, consistent with checklist item c and Threshold AQ-3 above, the Santa Barbara County Air Pollution Control District (SBCAPCD) peer reviewed the HRA and found that it was conducted in accordance with the SBCAPCD Modeling Guidelines for Health Risk Assessments (Form 15i). Once the SBCAPCD receives the permit application for this project, they will determine if the proposed equipment matches the HRA modeling (SBCAPCD, February 19, 2019).

Hydrogen Emissions and Sensitive Receptors

As detailed in the project description, the new Critical Facility will house 16 strings of Valve-Regulated-Lead-Acid (VRLA) batteries to support the rows of equipment cabinets containing servers, receivers, and other electronic equipment essential for the fiber optics operation. The battery strings are contained within a fire-separated Power Room within the Critical Facility. The Power Room is designed to vent hydrogen gas that could be emitted by the VRLA in the result of failure. The SBCAPCD reviewed the VRLA batteries and determined that the hydrogen gas that would be vented by the lead-acid batteries is hydrogen gas, which by itself is non-toxic odorless gas, and not a hydrogen compound which could be harmful to sensitive receptors, SBCAPCD determined that ~~does not have concerns with the hydrogen gas to be vented~~ ing of the gas from Cox Communications is not a toxic air contaminant that should be evaluated in the HRA. However, the venting will be required by the City standard conditions of approval to follow all procedures recommended by the City of Goleta, fire department, and any other oversight agencies (Pers. Comm, email from Desmond S. Ho to Bret McNulty 2/6/2019). The project will enclose the VRLA batteries in a fire safe and ventilated Power Room that would be required to meet the Santa Barbara County Fire Department and City and State building codes. Therefore, consistent with checklist items c, d, and City Threshold AQ-4 above, since the project is subject to local and state building codes for safe construction, the project's potential hydrogen emissions from VRLA batteries would have a less than significant impact from odors or pollutants to sensitive receptors at adjacent residences and nearby schools.

~~The operational mobile, area, and energy source emissions for the project were calculated using the CalEEMod computer model (version 2016.3.2) and results are provided in Appendix A. The model was used to calculate unmitigated area emissions from the operation vehicle trips of the Headquarters Upgrade and new Critical Facility uses and the resulting vehicular operational emissions for the monthly trips to/from the site. The model assumes that operation of the new Critical Facility would begin in 2020. The results are shown below in Table AQ-2.~~

Table AQ-2						
Project Operations – Unmitigated Mobile and Area Source Emissions						
	Emissions (lbs./day)					
Year 2020	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Area Sources	0.1793	1.0000e-005	9.6000e-004	0.0000	0.0000	0.0000
Mobile Sources	0.0677	0.2785	0.7991	2.2000e-003	0.1953	0.0540
Energy Sources	1.4300e-003	0.0130	0.0109	8.000e-005	9.9000e-004	9.9000e-004
Total	0.3407	0.7043	1.0463	2.7200e-003	0.2099	0.0686
SBCAPCD Threshold	25/55 ^a	25/55 ^a	N/A	N/A	80	N/A
Exceed Threshold?	No	No	N/A	N/A	No	N/A
Totals may vary due to rounding.						

Source: CalEEMod v.2016.2.3 Model

~~The operational emissions CalEEMod v.2016.2.3 Model essentially updates the baseline for the existing uses at the project site with a reduced (795 SF) cumulative building footprint that would result with the project. The continued operations on the project site with a reduced footprint and one additional employee would not appreciably add to baseline air quality emissions of criteria pollutants that would exceed SBCAPCD operational thresholds of significance and City Threshold AQ-2. The project, therefore, would have a less than significant impact due to the project operational mobile and area source emissions.~~

v. Cumulative Impacts

The significance thresholds used for air quality analysis on a project level (25 lbs. per day of NOx or ROG from transportation sources only are also intended to address potential AAQS and cumulative air quality impacts described in checklist item b and City Threshold AQ-2 above. The project's operational emissions as outlined in Table AQ-2 would not exceed these thresholds; therefore, the project's contribution to cumulative air quality impacts are considered less than significant.

A project's consistency with the 2016 Ozone Plan, SBCAPCD's plan to achieve attainment status of the ozone standard, is based on consistency with regional and City growth forecasts. The SBCAPCD 2016 Ozone Plan was adopted by the SBCAPCD Board on October 20, 2016. This plan is the eighth update to the District's 1991 Air Quality Attainment Plan and addresses the California Clean Air Act requirements to plan for attainment and maintenance of the state 1-hour and 8-hour ozone air quality standards. The 2016 Ozone CAP uses the year 2012 data to establish an emissions inventory. This 2012 inventory is then projected into the future, which will estimate the future inventories in Santa Barbara County based on County growth data and currently adopted local, state, and federal rules that are planned for implementation. The District has chosen future years 2025 and 2035 for this 2016 Plan. The future inventories in Santa Barbara County are based on County growth data and currently adopted local, state, and federal rules that are planned for implementation. The District has chosen future years 2025 and 2035 for this 2016 Plan. The 2012 inventory incorporates the Santa Barbara's County Association of Government Regional Growth Forecast 2010-2014 (adopted December 2012), to project population growth. This forecast is based on land use and projected development anticipated by general plans, including the City General Plan.

Although the project would result in a less than significant change due to the number of post-project trips generated at the site, and thus associated air emissions, the assessment of consistency is based on whether the project would result in an increase beyond that anticipated by the General Plan. Continued use of the site with a mix of office, telecommunications, fleet operations, and warehouse uses are consistent with the approved (81-MP-9) and is consistent with the 2006 City General Plan's General Commercial and General Industry designations for the site.

Additionally, the assessment of consistency is based on whether the project would result in an increase in total population that would exceed the forecast population. The project, does not propose a change of use at the site, and its projected addition of one employee to the existing 8573 persons employed at the site would not result in an increase in the City's residential population that will exceed the forecasts used in the 2016 Ozone Plan.

Therefore, the project is accounted for in the 2016 Ozone Plan growth projections and would not result in an inconsistency with the current CAP or General Plan. The project's contribution to regional cumulative air quality impacts is therefore considered less than significant.

vi. Mitigation Measures / Residual Impact

No impacts are identified. Therefore, mitigation is not necessary and residual air quality impacts would not result from implementation of the project.

D. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X			
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X			
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X		
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X			
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X		
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X		

i. Existing Setting

The proposed project site is a fully developed urban location with existing office, telecommunications, warehouse, paved parking, and landscaping. The project is surrounded on all sides by development except to the immediate north along the UPRR and US 101 Rights of Way (ROWs). Within the UPRR and US 101 ROWs corridor, clusters of native and non-native trees and landscaping (a mix of ruderal grasses and

shrubs) are present. California Department of Transportation (Caltrans) and UPRR periodically remove vegetation in these areas. The project does not include a proposal to conduct offsite vegetation removal or ground disturbance.

ii. Thresholds of Significance

A significant impact on Biological Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist or exceeds the City of Goleta's Environmental Thresholds and Guidelines Manual biological resources threshold BIO-1 below of significance.

Threshold BIO-1 Types of Impacts to Biological Resources

Disturbances to habitats or species may be significant, based on substantial evidence in the record, if they substantially impact significant resources in the following ways:

1. Substantially reduce or eliminate species diversity or abundance.
2. Substantially reduce or eliminate quantity or quality of nesting areas.
3. Substantially limit reproductive capacity through loss of individuals or habitat.
4. Substantially fragment, eliminate, or otherwise disrupt foraging areas and/or access to food resources.
5. Substantially limit or fragment range and movement (geographic distribution of animals and/or seed dispersal routes).
6. Substantially interfere with natural processes, such as fire or flooding, upon which the habitat depends.

Threshold BIO-2 Less Than Significant Impacts

The *Environmental Thresholds and Guidelines Manual* provides examples of areas in the City of Goleta where impacts to habitat are presumed to be less than significant, including:

1. Small acreages of non-native grassland if wildlife values are low.
2. Individuals or stands of non-native trees if not used by important animal species such as raptors or monarch butterflies.
3. Areas of historical disturbance such as intensive agriculture.
4. Small pockets of habitats already significantly fragmented or isolated, and disturbed or degraded.
5. Areas of primarily ruderal species resulting from pre-existing man-made disturbance.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b, d. Less than Significant with Mitigation Measure Incorporated. The proposed project site has had its current use since 1984 and has been developed for many years including a dance hall in 1930 and being part of a lumber yard in 1956 (Nye, March 5, 2019). As such, the project would be limited to redevelopment of an existing urban site with no terrestrial or riparian habitat, or protected wetlands onsite supportive of sensitive or special status species. The project site is not located within or adjacent to Environmentally Sensitive Habitat Areas (ESHA,) as mapped on General Plan Figure 3.4-2 Special Status Species and Environmentally Sensitive Habitat Areas, or other sensitive

natural communities identified in the plans, policies, or regulations by state or federal agencies.

The project removes eight (8) existing non-native ornamental trees. Trees species to be removed are identified in Table BIO-1 below. The ten (10) trees will be replaced with 14 trees: three (3) California Sycamores and 11 Tipuana Tipu trees.

Table BIO-1 Project Site Non-Native Trees to Be Removed		
Type	Number	Height
Queen Palm	1	20'+/-
Carrotwood	7	10' -20'+/-
Canary Island Pines	2	20' - 30' +/-

As indicated, the trees to be removed are not native trees and therefore not a designated protected tree as outlined by General Plan Policy CE 9.1.

The project is located in an area with existing high levels of traffic, noise, and vibrations from the U.S. 101 and UPRR corridors and adjacent urban uses. Construction related impacts, although temporary, may include increased traffic, noise, vibrations, and other short-term impacts. While no raptor nests have yet been observed or reported onsite, the potential exists for hawks and migratory birds to use the existing non-native trees onsite and the offsite trees located within 300 feet of the project site along the adjacent UPRR and U.S. 101. All raptors (including hawks) and their nests are specifically protected under California Department of Fish and Wildlife Code, and all migratory birds and their nests are protected by the Federal Migratory Bird Treaty Act, which require the preservation of hawk nests during active nesting (Fish and Game Code, § 1 et seq.; 16 United States Code, § 703 et seq.). The construction of the project has the potential to temporarily impact nesting birds if active nests are present within 300-feet of the site during construction.

Pursuant to the regulatory protections given to raptors/migratory bird species discussed in checklist items a, b, and d, and given the height of the on-site trees on site, it is possible these trees provide raptor/migratory bird nesting habit. Therefore, in an abundance of caution, to avoid the potential impacts resulting from construction of the proposed project Mitigation Measure BIO 1 was proposed by the City and agreed to by the applicant. Implementation of Mitigation Measure BIO-1 nesting season survey and construction protections will be verified by the City through a Mitigation Monitoring and Reporting Program (MMRP). Therefore, with the implementation of Mitigation Measure BIO 1 and the MMRP, the City has a mechanism to verify that any unlikely but potentially significant impacts to migrating and nesting birds would be reduced to less than significant.

c, e, f, BIO-1, BIO-2. Less than Significant. The project site is completely developed and paved and does not contain jurisdictional wetlands or streams. There are no existing natural drainage features on the project site. However, the project will maintain the overall existing drainage patterns in the area by draining from east to west. According to the Goleta Cox Critical Facility – Preliminary Drainage Report (Michael Baker International, November 16, 2018 on file with the City of Goleta and incorporated by reference herein), the ground surface in this area generally slopes from east to west. There are no existing

drainage facilities within/adjacent to the project site. The 100-year overland drainage escape route will run through the project from east to west along the gutter within the parking lot and discharge via the driveway or parkway culvert. The project would include construction on a developed and paved site with no natural water drainages or wetlands. As such, and consistent with the checklist items c, and e, the project would not result in the filling, removal, or hydrologic interruption of any protected wetlands or waters that would necessitate federal or state permits related to work in waters or streambeds. To address potential water pollution control due to unwanted pollutants from discharging from the site during rain events, one bioretention area located adjacent to Fairview Avenue is proposed. Based on the project's water pollution control measure, consistent with City Thresholds BIO-1 and BIO-2, the project's impacts on state and federal jurisdictional waters and therefore fish and wildlife species and their habitat would be less than significant.

The project site is developed and located adjacent to a transportation corridor and existing urban development, and enclosed by a perimeter wall, fence and gated driveway. Therefore, the site does not contain features that would be conducive for use as a wildlife movement corridor or travel route. Therefore, construction activities or ongoing operations on the site would not result in significant impacts related to wildlife movement or habitat connectivity. The project site does not contain habitat elements protected under City of Goleta's GP/CLUP Conservation Element plans and policies and would not conflict with local policies protecting biological resources. The project site is not within the coverage area of any approved federal, state, or local Habitat Conservation Plan or Natural Community Conservation Plan as described in checklist item f. Therefore, implementation of the proposed project would not result in any impacts related to consistency with these types of plans.

iv. Cumulative Impacts

The project's potential impacts to potential raptor or migratory bird nesting sites during construction would be mitigated to less than significant levels with implementation of Mitigation Measure BIO-1 below. Because construction would pose only a short-term impact to potential raptor nesting sites during the limited 9-12-month construction period, the project contributions to cumulative impacts would not be significant. No component of the project would result in causing an adverse but less than significant impact to biological resources that would be cumulatively considerable during project operation when considering its contribution to buildout in the City urban areas consistent with the General Plan. Therefore, the project's contributions to cumulative impacts to biological resources would not be considerable or significant.

v. Required Mitigation Measures

Mitigation Measure-BIO-1: Nesting Birds. At the permittee's expense, the permittee must retain a City-approved biologist to conduct a survey to determine if nesting birds exist on the project site. The survey must be conducted prior to commencement of any demolition, grading, and/or construction activities. The survey must establish the breeding and roosting status of any nesting birds found throughout the subject property and adjacent trees and designate a 300-foot buffer from any nest if found. The survey must include recommendations to minimize impacts to nesting birds during construction, including but not limited to, imposing setbacks, installing fence protection, and restricting the construction schedule. The survey must take into account expected increases and decreases in nesting birds over the construction period and must include a map showing

known roosting and nesting sites. Construction within the 300-foot buffer must be avoided during the bird nesting season (e.g., February 1st through August 31st). In addition, construction must not occur until the City-approved biologist has notified the City that all young birds have successfully fledged, and the nests are no longer active.

Plan Requirements and Timing: The 300-foot buffer(s) must be shown on all final grading, drainage, and construction plans where applicable. The survey must be conducted no more than 14 days prior to commencement of any demolition, grading, and/or construction activities. Survey conclusions must be reviewed and approved by the Planning and Environmental Review Director, or designee, prior to the issuance of Grading/Building permits.

Monitoring: The Planning and Environmental Review Director, or designee, will review any biological reports in consultation with any resource/trustee agency as needed, as well as conduct periodic site inspections to verify compliance with survey recommendations in the field.

vi. Residual Impacts

With implementation of Mitigation Measure BIO-1, as detailed above, residual project impacts on biological resources during construction would be less than significant because construction would not occur within 300-feet of nesting birds. Once construction is complete, no significant contribution to cumulative biological resource impacts will occur with the ongoing day-to-day operations of the project, including office, fleet operations, warehousing, and telecommunications uses onsite.

E. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?			X		
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X			
c. Disturb any human remains, including those interred outside of dedicated cemeteries?		X			

This section incorporates the analysis, findings, and recommendations in the *Phase I Archaeological Investigation 22 South Fairview Avenue, APN 071-021-044, Goleta, California* (Dudek, June 2018). The document is referenced herein as Appendix C and contains confidential information that is kept on file with the City of Goleta and may be reviewed with prior authorization by the City of Goleta Planning and Environmental Review Department in accordance with applicable law. The historic significance of Buildings A and B to be demolished were assessed in the *Letter Report Historical Assessment: 22 South Fairview, Goleta California (APN 071-021-044)*, (Ronald L. Nye, March 5, 2019) which is included herein as Appendix D. Tribal Cultural Resources are also addressed in Section R below.

i. Existing Setting

Ethnographic and Historic Setting

Evidence exists for the presence of humans in the Santa Barbara coastal area for thousands of years. The first European contact to the Santa Barbara coastal region was by Portuguese explores in 1542, followed by the Spanish in 1602. At the time of this first European contact in 1542, the Goleta area was occupied by a Native American group speaking a distinct dialect of the Chumash Language (GP FEIR). This group later became known as the Barbareno Chumash. The Chumash were hunters and gatherers who lived in areas surrounding the much larger prehistoric Goleta Slough. The prevalent Chumash population at the time of Spanish contact, in had at least 10 Chumash villages in the Goleta Area and immediate vicinity (GP FEIR).

Historically, European settlement in the vicinity of the project site was defined by three periods: The Mission Period (AD 1769 to 1830), the Rancho Period (AD 1830 to 1865), and the American Period (AD 1865 to 1915). As provided in the City's General Plan Final EIR (Section 3.5, Cultural Resources), the City is known to contain prehistoric, ethnographic, historical and paleontological resources. The City's General Plan Final EIR (GP FEIR) (Figure 3.5-1, Historic Resources), shows areas containing sensitive historic/cultural resources, identifying 46 historic resource locations.

Project Area Setting

The proposed project site is the existing business center for Cox Communications that was constructed on the site of a former nursery and lumber yard in 1983. As part of that original development the entire project site was graded, including the current project location.

The Project site is located at the eastern periphery of a documented archaeological site, known also as the historic Chumash village of Saspilil (Brown 1967:32). Systematic excavations and construction monitoring associated with past projects have determined that the site extends west beyond the present configuration of San Pedro Creek (Science Applications International Corporation 1994), while the eastern boundary has not been precisely identified (see Appendix A for the CA-SBA-60 site record). The project site does not contain any unique geologic features or paleontological or historic resources identified during preparation of the Phase I or in City General Plan Table 6-1 List of Historic Resources.

ii. Thresholds of Significance

In order for a resource to be a significant historical resource pursuant to CEQA, it must meet one of the four significance criteria listed in CEQA Guidelines Section 15064.5(a)(3)(A-D) and retain physical integrity.

The four significance criteria applied to cultural and historical resources are:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history

A significant impact on cultural resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's Environmental Thresholds and Guidelines Manual. The City's adopted thresholds indicate that a project would result in a significant impact on a cultural resource if it results in the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of such a resource would be materially impaired.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. Less than Significant. The historic significance of Buildings A and B to be demolished were assessed by historian Ronald L. Nye, who found that the buildings would not qualify as a historic resource under the City of Goleta General Plan. These findings are included herein as Appendix D. As the buildings are not historic, the impact will be less than significant.

b, c. Less than Significant with Mitigation. The Phase I Archaeological report concluded that prehistoric and historic-period cultural materials identified east of South Fairview Avenue, and north of Hollister Avenue, and south of the UPRR occur within previously disturbed or redeposited soils. As discussed in Section G. Geology and Soils, the project site is underlain by Quarternary alluvium that does not contain paleontological resources (GP/CLUP FEIR Table 3.5-1). Due to the absence of any paleontological, prehistoric or historic resources identified within intact soils during previous surveys, excavations, and monitoring activities, the potential for intact unknown buried prehistoric archaeological resources within the proposed Project area is considered very low.

According to the Dudek Phase 1 Archaeological report, the potential for encountering such cultural resources within the project site is highly unlikely, as soils inspected during previous excavations in the western portion of the Project site (Ford 1982 and Neff 1983) and along the eastern edge of South Fairview Avenue (Denardo 1994) are not associated with a substantial village deposit.

The proposed project ground disturbances would extend to eight feet below surface associated with construction of the improvements on the site including utility trenching. The previous archaeological shovel test pits (STPs) and backhoe trenching (Ford 1982) on the site “yielded mainly historic (non-aboriginal) related material, although some shell was recovered, or virtually no material at all.”

The information shared during the Native American consultation is different on this point. There is the potential for Native American artifacts including human remains to be present, based on information shared by the Santa Ynez Band of Chumash Indians and due to the site’s proximity to the known village site on the westside of Fairview Avenue. (Consultation with Freddie Romero, Santa Ynez Band of Chumash Indians, March 5, 2019). It is possible that unknown isolated artifacts including human remains could be encountered during construction. Human remains are addressed by Public Resources Code 5097.98, require special treatment, and are of particular importance to local Chumash representatives. While the potential is low, Mitigation Measures CUL-1 through CUL-3 regarding monitoring during ground disturbance and the treatment of human remains are proposed below out of caution and respect for the local Chumash people. The potential impact on cultural resources would be considered less than significant with the incorporation of these mitigation measures.

iv. Cumulative Impacts

Consistent with General Plan FEIR findings, potential project related contributions to cumulative impacts to yet to be discovered cultural and historical resources impacts in the incorporated City of Goleta are reduced to less than significant by implementation of resource protective construction monitoring and treatment of remains in Mitigation Measures CUL-1 through CUL-3. Additionally, CEQA requires tribal consultation, which ensures that each project is carefully reviewed with input from tribes that may provide information on tribal resources.

v. Mitigation Measures

The following three (3) mitigation measures shall be implemented during construction throughout the entire site to address the unlikely potential for encountering isolated cultural, historical, and human remains during ground disturbance.

Mitigation Measure CUL-1: Construction Monitoring and Construction Monitoring Treatment Plan (CMTP). The Applicant/Permittee, at its sole expense, shall retain a City-qualified archaeologist and local Chumash Native American observer to monitor all ground disturbing construction activities occurring on the entire site. An exception for the eastern portion of the project site may be allowed as described below. In any event, monitoring must occur during any ground disturbance occurring in the western portion of site.

A Construction Monitoring Treatment Plan (CMTP) shall be developed and implemented to ensure that any new discoveries are adequately recorded, evaluated, and, if significant, mitigated to less than significant. The CTMP shall describe the following:

- a) Specifications that all ground disturbances shall be monitored by a City-qualified archaeologist and a Chumash Native American observer. Field notes generated by the local Chumash Native American observer shall be made available upon request to other Chumash tribal community members if requested;
- b) Qualifications and organization of monitoring personnel;
- c) Procedures for notifying the City and other involved or interested parties in case of a new discovery;
- d) Procedures that would be used to record, evaluate, and mitigate new discoveries with minimum of delay; and
- e) In the unlikely event that isolated human remains are encountered, consultation with the most likely Native American descendant, pursuant to Public Resources Code Section 5097.97 and 5097.98, would apply. These may include procedures outside of the procedures required by State and City regulations that are requested by the Chumash Most Likely Descendant, such as prayer, ceremony, or blessing.
- f) The City-qualified archaeologist and Chumash Native American observer shall have the authority to temporarily halt or redirect construction in the vicinity of any potentially significant discovery to allow for adequate Phase 3 data recovery recordation, evaluation, and mitigation. Evaluation and mitigation could require additional archaeological testing and data recovery at the sole expense of the applicant. Results of the monitoring program shall be documented in a report after completion of all ground disturbing activities.

As an alternative to monitoring the entire site, the Permittee may prepare a supplemental Extended Phase 1 archaeological resources investigation, pursuant to City Cultural Resource Guidelines, that addresses all proposed improvement subsurface excavations occurring on the eastern portion of the project site including:

- Critical Telecommunications Facility Building;
- Emergency Power Generators;
- Utility transformers;
- Fire Hydrant;
- CMU Trash Enclosure;
- Subsurface utilities extending from the generators to the Critical Telecommunications Facility Building and transformers;
- Drainage Gutters;
- Undergrounded utilities (including sewer and water); and
- Paving including parking.

A proposal for completing this Extended Phase 1 archaeological resources investigation using excavations systematically located throughout these proposed impact areas, including proposed soil excavation and screening methods, shall be prepared by a City-qualified archaeologist retained by the applicant and shall be reviewed and approved by the City. The resulting archaeological excavations shall be monitored by a local Chumash tribal consultant retained by the applicant pursuant to City Cultural Resources Guidelines.

An Extended Phase 1 archaeological resources investigation summary letter report shall be submitted for review and approval by the City within 5 working days of completion of the fieldwork. In the event that no potentially significant prehistoric cultural resources are identified within the proposed improvements within the eastern portion of the project site as defined above, the cultural resource monitoring of these specific ground disturbances by the city-qualified archaeologist and local Chumash tribal observer as defined in CMTP a) will be waived, and monitoring shall only be required for those proposed disturbances in the western portion of the project site (i.e., Demolition of Building A and Building B and associated Loading Area, External improvements to Building C, Construction of a western property perimeter wrought iron fence, emergency vehicular exit gate with Knox box, emergency pedestrian exit gate, and subsurface utilities). If potentially significant resources are identified during the Extended Phase 1 excavation, the provisions of the CMTP c) shall be implemented. The complete Extended Phase 1 archaeological resources investigation report shall be reviewed and approved by the City prior to issuance of grading permits.

Timing: The contract for a supplemental Extended Phase 1 archaeological resources investigation and/or Construction Monitoring Treatment Plan (CMTP) of the entire site during construction, including identification of the City-qualified archaeologist and Chumash Native American observer, shall be submitted to the City for review and approval prior to and as a condition precedent to issuance of any Land Use Permit for the project. The optional supplemental Extended Phase 1 archaeological resources investigation and CMTP shall be written in consultation with the tribal leaders/representatives and approved by the City of Goleta.

Monitoring/Reporting Party(ies): The Planning and Environmental Review Director, or designee, shall verify compliance before issuance of the Land Use Permit and shall periodically perform site inspections to verify compliance with the approved work program.

Mitigation Measure CUL-2: Monitoring. Before initiating any staging areas, vegetation clearing, or grading activity, the Applicant/Permittee and construction crew must meet on-site with City staff, a City-retained archaeologist, and local Chumash consultant(s) and present the procedures to be followed in the unlikely event that cultural artifacts are discovered during ground disturbances on the project site.

A City-approved archaeologist and local Chumash consultant must monitor all ground-disturbing activities on the Project site. The monitor(s) must have the following authority:

- 1) The archaeological monitor(s) and Chumash consultant(s) must be on-site on a full-time basis during any earthmoving activities, including preparation of the area for capping, grading, trenching, vegetation removal, or other excavation activities, unless modified by the results of the supplemental Extended Phase

- 1 archaeological resources investigation as defined in Mitigation Measure CUL-1. Construction Monitoring Treatment Plan (CMTP). The monitors will continue their duties until it is determined through consultation with the Applicant/Permittee, City Planning and Environmental Review Director, or designee, archaeological consultant, and Chumash consultant that monitoring is no longer warranted.
- 2) The monitor(s) may halt any activities impacting previously unidentified cultural resources and conduct an initial assessment of the resource(s). If cultural resources of potential importance are uncovered during construction, the following must occur per the Goleta General Plan Open Space Policy 8.6.
 - a) The grading or excavation shall cease, and the City shall be notified.
 - b) A qualified archeologist shall prepare a report assessing the significance of the find and provide recommendations regarding appropriate disposition.
 - c) Disposition will be determined by the City in conjunction with the appropriate Chumash consultant.
 - 3) If an artifact is identified as an isolated find, the monitor(s) must recover the artifact(s) with the appropriate locational data and include the item in the overall inventory for the site.
 - 4) If a feature or concentration of artifacts is identified, the monitor must halt activities in the vicinity of the find, notify the Applicant/Permittee and the Planning and Environmental Review Director, and prepare a proposal for the assessment and treatment of the find(s). This treatment may range from additional study to avoidance, depending on the nature of the find(s).
 - 5) The monitor must prepare a comprehensive archaeological technical report documenting the results of the monitoring program and include an inventory of recovered artifacts, features, etc.
 - 6) The monitor must prepare the artifact assemblage for curation with UCSB and include an inventory with the transfer of the collection.
 - 7) The monitor must file an updated archaeological site survey record with the UCSB Central Coastal Information Center.
 - 8) Applicant/monitor must have a signed agreement with UCSB for curation purposes of any and all cultural items discovered during the duration of the project.

Timing: This requirement must be printed on all plans submitted for any land use, building, grading, or demolition permits. The Applicant/Permittee must enter into a contract with a City-approved archaeologist and Applicant/Permittee- selected Chumash consultant and must fund the provision of on-site archaeological/cultural resource monitoring during initial grading and excavation activities before issuance of a Land Use Permit. Plan specifications for the monitoring must be printed on all plans submitted for grading and building permits. The contract should be executed at least two weeks prior to the LUP issuance for grading.

Monitoring/Reporting Party(ies): The Planning and Environmental Review Director, or designee, must conduct periodic field inspections to verify compliance during ground-disturbing activities.

Mitigation Measure CUL-3: Human Remains. Before initiating any staging areas,

vegetation clearing, or grading activity, the Applicant/Permittee and construction crew must meet on-site with City staff, a City-retained archaeologist, and local Chumash consultant(s) and present the procedures to be followed in the unlikely event that human remains are uncovered. These procedures must include those identified by Public Resources Code § 5097.98. If the remains are determined to be of Chumash descent, the County Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Chumash. The MLD will then in consultation with the City-approved archaeologist and appropriate local Chumash consultant(s) determine what course of action should be taken in dealing with the remains to limit future disturbance.

Timing: Before the City issues permits for any ground disturbance, the Applicant/Permittee must provide the City Planning and Environmental Review Director the contact information of the Chumash consultant and the agreed upon procedures to be followed. If remains are found and if the remains are found to be of Chumash origin, the County Coroner will notify the Native American Heritage Commission and the Commission will name the Most Likely Descendant (MLD). The MLD, City- retained archaeologist, Applicant/Permittee, and City Planning and Environmental Review staff will consult as to the disposition of the remains. If the remains are identified as non-Chumash, the County Coroner will take possession of the remains and comply with all state and local requirements in the treatment of the remains.

Monitoring/Reporting Party(ies): The Planning and Environmental Review Director, or designee, must confirm that the County Coroner is notified in the event human remains are found, and that the Native American Heritage Commission is contacted if the remains are of Chumash origin.

F. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X		
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		

i. Existing Setting

Energy is provided by the Southern California Gas Company and by Southern California Edison (SCE). In addition to electrical distribution lines, several SCE substations are located within the city, including the Hollister Avenue and Glen Annie substations. The only electrical generating station in the city is Reliant Energy's "peaking station" on Las Armas between Hollister Avenue and the railroad tracks, which generates electrical power only during emergencies and peak-use periods.

Regulatory Setting

The City's General Plan Conservation Element Implementation Action 5 (CE-IA-5) and 2014 Climate Action Plan Energy Efficiency Action Plan (CAP) identifies measures to effectively meet State of California established greenhouse gas (GHG) reduction targets and energy efficiency goals, as articulated in Assembly Bill 32 (AB 32) and the California Public Utilities Commission's (CPUC) Long-Term Energy Efficiency Strategic Plan and implemented in the California Building Code Titles 20 and 24.

Baseline Project Energy Use

The project site is a fully developed urban location with existing office, telecommunications, fleet operations, warehouse, parking, and landscaping. The project provides telecommunications services to Cox Communications customers in the region. The current uses at the site were developed with approval of (81-MP-9) by the County and prior to incorporation of the City. Baseline energy use at the site was estimated as part of the air quality modeling using CalEEMod Version 2016.3.2 utilizing California Energy Commission (CEC) California End Use Survey Results (CEC, 2016).

ii. Thresholds of Significance

Thresholds of significance for energy use have not been established in the City's Environmental Thresholds and Guidelines Manual. The project would be expected to have a significant impact on energy use if it demonstrably resulted in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation or conflict or obstruct a plan for renewable energy or energy efficiency as discussed in the CEQA Guidelines Appendix G Checklist above.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b. Less than Significant. The energy analysis for this project is based on an analysis of energy use for all project phases and components, including transportation-related energy, during construction and operation as modelled using the CalEEMod V. 2016.3.2. The project is expected to utilize electricity, natural gas, and diesel and gasoline fuels as energy during the primary construction and operational phases. CalEEMod V. 2016.3.2 estimates the baseline, construction, and annual operational energy use of the project's components to assess the air quality and greenhouse gas emissions of the project. The results of the modeling are provided in Appendix A.

The project will result in more efficient energy use of the existing onsite structures in two primary ways. ~~First~~ The first, the project will result in an increase in energy efficiency with the removal of Buildings A and B. These buildings were built in 1956 and 1983 respectively prior to adoption of current energy efficient building requirements. Secondly, all of the new construction (Building C Headquarters renovations and the new Critical Facilities building) will be required to incorporate existing energy efficient fixtures and equipment required by the California Building Code.

Therefore, with the elimination of the older less efficient buildings and the construction/renovation proposed, the site will become more energy efficient. The project would also be required to be consistent with the CPUC Long-Term Energy Efficiency Strategic Plan as implemented in the California Building Code (CBC). All project construction components must comply with the CBC prior to issuance of building permits by the City. Therefore, the project will result in a less than significant impact.

iv. Cumulative Impacts

Eliminating the use of older less efficient buildings and maximizing use of existing and proposed buildings, the project would have a less than significant cumulative impact due to energy efficiency and plans. The project would also be consistent with the CPUC Long-Term Energy Efficiency Strategic Plan as implemented in the California Building Code, resulting in a less than significant impact.

v. Required/Recommended Mitigation Measures

No energy efficiency mitigations impacts are identified and therefore, no mitigation is necessary.

vi. Residual Impact

The project would result in less than significant impacts, inclusive of residual energy impacts.

G. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X		
ii. Strong seismic ground shaking?			X		
iii. Seismic-related ground failure, including liquefaction?			X		
iv. Landslides?			X		
b. Result in substantial soil erosion or the loss of topsoil?			X		
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X		
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X	
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		

i. Existing Setting

The underlying geologic structure of the proposed project site is of Recent Age Younger Alluvium (Qa) (GP/CLUP FEIR Table 3.5-1 and Figure 3.6-1, September 2006). The soils on site consist 2.2 acres of Camarillo fine sandy loam (Ca) and 0.2 acres of Goleta Loam, 0 to 2 percent slopes (GdA) according to the Goleta Cox Critical Facility – Preliminary Drainage Report (Michael Baker International, November 16, 2018)(GP/CLUP FEIR Figure 3.2-3, September 2006). In the area where the project is proposed, the area

generally slopes from the east to west towards Fairview Avenue. Over the entire site there is approximately four and a half feet of elevation range (21.5 feet to 26 feet) .

Overall, the project site is located in a seismically active region of Southern California that has experienced ground motion in response to earthquakes in the past. All of the City of Goleta is located within Seismic Zone D as designated by the California Uniform Building Code.

ii. Thresholds of Significance

A significant impact on geology/soils would occur if the proposed project resulted in any of the impacts noted in the above checklist. The City's *Environmental Thresholds and Guidelines Manual* stipulates that a proposed project would result in a potentially significant impact on geological processes if,

Threshold GEO-1. the project, and/or implementation of required mitigation measures, could result in increased erosion, landslides, soil creep, mudslides, and/or unstable slopes.

In addition, impacts related to geology have the potential to be significant if the project involves any of the following characteristics:

Threshold GEO-2. The project site or any part of the project is located on land having substantial geologic constraints, as determined by the City of Goleta. Areas constrained by geology include parcels located near active or potentially active faults and property underlain by rock types associated with compressible/collapsible soils or susceptible to landslides or severe erosion.

Threshold GEO-3. The project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1 vertical.

Threshold GEO-4. The project proposes construction of a cut slope over 15-feet in height as measured from the lowest finished grade.

Threshold GEO-5. The project is located on slopes exceeding 20% grade.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, c, GEO-1, GEO-2. Less than Significant. There are no Alquist-Priolo mapped earthquake faults or zones identified on the project site or in the immediate project area. Pursuant to checklist items a and c, and Threshold GEO-2, the closest faults that could cause potential substantial adverse effects include an unnamed Fault and the Carneros Fault approximately 0.8 mile north of the site, the More Ranch Fault approximately 1.1 miles south of the project site, the Glen Annie Fault located approximately 1.0 mile northwest of the project site, and the Goleta Fault approximately 1.6 miles northeast of the project site (GP/CLUP Figure 5-1, Geologic Hazards Map dated November, 2009).

As strong ground shaking during seismic activity is a hazard common to the entire City and most of California, there is no substantially greater risk to the subject property than moderate levels of groundshaking in the event of an earthquake along a nearby fault.

However, project construction would be subject to compliance with the seismic safety standards of the California Building Code (CBC), which is adopted and incorporated into the Goleta Municipal Code. The CBC includes excavation and re-compacting measures to ensure structural stability in the event of a seismic event.

The topography of the inland site and surrounding developed parcels is relatively flat and the site is not mapped in an area of moderate or high landslide potential, as cited by checklist item c and Thresholds GEO-1 and GEO-2 above (GP/CLUP Figure 5.1, Geologic Hazards Map dated Nov. 2009). The absence of mountains or cliffs immediately adjacent to the project site prevents the potential of a landslide from occurring. The potential for liquefaction on the project site has a low to moderate problem rating as identified in Santa Barbara County Comprehensive Plan (SBCCP) Seismic Safety and Safety Element Liquefaction Map and is a potentially significant impact.

As part of the City's standard conditions of approval for projects of this nature, the applicant is required to submit a soils and geotechnical report to the City that details compliance with City standards for grading and construction of the new Critical Facility. Conditions of approval are memorialized in the resolutions of approval for a project and are binding on the project. The soils and geotechnical report are required to be prepared by a licensed certified geotechnical engineer and reviewed by the City Building and Safety Department to minimize risks associated with soil stability prior to project approval and construction. Compliance with City standards for preparation of soils and geotechnical reports will ensure the report includes the appropriate structural-design parameters for the Critical Facility, including soils compaction ratios and for construction of the foundation and building structural components to address potential hazards from liquefaction and/or seismic-related settlement during implementation of the project. Therefore, implementation of City standard conditions of approval for soils and geotechnical reports will ensure proper soils and geotechnical engineering design in accordance with the current City and California Building Code and that the potential impacts associated with liquefaction, seismic activity or unstable slopes and soils would be less than significant.

b, GEO-1, GEO-3, GEO-4, GEO-5. Less than Significant. The proposed project would be located on an existing developed site covered with asphalt concrete pavement, which has relatively flat topography. Grading/excavation to accomplish the project would be minimal, with an estimated earthwork quantity that includes 978600 Cubic Yards (CY) of cut, 489500 CY of fill and 489120 CY of soil proposed to be exported by the project applicant. Minor landscaping areas will be included as part of the new construction at 22 South Fairview Avenue. Considering the potential for the erosion, topsoil retention, and soils and slopes stability issues identified in checklist item b and Thresholds GEO-1, GEO-3, GEO-4, and GEO-5 above, in the context of the existing developed nature of the site, ~~and the site's finished grade of four feet over the entire site~~ (Michael Baker International, November 16, 2018), the proposed project would not result in substantial soil erosion, result in cut slopes exceeding 1.5 horizontal to 1 vertical, or 15 feet in height, result in slopes exceeding 20% grade or cause a loss of topsoil that would result in a potentially significant geologic impact. As such, impacts would be less than significant.

D, f. Less than Significant. The project site is underlain by alluvium and colluvium (Holocene and upper Pleistocene) which consists of poorly consolidated silt, sand, and gravel deposits of modern drainages and piedmont alluvial fans and floodplains. Exposed thickness generally less than 10 meters (USGS 2009). All new construction is required to adhere to local, state, and federally mandated grading and construction requirements,

including but not limited to the California Building Code and City ordinances and engineering standards. Additionally, the City GP/CLUP EIR Figure 3.6-4, Topography and Landslides, identifies the project site as having a low and very low landslide potential (GP/CLUP EIR 2009). Structural engineering and foundation reports are required to be provided by a licensed certified geotechnical engineer and reviewed by the City Building and Safety Department to minimize risks associated with soil stability prior to project approval and construction. Therefore, through existing regulatory processes, standard conditions, and City policies, potential impacts related to unstable or expansive soils on the project site would be less than significant.

e. No Impact. The project site contains existing connections to the Goleta Sanitary District sewer system which will continue to be used. Pursuant to above checklist item e above, septic systems and drywells are not used on the property and are not planned to be used as the site is connected to the sanitary sewer system. The New Critical Facility will include restrooms and a sewer line would be extended and a connection to the existing Goleta Sanitary District sewer system installed to California Building Code standards. Therefore, no impact associated with geologic hazards related to the use of alternative waste water would exist.

iv. Cumulative Impacts:

Cumulative development in the City would expose new residents and property to geologic and soil-related hazards in the area. However, such impacts would be addressed on a project-by-project basis through preparation of required soils and geotechnical engineering studies and adherence to the recommendations therein, as well as adherence to existing City and state regulations including the California Building Code. Because the potential impacts associated with the proposed project would be less than significant with compliance with City standard conditions of approval for all projects that require structural engineering and foundation reports are required to be provided by a licensed certified geotechnical engineer and reviewed by the City Building and Safety Department that to address potential geologic hazards and impacts from future projects would be addressed on a case-by-case basis. Therefore, the project's contribution to cumulative impacts would be less than significant.

v. Required/Recommended Mitigation Measures:

No mitigation measures are proposed or needed. However, the following standard conditions of approval will be imposed on the project.

Geotechnical and Soils Engineering Report. The owner/ applicant shall prepare a Geotechnical and Soils Engineering Report related to soil engineering associated with the demolition, grading, and construction of the new Critical Facility foundation. The recommendation of the Geotechnical and Soils Engineering Report must be incorporated into the Project's grading and building plans. The Geotechnical and Soils Engineering Report must meet the City of Goleta standards for engineering documents and address potential for liquefaction and/or seismic-related settlement and identify appropriate structural-design parameters and soils compaction ratios to address potential hazards

Grading and building plans must be submitted for review, and must receive approval, by the Planning and Environmental Review Director before the City issues grading and building permits.

The Project soils engineer must observe all excavations before placement of compacted soil, gravel backfill, or rebar and concrete and report observations to the City. The City will conduct field inspections as needed.

vi. Residual Impact:

Based on the above analysis and implementation of standard conditions of approval would avoid all potential project-specific or residual impacts on Geology and Soils by ensuring the City's adopted engineering standards for geotechnical and soils are implemented.

H. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		

i. Existing Setting

Climate Change Background

Parts of the Earth's atmosphere act as an insulating "blanket" for the planet. This "blanket" of various gases traps solar energy, which keeps the global average temperature in a range suitable for life. The collection of atmospheric gases that comprise this blanket are called "greenhouse gases," based on the idea that these gases trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone (O₃), and chlorofluorocarbons (CFCs), all act as effective global insulators, reflecting visible light and infrared radiation back to earth. Most scientists agree that human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of these gases in the atmosphere. As a result, the Earth's overall temperature is rising.

Climate change could impact the natural environment in California by triggering, among other things:

- Rising sea levels along the California coastline;
- Extreme-heat conditions, such as heat waves and very high temperatures, which could last longer and become more frequent;
- Increase in heat-related human deaths, an increase in infectious diseases, and a higher risk of respiratory problems caused by deteriorating air quality;
- Reduced snow pack and stream flow in the Sierra Nevada mountains, affecting winter recreation and water supplies;
- Potential increase in the severity of winter storms, affecting peak stream flows and flooding;
- Changes in growing season conditions that could affect California agriculture, causing variations in crop quality and yield; and
- Changes in distribution of plant and wildlife species due to changes in temperature, competition from colonizing species, changes in hydrologic cycles, changes in sea levels, and other climate-related effects.

According to the US Environmental Protection Agency (EPA), a GHG is any gas that absorbs infrared radiation in the atmosphere. This absorption traps heat within the atmosphere creating a greenhouse effect that is slowly raising global temperatures.

California law defines GHG to include the following: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆) (Health and Safety Code, § 38505(g)).

The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential (GWP), and is expressed as a function of how much warming would be caused by the same mass of CO₂. Thus, GHG emissions are typically measured in terms of pounds or tons of CO₂ equivalents (CO₂e) and are often expressed in metric tons of CO₂ equivalents (MT CO₂e) or millions of metric tons of CO₂ equivalents (MMT CO₂e).

Global climate change issues are addressed through the efforts of various federal, state, regional, and local government agencies as well as national and international scientific and governmental conventions and programs. These agencies work jointly and individually to understand and regulate the effects of greenhouse gas emissions and resulting climate change through legislation, regulations, planning, policy-making, education, and a variety of programs. The significant agencies, conventions, and programs focused on global climate change are listed below.

- Federal U.S. Environmental Protection Agency
- California Air Resources Board
- California Executive Order S-3-05
- California Executive Order S-13-08
- California Global Warming Solutions Action of 2006 (AB 32)
- Senate Bill (SB) 97. SB 97 enacted in 2007
- State of California Climate Change Proposed Scoping Plan
- Senate Bill (SB) 375. SB 375
- Santa Barbara County Air Pollution Control District (APCD)
- 2006 City of Goleta General Plan Conservation Element
- 2014 City of Goleta Climate Action Plan
- City of Goleta Energy Efficiency Standards (reach code)

The City's General Plan Conservation Element Implementation Action 5 (CE-IA-5) and 2014 Climate Action Plan Energy Efficiency Action Plan (CAP) identifies measures to effectively meet State of California established greenhouse gas (GHG) reduction targets and energy efficiency goals, as articulated in Assembly Bill 32 (AB 32) and the California Public Utilities Commission's (CPUC) Long-Term Energy Efficiency Strategic Plan and implemented in the California Building Code Titles 20 and 24.

According to the CAP, energy consumption by the City's built environment will represent 43 percent community emissions in 2020. Implementation of measures reducing electricity usage and improving energy performance, therefore, are vital to the City's CAP. The CAP identifies 13 building energy measures (eight energy efficiency measures) with the goal of reducing GHG emissions through lower electricity and natural gas use. The measures include implementing the City's adopted "reach code" (November 2010) which requires new building efficiency 15 percent to "reach" beyond Title 24 building code energy efficiency measures, financing programs for both residential and commercial energy retrofits, urban forest management, programs for residential and commercial solar, and Community Choice Aggregation (CCA) to encourage use of renewable energy use and the resultant realization of a reduction in GHG.

ii. Thresholds of Significance

Consistent with recent case law, CEQA Guidelines section 15126.2(a) amendments clarify that an EIR shall focus analysis on the significant effects of a proposed project on the environment. The CEQA Guidelines section 15064.4 requires a lead agency to make a good-faith effort based, to the extent possible on scientific and factual data to describe, calculate, or estimate the amount of GHG emissions resulting from a project. They give discretion to the lead agency to determine whether to:

1. Quantify GHG emissions resulting from a project, and/or
2. Rely on a qualitative analysis or performance-based standards.

The State Natural Resources Agency adopted amendments to the CEQA Guidelines for GHG emissions that became effective on December 28, 2019. The CEQA Guidelines amendments provide regulatory guidance on the analysis of GHG emissions in CEQA documents.

The revisions to CEQA Guidelines section 15064.4(2)(b) clarify that in determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change.

A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions. The agency's analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. In addition, section 15064.4(2) (b) and (c), in summary, state that a lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:

1. The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

A lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

CEQA Guidelines section 15064.7(b) call on Lead Agencies to establish significance thresholds for their respective jurisdictions. Lead agencies may also use thresholds on a case-by-case basis as provided in Section 15064(b)(2).

Currently, neither the State of California nor the City of Goleta has established CEQA significance thresholds for GHG emissions. Indeed, many regulatory agencies are sorting through suggested thresholds and/or making project-by-project analyses. This approach is consistent with that suggested by California Air Pollution Control Officers Association (CAPCOA) in its technical advisory entitled “CEQA and Climate Change: Addressing Climate Change Through the California Environmental Quality Act Review (CAPCOA; 2008):

...In the absence of regulatory standards for GHG emissions or other specific data to clearly define what constitutes a ‘significant project’, individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice.

In June 2010, the Bay Area Air Quality Management District (BAAQMD) became the first regulatory agency in the nation to approve guidelines that establish thresholds of significance for GHG emissions. Since adoption, the BAAQMD GHG thresholds have withstood ¹ These thresholds are summarized in Table GHG-1 below.

Table GHG-1 Bay Area Air Quality Management District GHG Thresholds of Significance	
GHG Emission Source Category	Operational Emissions
Land Use Development Projects ^a	1,100 Metric Ton (MT) CO ₂ e/yr. or 4.6 MT CO ₂ e/SP/yr.
Stationary Sources ^b	10,000 MT CO ₂ e /yr.
Source: Santa Barbara County Planning & Development Department, ^a Land use development projects include residential, commercial, industrial, and public land uses and facilities. ^b SP = Service Population (residents + employees). ^c Stationary Sources include land uses that would accommodate processes and equipment that emit GHG emissions and would require an Air District permit to operate	

On June 10, 2010, the Santa Barbara County Planning & Development Department produced a memorandum “Support for Use of Bay Area Air Quality Management District Greenhouse Gas Emissions Standards,” which states, “While Santa Barbara County land use patterns differ from those in the Bay Area as a whole, Santa Barbara County is similar

¹ On December 17, 2015, the California Supreme Court reversed the Trial Court ruling on *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369, and remanded the substantive question of whether the BAAQMD’s 2010 Air Quality CEQA Guidelines were valid, back to the Court of Appeals for a decision (The BAAQMD published a new version of the Guidelines dated May 2017, which includes revisions made to address the Supreme Court’s opinion. The GHG thresholds remained unchanged from the previous version.

to certain Bay Area counties (in particular, Sonoma, Solano, and Marin) in terms of population growth, land use patterns, General Plan/Coastal Land Use Plan policies, and average commute patterns and times. Because of these similarities, the methodology used by BAAQMD to develop its GHG emission significance thresholds, as well as the thresholds themselves, have applicability to Santa Barbara County and represent the best available interim standards for Santa Barbara County.” In accordance with CEQA Guidelines §§15064.4(b)(2), and 15064.7(c), the City has consistently relied upon Santa Barbara County’s “*Support for Use of Bay Area Air Quality Management District Greenhouse Gas Emissions Standards*,” as the expert recommended methodology for establishing a threshold for analyzing the potential greenhouse gas impacts of a project.

The City of Goleta is located in Santa Barbara County and shares meteorological attributes, as well as similar land use patterns and policies, and thresholds deemed applicable in Santa Barbara County would also reasonably apply to projects within the City of Goleta. ~~In addition, the City of Goleta would rely upon the Santa Barbara County Air Pollution Control District (APCD), as a commenting agency, to review the GHG analysis, and these thresholds would represent a consistent approach and uniformity for impact determinations for City and County projects under the District’s review.~~ Therefore, this analysis uses the BAAQMD/Santa Barbara County Interim Thresholds of Significance to determine the significance of GHG emissions related to this project, based on the 1,100 MT CO₂e/year or 4.6 MT CO₂e per service population per year threshold for commercial and residential land uses. There is no BAAQMD threshold of significance for construction emissions.

According to the applicable thresholds for this project, the project would result in a significant impact if it:

- A. Generates operational emissions in an amount more than 1,100 MT CO₂e/yr., and/or results in significant construction or operational GHG emissions based on a qualitative analysis.
- B. Fails to employ reasonable and feasible means to minimize GHG emissions in a manner that is consistent with the goals and objectives of AB 32.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b. Less than Significant. As discussed in Section F. Energy above, the energy analysis for this project is based on an analysis of energy use for all project phases and components, including transportation-related energy, during construction and operation as modelled using the CalEEMod V. 2016.3.2. The project is expected to utilize electricity, natural gas, and diesel and gasoline fuels as energy during the primary construction and operational phases. CalEEMod V. 2016.3.2 estimates the baseline, construction, and annual operational energy use of the project’s components to assess the air quality and greenhouse gas emissions of the project. The results of the modeling are provided in Appendix A.

Given the global nature of climate change resulting from GHG emissions, GHG emission impacts are inherently cumulative in nature. Accordingly, the determination of whether a project’s GHG emissions impacts are significant depends on whether those emissions

would make a cumulatively considerable contribution to a significant cumulative impact. This is assessed in the Cumulative Impacts section below.

iv. Cumulative Impacts

The project's unmitigated "business as usual" GHG emissions have been calculated for the project. "Business as usual" and refers to emissions that would be expected to occur in the absence of GHG reduction measures. These emissions include operation of the project and forecast trip generation, as well as the GHG emissions from project construction. The CalEEMod v.2016.3.2 computer model was used to calculate direct and indirect project-related emissions. Table GHG-2 presents the estimated CO₂, N₂O, and CH₄ emissions of the project.

Construction. Project construction activities would generate approximately ~~266.44~~208.92 MT CO₂e. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions. Construction GHG emissions have been amortized, and would result in ~~8.886~~9.63 MT CO₂e/yr.

Mobile Source. The CalEEMod model relies upon project-specific land use data to calculate mobile source emissions. The proposed project would directly result in ~~202.10~~196.19 MT CO₂e/yr of mobile source-generated GHG emissions.

Stationary Source: The CalEEMod model calculates project related stationary source emissions from the reduced onsite project footprint with the addition of the new Critical Facility and removal of existing Building A and Building B. The project would continue to result in 42.99 MT CO₂e/yr of stationary-generated GHG emissions.

Energy Consumption. Energy Consumption emissions were calculated using the CalEEMod model and project-specific land use data. Electricity would be provided to the project site via Southern California Edison. The project would indirectly result in ~~146.92~~265.41 MT CO₂e/yr due to energy consumption.

Water Demand. The project's water supply would be groundwater and imported sources provided by the Goleta Water District. The estimated water demand for the proposed project would be approximately 0.53 AFY of water per year, a slight reduction. Emissions from indirect energy impacts due to water supply would result in ~~23.49~~35.64 MT CO₂e/yr.

Solid Waste. The project is anticipated to generate approximately 55.27 tons of solid waste per year. Solid waste associated with operations of the proposed project would result in ~~16.96~~16.91 MT CO₂e/yr.

Table GHG-2 Unmitigated Business as Usual Greenhouse Gas Emissions	
Source	Total Metric Tons of CO₂e³
Mobile Source	146.92 196.19
Energy	202.10 265.41
Stationary	42.99
Water Demand	23.49 35.64
Waste	16.96 16.91
Construction (amortized over 30 years)	8.88 6.94
Total Project Emissions	432.46 521.09 MT CO₂e/yr
GHG Significance Threshold³	1,100.00 MT CO₂e/yr
GHG Significance Threshold Exceeded?	No
Notes: 1. Emissions calculated using CalEEMod v.2016.3.2 computer model. 2. Totals may be slightly off due to rounding. 3. If annual emissions of operational-related GHGs exceed these levels, the proposed project would result in a cumulatively considerable contribution of GHG emissions and a cumulatively significant impact to global climate change.	

Total Project-Related Sources of Greenhouse Gases. As shown in Table GHG-2, the total amount of project-related unmitigated ~~“business as usual”~~ GHG emissions from all sources combined would total ~~432.46~~521.09 MT CO₂e/year. Therefore, the total project-related unmitigated operational GHG emissions would not exceed the 1,100 MT CO₂e/year threshold utilized by the City, resulting in a greenhouse gas emissions impact to global climate change that would be less than significant.

The project will result in more efficient energy use of the existing onsite structures in two primary ways. ~~First~~The first, the project will result in an increase in energy efficiency with the removal of Buildings A and B. These buildings were built in 1956 and 1983 respectively prior to adoption of current energy efficient building requirements. Secondly, all of the new construction (Building C Headquarters renovations and the new Critical Facilities building) will be required to incorporate existing energy efficient fixtures and equipment required by the California Building Code. Additionally, the City adopted building code requires new residential and commercial buildings to exceed the existing California Title 24 standards by 15 percent (CAP measure BEE-1). CAP Implementing measure BEE-1 requires continued implementation of the City reach code.

Therefore, with the elimination of the older less efficient buildings and the new construction/renovation under the City's reach code consistent with CAP, the site will become more energy efficient. Additionally, the City CAP programs are available to the applicant to help reduce the cost of installing solar and energy efficient fixtures onsite. The project would also be required to be consistent with the CPUC Long-Term Energy Efficiency Strategic Plan as implemented in the California Building Code (CBC). All project construction components must comply with the CBC prior to issuance of building permits by the City. Therefore, the project will be consistent with and result in a less than significant impact to the local CAP and the CPUC Long-Term Energy Efficiency Strategic Plan.

v. Mitigation Measures / Residual Impact

No impacts are identified. Therefore, mitigation is not necessary and residual cumulatively considerable impacts to global climate change would not occur.

I. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X		
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X	
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X		

i. Existing Setting

The City contains various sources of hazardous waste/materials, such as industrial facilities, laboratories, and gas stations. The existing facilities on the project site have been used as office, fleet operations, warehouse, and telecommunications use since the early 1980s. A records search through the State of California's GeoTracker tool for a 0.5-mile radius around the site was conducted to assess historic and current records of contaminated sites with hazardous materials, including Leaking Underground Storage Tank (LUST) sites. The site does not have an open case presently though it did have an underground storage tank abated in the past. Fifty-three sites were located within the ½

mile radius of the project site, but none have an effect on the project. This analysis focuses on the results of the five records search within 1,000-foot radius of the project site. These five records are compiled in Table HAZ-1 below.

The project site lies to the northeast of the Santa Barbara Municipal Airport (SBMA), outside of the Clear Zone and Approach Zone for the SBMA (GP/CLUP Figure 5-3, November 2009). There are no other airports or airstrips within two miles of the project site. The nearest school from the project site is the private Rainbow School located at the Goleta Valley Community Center approximately 0.50 miles southeast of the project site. The private Montessori School is located approximately 0.75 miles north of the project site.

Regulatory Setting

The City General Plan policies SE 10.1 and SE 10.2 require uses that store, handle, and dispose of hazardous materials in the City comply with State, federal, and City regulations. These regulations include the Clean Air Act, Clean Water Act, Comprehensive Environmental Response, Compensation and Liability Act, and the Toxic Substances Control Act.

At the local level, the County Fire Department and Health Department serve as the Certified Unified Program Agency (CUPA), which is authorized to carry out several of the various hazardous materials regulatory programs administered by the State of California and regularly screens inventories and inspects sites permitted to use or store hazardous materials. The Santa Barbara Air Pollution Control District (SBCAPCD) also regulates projects with possible toxic air emissions.

ii. Thresholds of Significance

A significant impact with regards to hazards and hazardous materials would be expected to occur if the project resulted in any of the impacts noted in the above checklist. In addition, the City's Thresholds Manual addresses public safety impacts resulting from the involuntary exposure to hazardous materials. These thresholds focus on the activities that include the installation or modification to facilities that handle hazardous materials, transportation of hazardous materials, or non-hazardous land uses in proximity to hazardous facilities. Since the project is not a hazardous materials facility, the City's thresholds are not applicable.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. Less than Significant. The proposed project uses would not involve the routine transport, use or disposal of hazardous substances, other than minor amounts typically used for the regular maintenance and replacement of telecommunications servers, computers, the lead containing backup batteries, cable and cell antenna installation equipment, fleet operations, and cleaning products.

Existing and proposed uses onsite will remain similar to or the same as existing business offices, telecommunications, fleet operations, and warehousing. There are adequate State, federal regulations, and County oversight in place to protect public safety from potential

hazards associated with onsite use, transport, and disposal of potentially hazardous materials.

Therefore, since no hazardous substances would be transported, used or disposed of as part of the proposed project other than regular replacement of computer and support electrical equipment and lead containing backup batteries and products typically used in maintenance and cleaning, impacts from the proposed project on the risk of upset would be less than significant.

b. Less than Significant. Construction of the project will include demolition and removal to a landfill of two one-story buildings (Buildings A and B) totaling 7,484 SF. Demolition will also include removal of an area of the existing concrete parking lot and landscaping to accommodate construction of the new Critical Facility. Construction of Building A predates the remainder of the buildings onsite which along with Building B was constructed in 1983. Demolition of the two buildings could potentially contain hazardous material, that were previously common in building materials. These materials may have included asbestos, which could become airborne if disturbed and requires special handling procedures including the use of protective clothing and respirators during removal, transport, and disposal. Removal of hazardous materials is governed by Santa Barbara Air Pollution Control District regulations, in addition to requiring review and approval by the Santa Barbara County Fire Department and the City of Goleta Building and Safety Department. ~~standard~~ Standard conditions of project approval require testing for asbestos prior to issuing a demolition permit or building permit in existing Building C Headquarters and the demolition of Buildings A and B. Therefore, project impacts associated with hazardous materials sites would be less than significant with mitigation with implementation of this measure.

c. No Impact. The project site is not located within 0.25 miles of an existing school. The nearest public school is Goleta Valley Junior High School, located approximately 1.0 miles north of the project site. The private Rainbow School is located at the Goleta Valley Community Center approximately 0.50 miles southeast of the project site. The private Montessori School is located approximately 0.75 miles north of the project site. Additionally, project construction and operations would not result in the emissions of hazardous materials that would affect nearby schools. Therefore, due to their distance the project would have no impact related to hazardous material emissions near a school.

d. Less than Significant. Table HAZ-1 summarizes the hazardous waste site records search that was completed in February 2019, using GeoTracker. (Geo Tracker is an online database of hazardous site records maintained by the California State Water Resources Control Board). There are 5 recorded cases of hazardous sites within a 1,000-foot radius of the project site. As indicated in Table HAZ -1, all of the cases have been closed meaning that the remediation work has been done to the satisfaction of the County of Santa Barbara Health Department and Regional Water Quality Control Board.

Table HAZ-1 Hazardous Site Record Search			
Site	Description	Location	Status
Cox Cable Santa Barbara (Project Site)	LUFT cleanup Site (petroleum and BTEX, aquifer used as drinking water supply, soil).	22 South Fairview Avenue	Case Closed Oct. 1, 1993
Modoc Properties	LUFT cleanup Site (petroleum and BTEX,, aquifer used as drinking water supply, soil, soil vapor).	109 South Fairview Avenue	Case Closed May 17, 2007
Mobile Oil #18-000d	LUFT cleanup Site (petroleum and BTEX,, aquifer used as drinking water supply, soil, soil vapor)	151 South Fairview Avenue	Case Closed Feb. 18, 2015
Tosco 76	LUST Cleanup Site (fuel oxygenates, gasoline, aquifer used as drinking water supply, soil, soil vapor).	42 North Fairview Avenue	Case Closed May 13, 1990
Unocal #459-	LUST Cleanup Site (petroleum and BTEX aquifer used as drinking water supply, soil, soil vapor).	42 North Fairview Avenue	Case closed July 18, 2014
GeoTracker (2018). Accessed online February 2019 at https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=gol%20eta%2C+ca			

No other open or closed cases occurring on or within the project site have occurred to date. As such, the proposed project would not be located on a list of hazardous materials sites and would not create a significant hazard to the public.

e, f. Less than Significant. As noted in the existing setting, the project site lies approximately 0.5 miles northeast of the SBMA, outside of the Clear Zone and Approach Zone for the buildings on the project site. No private airstrips are located in the vicinity of the project site. Although the project site is located in close proximity to the SBMA, the project would not result in a safety hazard for people residing or working in the project area. As such, impacts would be less than significant.

g. No Impact. The project would not change the existing office, warehouse, telecommunications uses, or fleet operations uses of the site and therefore would not result in the construction of any new facilities or establishment of new uses that could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project site is located well outside of the City's Wildland Fire Hazard Area; therefore, no impact from exposure to wildlife fires would occur.

iv. Cumulative Impacts:

With the implementation of the City's standard conditions of approval regarding the abatement of potential asbestos hazards within the existing building, the project would not have any impacts related to hazardous materials. The proposed project as mitigated, combined with other similar projects would not result in any cumulatively considerable impacts related to hazardous materials.

v. Mitigation Measures

No mitigation measures are proposed or needed. However, the following standard condition of approval will be imposed on the project due to the date that the existing projects were constructed and use of potentially hazardous building materials commonly in use on those dates.

Asbestos. Before the City issues a demolition permit for existing Building A and/or existing Building B, and reconfiguration of existing Building C Headquarters, the Applicant/Permittee must notify the Santa Barbara Air Pollution Control District and test for asbestos. If asbestos is found, then the Applicant/Permittee must abate and dispose of the materials in a manner consistent with the California Building Code, Santa Barbara County Air Pollution Control District requirements, and any other regulatory requirements.

Prior the issuance of the demolition permit, the Building Official or designee must receive the appropriate paperwork confirming the abatement.

The Planning and Environmental Review Director must verify compliance before issuance of the Land Use Permit.

vi. Residual Impacts

The project with standard conditions of approval implemented would have a less than significant impact residual impact related to potential hazards and hazardous materials. This standard condition provides the mechanism for verification and additional certainty that any asbestos in the existing building will be handled in a safe manner consistent with all state and local rules, as is required by the City for all demolition of buildings from this time period.

J. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X		
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X		
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X		
i. result in substantial erosion or siltation on- or off-site;			X		
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X		
iii. create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or			X		
iv. impede or redirect flood flows?			X		
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X		
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X		

The hydrology and water quality analysis in this section is based on the *Cox Goleta Critical Facility – Water Quality Memorandum*, Michael Baker International, November 16, 2018 (Water Quality Memorandum) and the *Goleta Cox Critical Facility - Preliminary Drainage Report*, Michael Baker International, November 16, 2018 (Preliminary Drainage Report) which are Appendixes E-1 and E-2 to this document respectively. The appendix to the Water Quality Memorandum in Appendix E-1 provides the applicant recommended Best Management Practices (BMPs) to address compliance with drainage and surface water quality requirements of the Santa Barbara County Stormwater Technical Guide for Low Impact Development (2nd Edition, dated February 3, 2017).

i. Existing Setting

The federal Clean Water Act and the California Water Code mandate controls on discharges from municipal separate storm sewer systems (MS4s). The California Water Boards issue National Pollutant Discharge Elimination System (NPDES) permits that require cities, towns, and counties to regulate activities which can result in pollutants entering their storm drains. Municipalities implement comprehensive stormwater pollution-prevention programs. Municipal staff uses Best Management Practices (BMPs) when maintaining their own streets, storm drains, and municipal buildings.

Most of the project site is covered with impervious surfaces, including paved parking areas, walkways, and buildings constructed after the project was approved in 1982 and in existence prior to that date. The total non-building impermeable surface paving and concrete onsite is 75,510 SF, or 72% of the site. Permeable landscaping onsite currently accounts for ~~7,790~~ 7,970 SF, or 7.4% of the site and is comprised of ornamental trees, shrubs, and grasses.

In existing condition, the project elevation ranges from 21.5 feet in the western portion of the site to 26 feet in the eastern and northern portion of the site. Water runoff from the project flows in the westerly direction from the existing parking lot via the gutter that runs through the middle of the project site and ultimately discharges off-site onto the street through the parkway culvert. Roof runoff discharges to the pervious areas adjacent to the building. The nearest storm drain curb inlet is located approximately 550 feet south of the project site.

The proposed project will demolish two buildings (Buildings A and B) and replace them with additional parking and drainage areas; construct the new Critical Facility Building and replace existing generators on the northeast portion of the lot adjacent to Building C Headquarters which will be retrofitted with an elevator. The existing areas of impervious surfaces on the project site will now be reconfigured to consist of the following:

- Critical Facility Building which will be constructed in the southeast portion of the existing parking lot.
- Walkway adjacent to the existing Building C Headquarters.
- The addition of a new 170 SF elevator to Building C Headquarters
- Loading area adjacent to the southeast side of the existing Building C Headquarters.
- New emergency generators will be placed in the existing utility yard behind Building C Headquarters.
- New trash enclosure location

To offset the impervious areas defined above, several areas will be reserved as pervious to allow for water quality treatment and landscaping:

- Western portion of the site adjacent to South Fairview Avenue will become an open area for landscape,
- Paved areas adjacent to existing Buildings A and B will include a vegetated swale.

New improvements will result in 70,242 square feet of impervious surfaces~~While the 2018 Baker technical water memorandum, discusses the project with total approximately 46,200 square feet of impervious area, and~~ the overall impervious area on the project site will be reduced by approximately ~~7000~~ 5,268 square feet. Most of the development will simply

change from one impervious use to another (buildings to parking lot and parking lot to building).

Preliminary calculations indicate that the amount of water from the site is reduced due to the reduction in impervious surfaces, and the existing drainage facilities are sufficient to handle this volume of water from the site to the public right of way. Preliminary drainage analysis for a 2- to 10- year storm event reveals the reduction of impervious area will result in less flows leaving the site than currently occurs in peak flow in Appendix E.

ii. Thresholds of Significance

A significant impact on Hydrology & Water Quality would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds & Guidelines* Manual assumes that a significant impact on hydrology and water resources would occur if a project would:

- Threshold HYD-1:** Result in a substantial alteration of existing drainage patterns
- Threshold HYD-2:** Alter the course of a stream or river
- Threshold HYD-3:** Increase the rate of surface runoff to the extent that flooding, including increased erosion or sedimentation, occurs,
- Threshold HYD-4:** Create or contribute to runoff volumes exceed existing or planned stormwater runoff facilities, or substantially degrade water quality.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b, c, e, HYD-1, HYD-2, HYD-3, HYD-4. Less than Significant. According to the Water Quality Memorandum, no natural drainages remain on the site as the site has been developed since 1956. Expected pollutants of concern for a commercial/industrial development of this type and parking lots are suspended solids/sediments, nutrients, heavy metals, pathogens, pesticides, oil & grease, toxic organic compounds and trash & debris.

The Santa Barbara County Stormwater Technical Guide for Low Impact Development (2nd Edition, dated February 3, 2017), identifies four tiers of Post Construction Requirements (PCRs) for projects. Since the Project proposes to replace more than 22,500 square feet of impervious surface, it must evaluate Tier 4 requirements, which also include Tiers 1 through 3, consistent with City Threshold HYD-1 and checklist item a.

To comply with the requisite PCRs, post construction runoff from impervious areas will be directed to landscaped areas. Runoff from the existing office building will maintain the existing drainage pattern by dispersing roof runoff via downspouts directed to pervious areas. Runoff from the existing parking lot to the east and proposed parking lot in the southwest portion of the project site will drain towards the existing gutter within the parking lot, which will make its way to the pervious area located in the southwest corner of the project site adjacent to South Fairview Avenue. The runoff from the southeast portion on the project site, which consists of the Critical Facility Building and parking lot, will drain towards the proposed gutters that will ultimately drain to the pervious area in the southwest corner of the project site via grassy swale. As noted in the Water Quality Memorandum, treatment systems that result in discharge below grade are not feasible for this Project due to the lack of an underground drainage system to tie into. In addition, infiltration systems are not feasible at the site because of relatively high groundwater and somewhat

poorly drained soil types, consistent with checklist item b. Additionally, rain water harvest and use would not be feasible at the site since there is minimal landscaping and the site lacks the necessary demand.

Prior to construction, the applicant will be required to execute a storm water maintenance agreement and secure approval of a Storm Water Control Plan from the City, consistent with City Threshold HYD 3 and checklist item e above. In addition, temporary construction related water quality impacts from construction could result in these pollutants entering the storm water system and the nearby Goleta Slough system. However, the project will be subject to compliance with adopted standards such as requiring that an Erosion and Sediment Control Plan shall be prepared and submitted in conformance with the City Municipal Code consistent with City Threshold HYD-4, with City Threshold c, and protect sensitive biological resource as discussed in Section D. Biological Resources above.

Implementation of standard requirements will therefore ensure that the project complies with federal and state water quality standards, waste discharge requirements and protect surface and ground water quality. Therefore, with implementation of standard conditions of approval regarding construction washing areas and storm water control plans, project impacts to surface and groundwater quality, erosion, runoff, and stormwater pollutants and the potential to impede or redirect flood control capacity described in checklist item d above would be less than significant.

d. Less than Significant. The entirety of the site lies outside of the 100-year Flood Zone and the Tsunami Inundation Zone as mapped by the City's GP/CLUP (Safety Element, Figure 5-2). Therefore, risk of release of pollutants due to inundation associated with a mapped flood hazard, or because of a tsunami, would be less than significant.

iv. Cumulative Impacts

As discussed above, the project is reducing the total impervious area on-site. Therefore, the peak flows for the 2-year through 10-year events will not exceed pre-project flows. Implementation of the mitigation measures will ensure that the project would not contribute incremental water runoff and pollutant discharge that result in having cumulative hydrology and water quality impacts in the receiving flood control system or the Goleta Slough and its tributaries.

v. Mitigation Measures

No mitigation measures are proposed or needed. However, the following standard conditions of approval will be imposed.

1. **Storm Water Control Plan.** The Applicant/Permittee must submit to, and receive approval from, the Public Works Director or Designee of a Storm Water Control Plan (SWCP) to treat and control off-site discharge of stormwater following construction of the project. The SWCP shall be prepared in compliance with the Central Coast Regional Water Board's Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region, Resolution No. R3-2013-0032, and shall use the Stormwater Technical Guide for Low Impact Development: Compliance with Stormwater Post-Construction Requirements in Santa Barbara County.

The SWCP must receive approval from the Public Works Director or Designee prior to issuance of the Land Use Permit.

The Planning and Environmental Review Director must verify compliance prior to issuance of the Land Use Permit. City Planning and Environmental Review staff will verify compliance with the provisions of the SWCP periodically and respond to instances of non-compliances with the SWCP during project operation.

2. **Stormwater Facility Maintenance Agreement.** Applicant shall enter into a Stormwater Facility Maintenance Agreement with the City's Public Works Director or Designee. The City's Public Works Director or Designee shall develop and provide to the applicant a draft Maintenance Agreement, subject to recordation with the County. The Maintenance Agreement shall, require in perpetuity that project owners, and their successors in interest, to regularly inspect, maintain, and when necessary repair or replace stormwater treatment, retention and detention Stormwater Control Measures and Best Management Practices that are incorporated into the project. The Stormwater Facility Maintenance Agreement shall include a legal description of the project's location, a vicinity map, and the project's approved Stormwater Operations and Maintenance Plan. All costs associated with the preparation and recordation of said Agreement shall be borne by the Applicant. Applicant shall also post a Bond in a form acceptable to the City's Public Works Director or Designee and in an amount of 110% of the estimated costs of maintaining Stormwater Control Measures and Best Management Practices incorporated into the Project for an initial period of 2 years.

The Stormwater Facility Maintenance Agreement must receive approval from the Public Works Director or Designee prior to issuance of the Certificate of Occupancy.

3. **Washing of Materials.** During construction, washing/cleaning of equipment for the removal of materials such as concrete, paint, etc. can occur only in areas where polluted water and materials can be contained for subsequent removal from the site on a regular basis. The washing and fueling areas shall be located at least 100 feet from any storm drain, waterbody or sensitive biological resources unless permitted by PER Director due to site constraints. An area designated for washing functions must be identified on all plans submitted for issuance of any grading and/or building permit(s).

Prior to the issuance of grading or building permit whichever occurs first, a designated wash off areas must be specified on the all grading and building plans. The wash-off area must be in place throughout construction.

The Public Works Director or designee and the Building Official must verify compliance before issuance of the Grading and Building Permits and site inspections must occur during construction to verify.

vi. Residual Impact

The project would not result in a residual significant hydrology or water quality impact with implementation of standard conditions of approval in accordance with the applicable stormwater requirements and Goleta Municipal Code Section 13.04 noted above.

K. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Physically divide an established community?				X	
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for purpose of avoiding or mitigating an environmental effect?			X		

i. Existing Setting

GP/CLUP Land Use Element Figure 2-1 designates a majority of the project site General Commercial (C-G), and the remainder along the north parcel boundary, as General Industrial (I-G). The C-G land use designation is intended to provide appropriate sites to accommodate a diverse set of commercial uses that do not need highly visible locations, such as wholesale trade and service commercial, or that may involve activities that reduce compatibility with other uses. Appropriate sites are in locations that may have limited suitability for other more retail-oriented uses. General commercial uses may serve as a buffer between industrial activities or major transportation corridors and residential areas. The purpose of the I-G designation is to provide land areas for a wide range of manufacturing uses, including those with potential noxious impacts, and for similar heavy commercial uses. The project site is zoned Light Industrial (M-1) pursuant to Article III, Chapter 35, Goleta Municipal Code (Inland Zoning Ordinance) Zoning Map. The purpose of the M-1 zone is to provide areas exclusively for light industry, technical research, and business headquarters office uses in well-designed buildings and attractively landscaped areas.

No changes to the existing approved Development Plan (81-MP-9) office, warehouse, fleet operations, and telecommunications uses of the site are proposed. No changes to the existing Land Use Designation or Zoning are proposed with the project.

ii. Thresholds of Significance

A significant land use and planning impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. No Impact. The proposed development would not result in the physical division of any established community or neighborhood as the current permitted uses of the site would continue at similar intensities. The proposal represents modernization and replacement of existing uses and an infill project within the urban area of the City and existing parcel boundaries. In addition, the project does not involve modifications to the existing circulation network within the community. Because the proposed project includes site

improvements with demolition of two existing buildings (-7,484 S.F., Buildings A and B) and construction of a new 6,519 S.F. Critical Facility building wholly located within the existing permitted project site, the project would not divide an established community or neighborhood, there would be no impact related to dividing an established community.

b. Less Than Significant. The proposed project would involve a Development Plan Revision (18-093-DPRV) to the existing development plan (81-MP-9) for site improvements and minor additions. The project components as described in the project description portion of this document are accessory and customarily appurtenant to development approved under (81-MP-9) and would not alter the intent of its approval.

Pursuant to GP/CLUP Land Use Element Table 2-3 Allowable Uses and Standards for Office and Industrial Use (Land Use Table) and Inland Zoning Ordinance §35-233.4 Permitted Uses, there is no change proposed to the previously approved and existing office and general warehousing uses which are consistent with uses allowed in these CG and IG designations and the M-1 zone district.

The project does not involve any General Plan amendment or Specific Plan amendment and would not conflict with any adopted land use plan. The project site is not located within the local coastal zone and does not require a rezone that would conflict with the City's zoning ordinance. Land use regulations related to biological resources are discussed in the Biological Resources section. Therefore, the project does not have the potential to adversely impact applicable regulations and policies and impacts would be less than significant.

iv. Cumulative Impacts

The use and intensity of development on site are not changing as a result of this proposed project. Further, the project is consistent with the applicable use standards and policies described above. The project does not affect the GP/CLUP build-out scenario and would therefore not pose any cumulative land use impacts.

v. Mitigation Measures / Residual Impact

No impacts are identified. Therefore, mitigation is not necessary and residual impacts would not occur.

L. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X	

i. Existing Setting

The project site has been historically used for business offices and research and development, and there is no evidence that mineral resources or the extraction of mineral resources ever occurred on-site. According to City General Plan FEIR, the California Geological Survey and the USGS (2003), no major nonfuel mineral-producing areas are located in the City. In addition, the mineral land classification maps for Santa Barbara County (California Division of Mines and Geology 1989) show no known areas of significant aggregate resources in the city—most of the city is mapped as containing mineral deposits of unknown significance, and a small portion of the city is mapped as having no significant deposits.

ii. Thresholds of Significance

A significant impact on mineral resources would be expected to occur if the proposed project resulted in any of the impacts in the checklist above.

iii. Project Specific Impacts

a, b. No Impact. The proposed project would not result in the loss of availability of mineral resources that are of value to the region or the state and would not otherwise interfere with or preclude access to mineral resources as none have been mapped within the City by the State of California Department of Conservation or the General Plan. Therefore, the project excavation for construction of the new elevator for existing building C Headquarters, demolition of buildings A and B and grading for new parking areas, or for laying the foundation of the new Critical Facility would result in no impacts to mineral resources.

iv. Cumulative Impacts

As there are no project specific impacts as described above, the project would also have no impacts on any cumulative loss on mineral resources or resource recovery sites.

v. Mitigation Measures / Residual Impact

No impacts are identified. Therefore, mitigation is not necessary and residual impacts would not occur.

M. NOISE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X		
b. Generation of excessive groundborne vibration or groundborne noise levels?			X		
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X		

This section incorporates the analysis, findings, and recommendations in the *Goleta Expansion – Noise Technical Memorandum*, (Michael Baker International, October 15, 2018). The noise technical memorandum is Appendix F to this document.

Description of Noise Metrics

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by differentiating among frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is perceived to be twice as loud and 20 dBA higher is perceived to be four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud).

Various methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time
- The influence of periodic individual loud events
- The community response to changes in the community noise environment

Noise is defined as unwanted or objectionable sound. The measurement of sound considers three variables: 1) magnitude, 2) frequency, and 3) duration.

Magnitude is the measure of a sound's "loudness" and is expressed in decibels (dB) on a logarithmic scale. Decibel levels diminish (attenuate) as the distance from the noise source increases. For instance, the attenuation rate for a point noise source is 6dB every time the distance from the source is doubled. For linear sources such as Highway 101 or the railroad tracks, the attenuation is 3 dB for each doubling of distance from the source.

The frequency of a sound relates to the number of times per second the sound vibrates. One vibration/second equals one hertz (Hz). Normal human hearing can detect sounds ranging from 20 Hz to 20,000 Hz.

Duration is a measure of the time to which the noise receptor is exposed to the noise. Because noise levels in any given location fluctuate during the day, it is necessary to quantify the level of variation to accurately describe the noise environment. One of the best measures to describe the noise environment is the Community Noise Equivalent Level (CNEL). CNEL is a noise index that attempts to take into account differences in the intrusiveness of noise between daytime hours and nighttime hours. Specifically, CNEL weights average noise levels at different times of the day as follows:

Daytime—7 am to 7 pm	Weighting Factor = 1 dB
Evening—7 pm to 10 pm	Weighting Factor = 5 dB
Nighttime—10 pm to 7 am	Weighting Factor = 10 dB

The Noise Technical Memorandum utilizes the noise terms and definitions described in Table NOI-1 below.

Table NOI-1 Noise Descriptors	
Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00

	AM.
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq} . The L_{dn} is calculated by averaging the L_{eq} 's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM) by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (L_n)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L_{01} , L_{10} , L_{50} , L_{90} , respectively) of the time during the measurement period.
Source: Cyril M. Harris, <i>Handbook of Noise Control</i> , 1979.	

i. Existing Setting

The Ambient Noise Environment

The project site ambient noise environment currently consists of the office, communications, fleet operations, and warehouse uses in three existing buildings (Buildings 'A', 'B', and 'C') and a surface parking lot and driveways. Building 'A' (3,360 square feet) and Building 'B' (4,124 square feet) are located in the southwestern portion of the project site. Building 'C' is located at the north end of the project site and is comprised of two floors that make up a total of 27,310 square feet. The site is only accessible from South Fairview avenue. Surrounding noise generating land uses include the railway and U.S. 101 to the north, single-family residential uses to the east, multi-family residential uses to the south, and multi-family residential and general commercial and industrial uses to the west. The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment, parking, and mix of commercial uses). The noise associated with these sources represents single-event noise occurrence or short-term or long-term continuous noise.

Roadway and Rail Related Traffic Noise

According to the City General Plan Noise Element, noise levels adjacent to U.S. Highway 101 (US-101) range from 75 to 90 dBA CNEL. The maximum instantaneous sound level of passing trains ranges from 96 to 100 dBA at 100 feet from the tracks, and the average sound level ranges from 70 to 75 dBA CNEL. Although Amtrak also uses the same tracks, sound levels for its operations are not available but are expected to be similar to UPRR trains. The combined noise sources of the railway and US-101 result in a 300-to-600 foot-wide east-west corridor where noise levels equal or exceed 70 dBA CNEL and produce noise levels equal to or exceeding 60 dBA CNEL in a corridor that is roughly three times the width of the 70+ dBA CNEL corridor. The project site is located within both the existing and future 65dBA and 70dBA noise level contours in General Plan Figures 9-1, 9-2, 9-3, and 9-4.

Ambient Noise Level Measurements

Five short-term noise measurements were taken on April 24, 2018 at the locations detailed in Table Noise-1 below. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. The ten-minute measurements were taken between 10:00 a.m. and 11:30 a.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day and relate closely with the hourly L_{eq} noise standards for the project area. As indicated above, L_{eq} is the equivalent noise level, which represents the time averaged total energy of a fluctuating sound level. The purpose of the noise measurements is to identify the existing ambient levels in order to evaluate potential project generated noise.

Table NOI-2 Noise Measurements						
Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Peak (dBA)	Time
1.	Southern end of project site in surface parking lot.	50.8	43.4	65.4	91.3	10:14 a.m.
2.	Southern boundary of project site (approximately 10 feet north of the Cox property line).	51.9	45.2	70.2	91.0	10:24 a.m.
3.	Southeast portion of the project site (approximately 10 feet west of the Cox property line).	50.7	44.5	67.6	93.8	10:35 a.m.
4.	East of Building 'C' near eastern property boundary (approximately 10 feet west of the Cox property line).	56.2	49.1	76.4	98.3	10:50 a.m.
5.	Along Orange Avenue in residential neighborhood east of project site	52.2	43.2	79.7	106.0	11:19 a.m.
Source: Michael Baker International, April 24, 2018.						

Regulatory Setting

The City General Plan Noise Element sets the noise and land use standards for the maximum noise exposure to certain land uses. According to Noise Element, Table 9-2 Noise and Land Use Compatibility Criteria community noise exposure levels 50-67.5 (Ldn or CNEL, dBA) are considered normal and acceptable for office buildings, business commercial related uses. Noise exposure levels of 70-75 are conditionally acceptable and levels of 75-85+ are normally unacceptable.

The compatibility criteria are defined as follows:

- Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
- Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

- Normally Unacceptable: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements shall be made and needed noise insulation features shall be included in the design.

ii. Thresholds of Significance

A significant noise impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, based on the City of Goleta's *Environmental Thresholds and Guidelines Manual*, Section 12 Noise Thresholds, the following thresholds are used to determine whether significant noise impacts would occur:

Threshold NOI-1. A development that would generate noise levels in excess of 65 dBA CNEL and could affect sensitive receptors would generally be presumed to have a significant impact.

Threshold NOI-2. Outdoor living areas of noise sensitive uses that are subject to noise levels in excess of 65 dBA CNEL would generally be presumed to be significantly impacted by ambient noise. A significant impact would also generally occur where interior noise levels cannot be reduced to 45 dBA CNEL or less.

Threshold NOI-3. A project would generally have a significant effect on the environment if it would increase substantially the ambient noise levels for noise sensitive receptors in adjoining areas. Per Threshold 1 above, this may generally be presumed to occur when ambient noise levels affecting sensitive receptors are increased to 65 dBA CNEL or more. However, a significant affect may also occur when ambient noise levels affecting sensitive receptors increase substantially but remain less than 65 dBA CNEL, as determined on a case-by-case level.

Threshold NOI-4. Noise from grading and construction activity proposed within 1,600 feet of sensitive receptors, including schools, residential development, commercial lodging facilities, hospitals or care facilities, would generally result in a potentially significant impact. According to the US EPA guidelines, the average construction noise is 95 dBA at a 50-foot distance from the source. A 6 dB drop occurs with a doubling of the distance from the source. Therefore, locations within 1,600 feet of the construction site would be affected by noise levels over 65 dBA. Construction within 1,600 feet of sensitive receptors on weekdays outside of the hours of 8:00AM to 5:00PM and on weekends would generally be presumed to have a significant effect. Noise attenuation barriers and muffling of grading equipment may also be required. Construction equipment generating noise levels above 95 dBA may require additional mitigation.

With regard to Threshold NOI-3, the term "substantial increase" is not defined within the Thresholds Manual. The limits of perceptibility by ambient grade instrumentation (sound meters) or by humans in a laboratory environment is around 1.5 dB. Under ambient conditions, people generally do not perceive that noise has clearly changed until there is a 3 dB difference. A threshold of 3 dB is commonly used to define "substantial increase." Therefore, for purposes of this analysis, an increase of +3 dBA CNEL in traffic noise would be a significant impact. Increases of +3.0 dB require a doubling of traffic volumes on already noise-impacted roadways. Projects usually do not, by themselves, cause traffic volumes to double. Offsite traffic noise impacts are, therefore, almost always cumulative in nature rather than individually significant.

Groundborne Vibration

Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads. Vibration energy is carried through buildings, structures, and the ground, whereas ambient noise is carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise, such as the rattling of windows from passing trucks. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction activities that would occur on the project site have the potential to generate groundborne vibration. Table NOI-3 identifies vibration velocity levels for the types of construction equipment that are likely to operate at the project site during construction, as received by the nearest sensitive receptors.

Table NOI-3			
Vibration Source Levels for Construction Equipment			
	Approximate VdB		
	65 Feet	350 Feet	500 Feet
Large Bulldozer	79	64	61
Loaded Trucks	78	63	60
Jackhammer	71	56	53
Small Bulldozer	50	35	32
<i>Source: Federal Railroad Administration, 1998.</i>			

Significant impacts occur when vibration or groundborne noise levels exceed the Federal Railroad Administration (FRA) maximum acceptable level threshold of 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools). Vibration levels are assumed to attenuate by 6 VdB per doubling of distance (Federal Transit Administration, 2006).

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b, NOI-4. Less than Significant.

Short Term Construction Noise and Groundbourne Vibration

Train and automobile and truck traffic along the UPRR and U.S. 101 Highway are the primary source of ambient groundborne vibration and noise at the project location.

Construction vibration and noise from trucks and heavy grading equipment entering and leaving the site and within 1,600 feet of sensitive receptors, including the adjacent residential development, would generally result in potentially significant groundbourne vibration and noise impacts.

As detailed in City Noise Threshold 4, the average construction noise is 95 dBA at a 50-foot distance from the source. A 6 dB drop occurs with a doubling of the distance from the source. Therefore, locations within 1,600 feet of the construction site would be affected by noise levels over 65 dBA. Construction onsite would be located within 1,600 feet of sensitive receptors as detailed in the noise technical memorandum Table 3 and include: immediately adjacent and nearby residential uses, Twin Lakes Golf Course (510 feet), and the Goleta Church of God in Christ (over 1,300 feet). Construction noise on weekdays outside of the hours of 8:00AM to 5:00PM and on weekends would have a potentially significant impact on the above sensitive uses. In addition, the potential for construction equipment generating noise levels above 95 dBA during demolition and construction of the new Critical Facility and accessory uses may result in temporary noise impacts to adjacent sensitive use.

Additionally, demolition of Building A and Building B, the use of machinery to break up asphalt and concrete to prepare the site, and construction of the New Critical Facility will occur in areas immediately adjacent to existing residences to the east and south. Due to the close proximity of construction and demolition to these sensitive receptors, the potential for vibration or groundborne noise levels to exceed the Federal Railroad Administration (FRA) maximum acceptable level threshold of 72 VdB for residences is high and represents a potentially significant impact. Implementation of City standard conditions of approval intended to minimize short term construction noise such as limiting construction to daytime hours, providing notice to adjacent properties in advance of construction, and equipment distance will be required to be implemented during construction. Implementation of these conditions will ensure potentially significant impacts from ground borne vibration and noise to the adjacent residences and other sensitive receptors are at less than significant levels.

Consistent with City General Plan policy NE 6.4, City standard conditions of approval regarding limits on construction activities that generate noise to the hours of 8 am to 5 pm Mondays to Fridays, times when construction activity can be expected and better tolerated. Further, the City does not allow construction to occur on State/Federal holidays (e.g., Thanksgiving, Labor Day etc.). Non-noise generating construction activities, such as interior plumbing, electrical, drywall and painting (depending on compressor noise levels), are not subject to these restrictions. Construction of the project would occur during the normal business hours and not during the evening or night time hours noise when effects are greater on sensitive uses. Compliance with City construction hours will be imposed as a standard condition of approval.

Long Term Noise Generation

The operations occurring on the site after construction will be similar to what is occurring presently. Much of the activity takes place indoors except for warehouse loading and unloading, the arrival and departure of office staff throughout the day, and fleet vehicles entering, loading, and leaving daily during normal business hours. Hence the long-term noise levels of the project are anticipated to be similar to existing noise generated from the site.

The primary noise exterior sources associated with the project would consist of two new 750-kilowatt (kw) generators north of Building C' and six rooftop cooling/heating units (RTUs) at the new critical facility. The RTUs will be concealed from view by a continuous louvred screening wall placed at the roof level and extending five feet above the building wall for a total of 25'8". ~~The RTUs will be placed within a mechanical well on roof the Critical Facilities Building. The parapet walls surrounding the RTUS will be 7-8 feet tall, resulting in an overall building height of 24 feet.~~

The new backup generators will be located in the emergency power generator yard approximately 28 feet north of Building C. The backup generators would each be housed in a sound attenuated enclosure and would not be used on a constant basis. In addition, the fencing in this area is planned to be replaced with a 6-8' tall block wall. Testing of the generators would be required by the California Building Code to occur monthly between the hours of 7:00 a.m. and 10:00 p.m. for up to 2 hours under heavy load bi-weekly throughout the year. The backup generators would only be in continuous operation during power outages until the electrical power was re-established to the Cox Facility. The RTUS would be in continuous use.

The RTUs and backup generator noise were modeled with SoundPLAN Essential 3.0 noise modeling software. SoundPLAN allows computer simulations of noise situations, and creates noise contour maps using reference noise levels, topography, point and area noise sources, mobile noise sources, and intervening structures. The proposed backup generators have a typical noise level of approximately 92 dBA at a distance of 23 feet (7 meters) without a sound attenuation enclosure. The typical noise level associated with RTUs is 50.0 dBA at a distance of 50 feet. The existing utility yard located to the north of Building C has an existing 5 to 6-foot tall concrete masonry unit wall along the east and north property lines. This wall provides sound attenuation at off-site uses from noise produced by the existing HVAC units and generators north of Building C Headquarters. However, there is a gap in the concrete masonry wall consisting of a chain link directly north of the new generator site. One of the project components is the replacement of the chain link portion with concrete masonry block. The new concrete masonry wall would be 8 feet high in this location according to the Architectural Site Plan in Figure 1 and is not accounted for in the model which discusses a 6-foot-high wall in this location

As outlined in the SoundPLAN submitted for this project, a custom sound enclosure has been designed to attenuate the generator noise levels to 65 dBA at a distance of 23 feet away from the generator. The nearest sensitive receptor is the residence located to the northeast and approximately 15 feet from the property line and 25 feet from the nearest generator enclosure. The enclosure has been designed with materials to absorb the sound. Additionally, air flow intake and discharge would include baffles and louvers designed to minimize noise. Further, the enclosure would include a roof mounted inlet silencer assembly with horizontal baffle panels and weather louvers and bird screen. The enclosure doors will be sealed, and sound rated.

The modeling and accompanying calculations determined the 60-65 dBA noise contour would slightly extend past the northern property line, and the six receiver points at the property line were modeled at a range of 52.1 to 63.3 dBA.

Although the project proposes an 8-foot-high wall along the northeast boundary, a six-foot tall concrete-masonry wall was modeled in SoundPLAN along the full extent of the northern and eastern property line to the north and east of Building C Headquarters.

Table NOI-4 Noise Levels Associated with Generators					
Location/Use	Distance	Generator without Attenuation in dBA ¹	Generator with Attenuation in dBA ²	General Plan Noise Standards	Consistent with General Plan with Attenuation? Yes/No
East/Residential	10 feet	92 and 63.3 ¹	51.7	50-60	Yes
South/Residential ³	340 feet-	--	--	50-60	--
West/Commercial ³	380 feet	--	--	50-67.5	--
North/Railroad	10 feet	92 and 65 ¹	55.0	50-67.5	Yes
1-Typical generator noise 92dBA as proposed with generator enclosure design reduces dBA to 63.3 at 10 feet. 2-With proposed 6 foot wall along north wall. 3-Outside of technical noise study area.					

In the noise technical study, Exhibit 2a, *Proposed Generators Noise Level Contours With 6- Foot High Wall*, the 60-65 dBA noise contour would minimally extend past the site's northern property line with implementation of a six-foot tall CMU wall. In addition, as shown in noise technical study Exhibit 2b, *Proposed Generators Noise Levels at Single Points With 6-Foot High Wall*, noise levels at the six modeled receiver points range from 50.0 to 55.0 dBA at the proposed wall location. While the model used a 6-foot-high concrete masonry wall, the project includes the use of an 8-foot-high wall. The 8-foot-high wall will further attenuate the noise levels consistent with above checklist item a, and City thresholds NOI-1 and NOI-2 and result in noise levels in keeping with the City's standards. Therefore, generator noise levels which are intermittent and not continuous, would not exceed the City's 60 dBA standard beyond the Cox property line with construction of a CMU wall to the north and east of Building 'C Headquarters as shown in Table NOI-4.

Critical Facility RTU Noise Analysis

Noise levels from the operation of six RTUs at the new Critical Telecommunications Facility Building were calculated using the reference noise levels in SoundPLAN (50 dBA at 50 feet). Proposed Critical Facility RTUs Noise Levels at Single Points, shows the hourly average sound levels (Leq) for the proposed RTUs at five discrete receivers along the eastern, southern, and western boundaries of the project site. The modeled noise levels in the noise technical study in Appendix F conservatively depict noise associated with the simultaneous operation of the six RTUs, which is the worst case. The modeling incorporates all of the site features and takes into account site topography and absorption/reflection from existing and proposed buildings and walls (including the surrounding ~~five~~ 7 to 8-foot tall parapet walls). The addition of a new 8-foot tall wall along the northeast boundary will further shield the residential uses located adjacent to the project site.

Table NOI-5 Noise Levels Associated with Roof Top Units					
Location/Use	Distance	RTU without Attenuation in dBA	RTU with Attenuation in dBA ¹	General Plan Noise Standards	Consistent with General Plan with Attenuation? Yes/No
East/Residential	50 feet	50 ²	47.6	50-60	Yes
South/Residential	65 feet	50 ²	47.5	50-60	Yes
West/Commercial	25 feet	--	49.8	50-67.5	Yes
North/Railroad ³	200 feet (+/-)	--	--	50-67.5	--
1-Modeled with parapet wall enclosure of RTU 2-RTU typical noise level is 50.0 dBA at 50 feet. 3-Outside of technical noise study area.					

As depicted in the noise technical study Exhibit 3, the five receiver points modeled at the property line range from 46.4 to 49.8 dBA, which is below the City's 60 dBA noise limit at edge of property line. As such, as depicted in noise technical analysis Exhibits 1a and 1b in Appendix F, noise generated by the RTUs at the new Critical Facility Building would not exceed the City's 60 dBA noise standard as shown in Table NOI-5.

With standard conditions of approval implemented during construction as required by the City, short term construction impacts would be less than significant. The technical noise study modeling demonstrated that installation of the project generators with proposed attenuating design enclosures and RTUs with attenuating rooftop enclosures addressing thresholds NOI-1, NOI-2, and NOI-3 for noise at exterior levels would operational noise levels to conform with City noise standards. Therefore, the installation of generators and RTUs would result in a less than significant increase in ambient noise levels in the vicinity of the project in excess of City noise standards.

c. Less than Significant. The project is located approximately 0.5 miles northeast of the Santa Barbara Municipal Airport (SBMA) and is well outside of the future 60dBA noise level contour line as depicted in Figure 9-4 Future Noise Contours Airport (2025) and Railroad (2030). Therefore, while the project site would be located within two miles of an SBMA, employees working onsite would be exposed to less significant airport noise levels.

iv. Cumulative Impacts

The site and the adjacent properties experience high ambient noise levels given the proximity of the Fairview Avenue, Hollister Avenue, and the UPRR and US 101 Rights of Way. The project's construction noise standard conditions of approval and noise attenuating design features would ensure that construction noise would be localized and short term in nature would not contribute to cumulative noise impacts. After construction, the continued operation of the facility would result in minimal contributions to cumulative noise impacts based on the design features (noise enclosures, concrete block walls, parapet walls etc.). As a result, the cumulative noise impacts would be less than significant with the implementation of the proposed mitigation measures.

v. Required Mitigation Measures

No mitigation measures are proposed or needed. However, the following three (3) standard conditions of approval will be imposed.

1. **Construction Noise.** The following measures must be incorporated into grading and building plan specifications to reduce the impact of construction noise:
 - a. All construction equipment, fixed or mobile, must be equipped with properly operating and maintained mufflers. Noise attenuation barriers and mufflers of grading equipment must be required for construction equipment generating noise levels above 95dB at 50 feet from the source;
 - b. Construction noise reduction methods such as but not limited to shutting off idling equipment, installing acoustic barriers around significant sources of stationary construction noise sources, maximizing the distance between equipment and staging areas occupied residential areas, and use of electric air compressors and similar power tools (rather than diesel equipment) must be used when feasible;
 - c. During construction, stationary construction equipment must be placed such that emitted noise is directed away from sensitive noise receivers in the residences to the south and east;
 - d. During construction, stockpiling and vehicle staging areas must be located as far as practicable from noise sensitive receptors in the residences to the south and east;
 - e. Earthmoving equipment operating on the construction site, must be as far away from vibration-sensitive sites (residences to the south and east) as possible; and
 - f. Construction hours, allowable workdays, the telephone number of the job superintendent must be clearly posted at all construction entrances to enable surrounding owners and residents to contact the job superintendent directly. If the job superintendent receives a complaint, the superintendent must notify the Planning and Environmental Review Director, and investigate, take appropriate corrective action and report the action taken to the reporting party and the Planning and Environmental Review Director.

All signs must be in place before the start of site preparation and grading activities and maintained through to occupancy clearance or Final Building Inspection Clearance. Requirements a-f must be incorporated as text into all plans sets and must be incorporated graphically into all plan submitted for approval of any Land Use Permit, Grading Permit or Building Permit.

The Planning and Environmental Review Director must verify compliance before issuance of the Land Use Permit, and before commencement of construction activities, and during construction.

2. **Construction Notice.** The Applicant/Permittee shall provide all adjacent property owners and residents within 300 feet of the construction site with a construction activity schedule and construction routes 30 days in advance of construction activities. Any alterations or additions shall require PER Director approval and 30-days prior notification to affected property owners and residents.

The Applicant/Permittee shall submit a copy of the schedule and mailing list to PER Director. The schedule and mailing list shall be submitted 30-days prior to initiation of

any earth movement. PER compliance monitoring staff shall perform periodic site inspections to verify compliance with activity schedules

3. **Distancing of Vehicles and Equipment.** Noise and ground-borne vibration construction activities whose specific location on the Project site may be flexible (e.g. operation of compressors and generators, cement mixing, general truck idling) must be conducted as far as possible from the nearest noise and vibration sensitive land use.

The location of vehicles and equipment must be designated on building and grading plans. Equipment and vehicles must remain in the designated location throughout construction activities.

The Planning and Environmental Review Director must periodically inspect the site to ensure compliance.

vi. Residual Impacts

Implementation of standard conditions of approval for construction noise above, along with the project attenuating design features (masonry walls, generator enclosures, rooftop shielding) will ensure that project's construction and operational noise levels will remain below the City's thresholds and therefore residual noise will remain less than significant

N. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X	

i. Existing Setting

According to the latest published population estimates as of January 1, 2018, the California Department of Finance (DOF) estimates that City has a population of 31,949 people, has approximately 12,021 housing units, and has an average household size of 2.78 people per household (DOF 2018). Upon build out of the GP/CLUP (anticipated to occur by the year 2030), the City's population is expected to reach 38,100.

ii. Thresholds of Significance

A significant impact on population and housing would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b. No Impacts. The project retains the existing office, warehouse, fleet operations, and telecommunications business use of the site and includes demolition of two existing buildings and construction of one new building with a net reduction of 795 square feet in main building space. One new employee is currently projected to be added to the existing onsite 8573-person workforce. Therefore, the project would not directly induce substantial population growth. Additionally, the project would not indirectly induce population as there will be no extension of roads or other infrastructure. As described the project does not remove any existing housing units and therefore does not displace any people nor does it necessitate the construction of replacing housing elsewhere. As such, project impacts related to population growth would be less than significant.

iv. Cumulative Impacts:

As the proposed project would not have any appreciable population and housing impacts, the proposed project combined with other similar projects would not result in any cumulatively considerable population and housing impacts.

v. Required/Recommended Mitigation Measures

No mitigation measures are warranted.

vi. Residual Impacts

The project would not result in any population or housing impacts that would result in residual impacts.

o. **PUBLIC SERVICES**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of these public services:					
Fire protection?			X		
Police protection?			X		
Schools?				X	
Parks?				X	
Other public facilities?				X	

i. Existing Setting*Fire Protection*

The project site is located within the urban area, in a central portion of the City of Goleta. Fire services would be provided by Santa Barbara County Fire Department (SBCFD) under contract to the City. The closest fire station to the project site is Station #12 located on 5330 Calle Real (approximately 1.75 miles away). The National Fire Protection Association (NFPA) and SBCFD identify the following three guidelines regarding the provision of fire protection services:

1. A firefighter-to-population ratio of one firefighter on duty 24 hours a day for every 2,000 persons is the ideal goal. However, one firefighter for every 4,000 persons is the absolute maximum population that should be served.
2. A ratio of one engine company per 12,000 persons, assuming three firefighters per station (or 16,000 persons assuming four firefighters per station), represents the maximum population that should be served by a three-person crew.
3. A five-minute response time in urban areas.

The mandated California Division of Occupational Safety and Health (Cal-OSHA) requirement for firefighter safety, known as the "two-in-two-out rule", is also applicable.

This rule requires a minimum of two personnel to be available outside a structure prior to entry by firefighters to provide an immediate rescue for trapped or fallen firefighters, as well as immediate assistance in rescue operations.

- 1) The current ratio of firefighters to population at Fire Station 12 is 1: 5,541 which is above the absolute maximum population that should be served.
- 2) Response time from Fire Station 12 is typically within 5 minutes,

The SBCFD has implemented a dynamic deployment system, for its fire engines, in addition to the traditional static deployment system from fire stations when the station's engine is "in house". Dynamic deployment allows for the dispatching of engines already on the road for emergency calls rather than dispatching by a station's "first in area", as has been the previous practice. Basically, dynamic deployment uses a Global Positioning System (GPS) to monitor the exact location of each engine in real time. Previously, when an engine was out on routine (non-emergency) activities, such as inspections or training, the engine company was considered "in-service" and its exact location at any given moment in time was not known to County Dispatch. However, with dynamic deployment using the County's GPS, County dispatch has real time information on the exact location of each engine at all times and can dispatch the closest, un-engaged engine to an emergency incident, regardless of which fire station's service area the call originates from. This precludes the need for an in-service engine to have extended run times when another fire engine would be closer. The Fire Department has also added a battalion chief as the fourth fire fighter on scene, in order to meet the "two-in-two-out."

Police Protection

Police services are provided by the Santa Barbara County Sheriff's Department under contract with the City of Goleta (City). The City is divided into 3 patrol units, with 1 police car assigned to each unit. Additional police services are available from Santa Barbara County to supplement City police in an emergency. City police operate from three locations: The City offices at 130 Cremona Drive, an office located in Old Town on Hollister Avenue, and a third location at the Camino Real Marketplace.

Schools

Public education services are provided by the Goleta Union School District (GUSD) and the Santa Barbara Unified School District (SBUSD). In general, enrollments in the area school system have been declining for the past several years and area schools serving the project vicinity are operating below capacity. These schools include Foothill Elementary School at 711 Ribera Drive, Kellogg Elementary School at 475 Cambridge Drive, Goleta Valley Junior High at 6100 Stow Canyon Road, and San Marcos High School at 4750 Hollister Avenue.

Parks

A more detailed discussion of parks is provided below under Recreation. The City currently contains 16 public parks. City parks are considered in combination with open space to provide recreational opportunities and encompass approximately 526 acres, and an existing ratio of 17 acres per 1,000 residents (Goleta GP/CLUP 2006).

Libraries

Services at the Goleta Public Library is owned by the City and is located at 500 North Fairview Avenue. The 2-acre library site includes a 15,437 square foot (SF) building and parking areas. The facility provides services to the City and nearby unincorporated areas including Isla Vista, Hope Ranch, and the Gaviota Coast with a population of approximately 95,202. In the FY 2017/2018, the library had approximately 264,242 visitors and circulated 648,697 items, not counting the items that were downloaded electronically. Services were provided by 6 full-time and 16 part-time employees.

ii. Thresholds of Significance

A significant impact on public services would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's Environmental Thresholds and Guidelines Manual include thresholds of significance for potential impacts on area schools. Specifically, under these thresholds, any project that would result in enough students to generate the need for an additional classroom using current State standards would be considered to result in a significant impact on area schools. The City's Environmental Thresholds and Guidelines Manual notes current State standards are: Grades K-2, 20 students per classroom; Grades 3 -8, 29 students per classroom; and Grades 9 – 12, 28 students per classroom.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. Less than Significant.

i. Fire Protection

Demolition of the existing Buildings A and B will require a permit from the City and the County of Santa Barbara Fire Department. The new Critical Facility building will have a pre-action sprinkler system, a clean agent system and a fire alarm system. The pre-action sprinkler system will cover the entire building; however, the Equipment Room, Power Room and Fiber Room will also be covered by a specialty protection clean agent system. Existing Building C Headquarters is fire sprinklered with a pre-action sprinkler system for the office use and a clean agent system for the existing telecommunications facility. The existing fire alarm and sprinkler system will be modified with the tenant improvements in Building C Headquarters and the clean agent system will be removed since the telecommunications use will be relocated to the new Critical Facility. The County of Santa Barbara Fire Department reviewed the new Critical Facility and requires the building's back up power systems comply with the California Fire Code (SBCFD Memorandum, December 13, 2018). The project will result in overall reduction in building square footage and no significant change in water fixtures within the buildings, therefore increased water use for fire suppression is not an issue.

Fire protection requirements for the project would include, but would not be limited to, structural fires, emergency medical services, public assistance, and other requests. Once on the scene following any emergency call, the Fire Department would need adequate onsite fire protection facilities. The Fire Department has reviewed the project and determined that the plans prepared by the applicant are acceptable (SBCFD Memorandum, December 13, 2018). Access for the project must be maintained with a minimum 20-foot wide all-weather travel way that is serviceable and maintained for the life

of the project. The project would require compliance with Fire Department standard conditions such as fire sprinklers, proper addressing, gated access, and payment of Fire Department development impact fees. Compliance with these standards in addition to implementation of the dynamic deployment system discussed above would reduce impacts to fire protection services to less than significant.

On December 6, 2018, the City approved the addition of a new Fire Station #10 to serve the western portion of the City. The addition of Fire Station #10 will improve the Citywide firefighter to population ratio to 1:3,681, bringing the service ratio into compliance with the City's minimum service standard. The project will not increase the intensity of use at the project location that would increase beyond the existing demand for fire services, exacerbate the existing firefighter to population ratios deficiency, or change the existing Station #12 response times. As such, the project would have a less than significant impact to fire protection service.

ii. Police Services

As stated above, the Santa Barbara County Sheriff Department provides 24-hour police protection services to the area under contract to the City of Goleta. Demand for police services resulting from the project, would not change measurably from baseline levels in the foreseeable future. Additionally, the project includes adequate patrol car access. Therefore, project related impacts on police services in the City would be less than significant.

a. No Impact.

iii-v. Schools, Parks, Other Facilities

Given the non-residential nature of the project and the expectation that one additional employee would be added to the site, the impacts on student generation would be nominal. It is not expected that this project would result in additional enrollment of school aged children in either the Goleta Union or Santa Barbara School & High School Districts. Similarly, any potential demand generated by the project for parks and other public facilities/services would be minimal. Therefore, the project would have no impact to schools, parks, or other public facilities.

iv. Cumulative Impacts

There are no project specific significant impacts to public services as described above, as there would be less than appreciable change in intensity to existing onsite use from this project. The City recently approved construction of Fire Station 10 on the west side of town that will reduce the existing deficiency in Citywide firefighter to population ratios to 1:3,681. The project would result in less than considerable incremental contribution to cumulative impacts on any Public Services.

v. Mitigation Measures / Residual Impact

No impacts are identified. Therefore, mitigation is not necessary and residual impacts would not occur.

P. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorpo- rated	Less Than Significant Impact	No Impact	See Prior Doc- ument
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X	

i. Existing Setting

As of 2005 as identified within the GP/CLUP, the City of Goleta has 16 public parks, 4 private parks, and 18 public open spaces areas comprising a total of 526 acres. This is approximately 17 acres per thousand residents. The City has adopted a goal of providing 4.7 acres of parkland (open space lands whose primary purpose is recreation) per thousand residents. The City's single recreation center is the Goleta Valley Community Center.

ii. Thresholds of Significance

A significant impact on recreation would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

iii. Project Specific Impacts*Environmental Checklist and Thresholds Discussion*

a, b. No Impact. This project is limited in scope in that it retains the existing office, warehouse, fleet operations, and telecommunications business use of the site and includes demolition of two existing buildings and construction of one new building with a net reduction of 795 square feet in main building space. One new employee is currently projected to be added to the existing onsite 73-person workforce. As such, the project would not create a demand nor increase the use of existing park/recreational facilities within the community. Further, no recreational facilities are proposed with this project, nor given the nature of the proposal would the project require the construction of additional recreation space. Therefore, no impacts associated with the construction of recreational facilities would occur.

iv. Cumulative Impacts

The project would not result in any significant project-specific effects on recreational facilities or create any substantial new demand for such recreational amenities.

v. Required/Recommended Mitigation Measures

Based on the above analysis, no mitigation measures would be required.

vi. Residual Impact

Residual project related impacts on public services would be less than significant.

Q. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X		
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X		
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X		
d. Result in inadequate emergency access?			X		

This section incorporates the analysis, findings, and recommendations in the *Updated Traffic and Parking Analysis for the Cox Communications Project – City of Goleta* (Associated Transportation Engineers, Updated March 5, 2019) that is Appendix G to this document. The Traffic and Parking Analysis includes the project Construction Transportation and Parking Management Plan.

i. Existing Setting

As detailed in the Project Description above, the existing Cox Communications site is located at 22 South Fairview Avenue and currently contains 3 buildings (A, B and C) totaling 34,794 SF. The existing Cox operations employees of ~~8573~~ Forty-seven (47) ~~Twenty-one (21)~~ employees work on site Monday through Friday during regular business hours, from roughly 8:00 am to 5:00 pm. The other ~~3852~~ employees are field technicians who utilize fleet vehicles and pickup equipment for service calls three times per week between 7:30 am and 10:30 am.

Regulatory Setting

The Santa Barbara County Association of Governments (SBCAG) coordinates with regional agencies, including the City of Goleta to prepare and implement the SBCAG 2016 Congestion Management Program (CMP). The CMP coordinates regional and multi-

jurisdictional issues related to congestion, land development, and air quality, and efficient use of limited transportation funds. The CMP defines the roadway facilities (intersections and road segments), appropriate roadways level of service (LOS) standards, performance measures including vehicle miles travelled (VMT), alternative transportation methods, land use impacts, and a capital improvement program. The City of Goleta General Plan Transportation Element establishes the Citywide LOS in coordination with SBCAG and is consistent with the CMP.

ii. Thresholds of Significance

A significant project generated traffic impact would be expected to occur if the project resulted in any of the impacts noted in the above checklist. Additional thresholds of significance are set forth in the City's Thresholds Manual and include the following:

Threshold TRA-1. The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by the value provided below or sends at least 5, 10, or 15 trips to intersections operating at LOS F, E or D, respectively.

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

Threshold TRA-2. Project access to a major road or arterial road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.

Threshold TRA-3. Project adds traffic to a roadway that has design features (e.g. narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with a substantial increase in traffic (e.g. rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that would become potential safety problems with the addition of project or cumulative traffic.

Threshold TRA-4. Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

The project will remove existing Building A, which contains 3,360 SF of office space, and Building B, which contains 4,124 SF of warehouse space. A new 6,519 SF building would be constructed and a 170 SF elevator structure would be added to Building C (net reduction of 795 SF). After construction, one additional employee would be added to the onsite workforce.

a, b, TRA-1, TRA-2, TRA-4. Less than Significant. The project is located within 1/4 mile of the Hollister Avenue and Fairview Avenue intersection identified in the SBCAG 2016 CMP Table 4.3 *CMP Intersections Located Within Transit Priority Area*. The project site is located 0.4 miles from the nearest Metropolitan Transit District (MTD) bus line which is located on Hollister just west of Nectarine. This west bound bus stop is served by the MTD Bus Route 6. The project is also located approximately 0.75 miles from the MTD transit east bound stop at the Hollister Avenue and Kellogg Avenue. The project's location does not conflict with a transit plan or transit activities.

The City Bicycle and Pedestrian Master Plan identifies implementation priorities for the City's vision for an integrated bicycle and pedestrian network. The project is located adjacent to planned improvements to Fairview Avenue and Hollister Avenue. The project continued use of the location for office, warehouse, fleet operations, and telecommunications use at similar intensities does not propose a change to the intensity of use of the existing transit, roadway, bicycle and pedestrian facilities that would result in a significant impact to a City plan, concept plan or implementing ordinance for the circulation system.

To assess the proposed project's potential to conflict with the SBCAG 2016 CMP by causing operational impacts to the City of Goleta road system, trip generation estimates were calculated for the existing and proposed project uses based on the rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. During construction, most of the existing on-site workers will temporarily be relocated to an off-site location. Cox has a fleet of 85 company vehicles and 85 employees located at the project site. It is estimated that Cox will maintain 20 employees onsite after Building A is demolished. Up to twenty-seven office employees will be relocated to a local off-site office location at 30 South Patera Lane approximately 1.10 miles west of the project site (via roadways). The parking plan for the fleet vehicles during the temporary construction phase is outlined below.

1. Up to 40 vehicles will park at the employee's home.
2. Up to 35 vehicles will park onsite (included as employee parking).
3. Up to 20 vehicles will park at an offsite leased parking lot located at 7055 Marketplace Drive (approximately 3.35 miles from the project site via roadways).

As such, only construction workers and those staff needed to monitor and maintain the critical infrastructure will be at the site during construction (estimated to take between 9 to 12 months). The Traffic and Parking study estimated that an average of 15 construction workers are expected on-site with up to a maximum of 30 workers during peak periods. Twelve (12) construction worker parking spaces will be accommodated on-site. The

remaining construction workers will be shuttled to the site from an off-site location. The plan for construction worker parking is outlined below.

- There will be a total of up to 4 shuttle van trips per day (2 in the morning and 2 in the evening)
- 1-3 small construction deliveries per day
- 1-2 large construction deliveries per week. Dumpsters will be replaced every 2-3 days
- A construction trailer and containers will be placed on-site with 12 parking spaces for visitor and construction administration personnel
- The construction work area has been designed to accommodate deliveries
- The shuttle schedule will avoid peak hour trip times (6:45 AM and 3:45 PM)
- The shuttle lot will be within a 3-4-mile radius of the project site and determined prior to building permit issuance (tentatively identified as 140 Frederick Lopez Road, approximately 0.64 miles from the project site via surface roads).

With the implementation of the Construction Transportation and Parking Management (CTPM) Plan components outlined above and included in the projects Updated Traffic and Parking Analysis, dated March 5, 2019, the Cox project would accommodate temporary construction traffic by relocating workforce, limiting the number of trips, and requiring that trips occur outside of peak travel times. Therefore, the CTPM Plan approach to traffic will result in a less than significant temporary construction traffic impact to roadway and intersection LOS in the area adjacent to the project site and the satellite employment and parking locations.

In regard to the long-term use, the Traffic and Parking Analysis applied rates for Warehouses (Land Use Code #150) to the warehouse and telecommunications equipment components of the project, and the rates for Offices (Land Use Code #710) were applied to the office uses as shown in Table TRA-1 below.

Table TRA-1 Project Trip Generation Estimates							
Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
Existing Project Trips							
Building A - Office	3,360 SF	9.74	33	1.16	4(3/1)	1.15	4 (1/3)
Building B - Warehouse	4,124 SF	1.74	7	0.17	1 (1/0)	0.19	1 (0/1)
Building C - Office	20,780 SF	9.74	202	1.16	24 (21/3)	1.15	24 (4/20)
Building C - Telecom	6,530 SF	1.74	11	0.17	<u>1 (1/0)</u>	0.19	<u>1 (0/1)</u>
Subtotal	34,794 SF		253		30 (26/4)		30 (5/25)
Proposed Site Trips							
New Building-Telecom	6,519SF	1.74	11	0.17	1 (1/0)	0.19	1 (0/1)
Building C - Office	18,824 SF	9.74	183	1.16	22 (19/3)	1.15	22 (4/18)
Building C- Warehouse	8,656 SF	1.74	15	0.17	<u>1 (1/0)</u>	0.19	<u>2 (1/1)</u>
Subtotal	33,999 SF		209		24 (21/3)		25 (5/20)
Net Trip Generation			-44		-6 (-5/-1)		-5 (-0/-5)

The Traffic and Parking analysis concludes that the project would result in a net reduction of 44 average daily trips (ADT), a net reduction of 6 AM peak hour trips, and

a net reduction of 5 PM peak hour trips. As such, operation of the project would not generate additional traffic trips than presently and therefore would not exceed the established LOS of C at the Hollister and Fairview Intersection or Volume to Capacity ratio established in the General Plan Transportation Element, detailed in City Thresholds TRA-1, TRA-2, and TRA-4 above and the SBCAG 2016 CMP per checklist item b above. Therefore, the project generated traffic would be consistent with the applicable congestion management program and result in a less than significant impact to applicable City LOS and Volume to Capacity ratio thresholds.

Lastly, the existing project with office, fleet operations, warehouse, and telecommunications use were estimated by the CalEEMod v. 2016.3.2 to generate 509,652 vehicle miles travelled (VMT) annually (See Appendix A for the CalEEMod Summary Report Table 4.2 Trip Summary Information. The project would result in a net building area reduction of 795 square feet and an addition of one employee bringing employment at the site to 8674 persons. These project changes would not lead to an appreciable change in the VMT. The project is also located 1.2 miles from the Goleta Amtrak station. As noted above the site is located within 0.4 and 0.75 miles of MTD bus stops along MTD's Route 6 that connects Goleta and Santa Barbara. Based on the nature of the project and its location, no impacts are expected to occur.

c, d, TRA-3. Less than Significant. The project does not propose a change to the existing primary driveway access to the site from the South Fairview Avenue cul-de-sac or change the existing roadway configurations. Further the continued use of the site is not incompatible with the uses along South Fairview Avenue. The change in location to the key card kiosk and the automatic traffic gate would be positioned in a manner that would allow for sufficient stacking of vehicles without impacting South Fairview Avenue. This design feature would allow for vehicle queuing at the entrance in a manner that would not result in poor sight distance for vehicle or generate traffic incompatible with surrounding uses that would create a potential safety issue. The project circulation plan has been reviewed by the County of Santa Barbara Fire Department who establishes emergency access conditions applicable to the project for which compliance is required prior to issuance of occupancy permits (County of Santa Barbara Fire Department Memorandum, December 13, 2018). To ensure fire safety, the proposed project would have to comply with SBCFD's requirements pertaining to building construction, site access, adequacy of flows, and the applicant would install a proposed new fire hydrant. Additionally, pursuant to Policy PF 3.3 in the Goleta GP/CLUP and as updated with the 2019 Development Impact Fee (DIF) Nexus study and be required to pay a DIF related to the provision fire services, and payment of a DIF toward fire protection would occur, impacts to emergency access would be less than significant. Therefore, the project would have a less than significant impact as a result of creating an increase in hazards due to a design feature nor result in inadequate emergency access.

iv. Cumulative Impacts

The project will not increase the employment intensity or change land uses at the site that would contribute incrementally to cumulative traffic that would exceed the LOS or V/C ratio that would result in a conflict with the General Plan or SBCAG 2016 CMP that would result in a cumulative impact to the regional road system. Under CEQA Guidelines section 15064.3(b), generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Since the project would not result in a significant increase in VMT and is located near public bus service and in proximity to train

service it is expected to not have a significant impact due to a conflict or inconsistency with CEQA Guidelines section 15064.3(b).

v. Required/Recommended Mitigation Measures/Residual Impacts

Since the project is not expected to conflict with transportation plans and programs, nor introduce design hazards, mitigation measures are not required, and no residual impacts expected.

R. TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X		
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X			

This section incorporates the analysis, findings, and recommendations in *the Phase I Archaeological Investigation 22 South Fairview Avenue, APN 071-021-044, Goleta, California* (Dudek, June 2018). The document is referenced herein contains confidential information is on file with the City of Goleta and may be released to the public only with prior authorization by the appropriate Tribal representative and City of Goleta Planning and Environmental Review Department in accordance with applicable law. Tribal Cultural Resources are also discussed in section E above.

i. Existing Setting

Evidence exists for the presence of humans in the Santa Barbara coastal area for thousands of years. At the time of this first European contact in 1542, the Goleta area was occupied by a Native American group speaking a distinct dialect of the Chumash Language (General Plan Final EIR (GP FEIR)). This group later became known as the Barbareno Chumash. The Chumash were hunters and gathers who lived in areas surrounding the much larger prehistoric Goleta Slough. The prevalent Chumash

population at the time of Spanish contact occupied at least 10 Chumash villages in the Goleta Area and immediate vicinity (GP FEIR).

As provided in the City's GP FEIR (Section 3.5, Cultural Resources, Table 3.5-1), the City is known to contain prehistoric, ethnographic, historical and paleontological resources. The City's GP FEIR (Figure 3.5-1, Historic Resources), shows areas containing sensitive historic/cultural resources.

Previous Environmental Review

The Goleta Service Center FEIR (82-EIR-5) determined that due to the sensitivity of archaeological resources in the project vicinity and on-site, the potential exists for site-specific damage to these resources associated with grading and foundation construction. The FEIR found that the project would have a less than significant impact to archaeological and cultural resources onsite with mitigation that required the presence of a qualified archaeologist and a local Native American observer to monitor all on-site excavations. In the event significant resources were discovered on the project site, work would stop until proper resource investigations could occur.

Since development of the Cox Communication site, the area became a part of the City of Goleta when the City incorporated in 2002. New cultural resources policies were adopted relevant to the area with the adoption of the City of Goleta's 2006 General Plan/Coastal Land Use Plan. The City's General Plan/Coastal Land Use Plan FEIR analyzed the potential cultural resources impacts associated with buildout of the land uses in the General Plan. The General Plan FEIR found that loss or destruction of significant cultural, historical, or paleontological resources within the City as a whole would constitute a long-term impact because such resources are nonrenewable and unique. However, for all but the most significant and unique sites, it would be possible to implement mitigation measures consistent with the following General Plan policies would serve to reduce potential cultural and historic resources impacts to less than significant levels with mitigation (Class III or IV Impact)

- Policy OS 8: Protection of Native American and Paleontological Resources
- Policy VH 5: Historic Resources
- Policy VH 6: Historical and Cultural Landscapes

ii. Thresholds of Significance

The project would be considered to have a significant impact on tribal cultural resources if it were to cause a substantial adverse change in the significance of a tribal cultural resource as defined in the checklist above.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. i and ii. Less than Significant with Mitigation. The City made a request to the Native American Heritage Commission (NAHC) on December 20, 2018 for the Sacred Lands File related to the project per Public Resources Code Section 5097.96 and Native American Contacts list. The City received a response from the NAHC on December 27, 2018 with a Tribal Consultation List. No information regarding the requested Sacred Lands File search was provided in the NAHC response. On January 3, 2019, the City sent letters inviting consultation to the tribal representatives identified on the list provided by the NAHC as

having a traditional and cultural association with the geographic area of the proposed project pursuant to Public Resources Code Section 21080.3.1. The City received a request and held a consultation with Chumash representatives on March 5, 2019 and on April 2, 2019. The applicant, City, and Chumash representatives concluded consultation to the satisfaction of the parties on April 29, 2019.

An archaeological site records and literature search of the California Historical Resources Information System (CHRIS) Central Coast Information Center (CCIC), University of California, Santa Barbara, was conducted on June 15, 2018 (see Appendix A). The records search identified all recorded archaeological sites and investigations within the proposed Project area and a 0.5-mile buffer distance. According to the archaeological Phase I, one archaeological site is recorded in the immediate vicinity of the Project area, while 11 additional archaeological sites are located within the 0.5-mile buffer area. Six previous investigations are noted within the Project area and 122 previous investigations are noted within the 0.5-mile buffer area.

The Project area is located in the eastern periphery of the archaeological site CA-SBA-60, known also as the historic Chumash village of Saspilil (Brown 1967:32). This site was originally recorded as along both banks of Las Vegas Creek and its confluence of San Pedro Creek, and north of US 101. Systematic excavations and construction monitoring have determined that the site extends west beyond the present configuration of San Pedro Creek (Science Applications International Corporation 1994), while the eastern boundary has not been precisely identified (see the Phase I Appendix A for the CA-SBA-60 site record).

The City did not receive information about the project site being listed or described in the Sacred Lands File, being listed among the sites identified on General Plan Figure 3.5-1 Historic Resources, nor identified as an officially designated or recognized as historically significant site in the CHRIS system by a local government pursuant to a local ordinance or resolution.

According to the Phase I Archaeological report findings, review of previous investigations within and in the vicinity of the Project site, including ground surface survey, test excavations, and construction monitoring, has concluded that prehistoric and historic-period cultural materials identified east of South Fairview Avenue, and north of Hollister Avenue, and south of the UPRR occur within previously disturbed or redeposited soils. Due to the absence of any prehistoric or historic resources identified within intact soils during previous surveys, excavations, and monitoring activities, the potential for intact unknown buried prehistoric archaeological resources within the proposed Project area is considered very low. The Phase I Archaeological report concluded that the project would not have substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code section 21074.

However, as discussed in Section E, Cultural Resources, above, information shared during the Native American consultation is different on this point. There is the potential for Native American artifacts including human remains to be present, based on information shared by the Santa Ynez Band of Chumash Indians and due to the site's proximity to the known village site on the westside of Fairview Avenue. (Consultation with Freddie Romero, Santa Ynez Band of Chumash Indians, March 5, 2019). Therefore, the project would have the potential to have a significant impact to tribal cultural resources as defined by Public Resources Code section 21074. Implementation of resource protective

construction monitoring and treatment of remains in Mitigation Measures CUL-1 through CUL-3.

iv. Cumulative Impacts

In general, cumulative impacts to tribal cultural resources would occur when a series of actions leads to the loss of a substantial type of site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe. Consistent with the City General Plan, potential project related contributions to cumulative impacts to yet to be discovered tribal cultural resources in the incorporated City of Goleta are reduced to less than significant by implementation of resource protective construction monitoring for potential discovery and handling of tribal cultural resources and treatment of remains in Mitigation Measures CUL-1 through CUL-3.

v. Required/Recommended Mitigation Measures

Mitigation Measures CUL-1 through CUL-3 (see section E, Cultural Resources, above) will ensure that a Construction Monitoring Plan would be prepared, onsite construction activity would be monitored by a city-qualified archaeologist and local Chumash tribal observer, and in the event human remains are uncovered, that established procedures are followed for the treatment of tribal cultural resources and human remains consistent with Public Resources Code § 5097.98 and that the NAHC is and the Most Likely Descendent notified.

vi. Residual Impact

With Mitigation Measures CUL-1 through CUL-3 implemented, less than significant CEQA defined residual impacts to Tribal Cultural Resources would occur due to the project.

S. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X		
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X		
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X		
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X		
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X		

i. Existing Setting

Wastewater Treatment

Wastewater in the project area is collected and treated by the Goleta Sanitary District (GSD) at the Goleta Wastewater Treatment Plant (GWWTP). The GWWTP has a design capacity of 9.7 million gallons per day (mgd), based on an average daily flow rate. However, the discharge is restricted under the facility's National Pollution Discharge Elimination System (NPDES) permit (Permit No. CA0048160) (a Clean Water Act Requirement by the U.S. EPA), to a daily dry weather discharge of 7.64 mgd (RWQCB, 2010). GSD owns 59.22 percent of the capacity rights at the GWWTP, which gives GSD an allotment of 4.52 mgd of treatment capacity. GSD currently contributes 2.54 mgd in flow to the GWWTP, leaving GSD 1.98 mgd of remaining capacity.

At the present time the plant's treatment system consists of primary settling, biofiltration, aeration, secondary clarification, chlorine disinfection, and de-chlorination. Wastewater flows greater than 4.38 million gallons per day (MGD), receive primary treatment only and

are blended with treated secondary wastewater prior to disinfection and discharge to the ocean. Treated wastewater is discharged to the Pacific Ocean through a diffuser 5,912 feet offshore at a depth of approximately 87 feet. The GSD treatment facilities are in the process of a major voluntary upgrade from the current partial secondary blended process to full secondary treatment, which consists of removing or reducing contaminants or growths that are left in the wastewater from the partial secondary treatment process. When the treatment plant upgrades are completed, the plant will be able to discharge effluent that has been treated to full secondary standards as well have the capacity to treat wastewater to the tertiary standards required for recycled water use.

Water Sources, Supply, and Demand²

The Goleta Water District (GWD) is the water purveyor for the City of Goleta and surrounding areas. The GWD service area is located in the southern portion of Santa Barbara County with its western border adjacent to the El Capitan State Park, its northern border along the foothills of the Santa Ynez Mountains and the Los Padres National Forest, the City of Santa Barbara to the east, and the Pacific Ocean to the south. The service area encompasses approximately 29,000 acres and includes the City of Goleta, University of California, and Santa Barbara Airport (City of Santa Barbara property); the remainder of the service area is located in the unincorporated County of Santa Barbara. GWD provides water service to approximately 86,946 people through a distribution system that includes over 270 miles of pipeline, as well as eight reservoirs ranging in individual capacity from 0.3 million gallons to over 6 million gallons, with a total combined capacity of approximately 20.2 million gallons.

Drainage Facilities

All stormwater runoff, as well as tailwater from landscape irrigation onsite, surface flows to South Fairview Avenue then to a storm drain located along the north side of Hollister Avenue and ultimately the Goleta Slough.

Landfill Capacity and Solid Waste

The County of Santa Barbara County owns and, through its Public Works Department (Department), operates the Tajiguas Landfill as well as the South Coast Recycling and Transfer Station. The management of solid waste by the Department includes collection, recycling, disposal, and mitigation for illegal dumping. Within the City, collection services are provided by Marborg Industries. Waste generated in the City is handled at the South Coast Recycling and Transfer Station where recyclable and organic materials are sorted. The remaining solid waste is disposed of at the Tajiguas Landfill.

The 80-acre Tajiguas Landfill, located 26 miles west of Santa Barbara, has a permitted capacity of 23.3 million cubic yards of which 71% is already utilized. The facility is permitted to operate through 2020 and based on current waste disposal rates it will reach its 23.3 million cubic yard capacity in approximately 2023. The South Coast Recycling and Transfer Station process 550 tons of waste per day (City of Goleta, GP/CLUP FEIR, 2006).

² The source of the data provided in this section, except as otherwise noted, is Goleta Water District, *Water Supply Assessment City of Goleta Proposed Amended General Plan/Coastal Land Use Plan*, May 22, 2008.

ii. Thresholds of Significance

A significant impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. Less Than Significant. As described, the project will result in the net reduction of building area on the site. All utilities exist on site to serve the development and have the capacity to support the development. However, utilities will need to be routed to the southeastern portion of the site as shown on the site plan to support the new Critical facilities structures in addition to maintaining service to Building C. The relocation and extension of onsite utilities will occur within the footprint of existing onsite development and is minor in nature. The onsite stormwater drainage will be required to be designed and constructed in compliance with Regional Water Quality Control Board regulations and City of Goleta development standards prior to issuance of a building permit. Therefore, the project would result in less than significant environmental effects from relocation of onsite utilities and stormwater drainage.

b, c. Less Than Significant. Water for the project would be provided by the Goleta Water District (GWD). Based on demand factors used by GWD, the existing buildings to be removed have an annual water demand estimated to be 0.532 AF. The new Critical Facility would add an estimated 0.53AF annual demand, which is 0.002AF less than the existing estimated demand (Personal. Communication. Jim Heaton, email February 13, 2019). As such, the project will not change water use onsite nor exceed available water and development of the project would pose a less than significant impact on the area's water supply.

The project would not change existing uses onsite and result in an overall reduction of 795 SF in building area as described. The project would not result in a net increase in wastewater produced onsite. The project already has Sewer Service Connection Permit from the GSD to guarantee sewer service and would be required to obtain service extension to the New Critical Facility. Therefore, the project's contribution to waste water discharge would be less than significant.

d, e. Less Than Significant.

Long Term Operational

The City's Thresholds Manual provides solid waste generation factors for a variety of land uses. Using the rates provided for office, warehouse, and communications development, the project would continue to generate approximately 55.27 tons per year of solid waste. This is an estimated decrease over the existing use at the site. The quantity of solid waste to be disposed of at landfills (non-recycled waste) is typically estimated at 50% of the total solid waste generation. The net new non-recycled waste from the project is therefore estimated at 27.63 tons per year. This amount does not exceed the City's project specific threshold of 196 tons per year. Therefore, the project's operational specific impact on solid waste disposal capacity at the Tajiguas Landfill would be less than significant.

Construction/ Demolition Debris

The California Green Building Code requires demolition of any structure requiring a permit to divert 65% of the construction materials generated during construction. Therefore, the

City has implemented a mandatory Construction and Demolition (C&D) Debris Recycling Program to divert at least 65% of these highly recoverable materials from the landfill in accordance with state law. In order to address the waste, diversion reporting is required after construction in accordance with the City of Goleta's Construction and Demolition Debris Recycling Program Waste Reduction and Recycling Guidance Document. The applicant must substantiate how a 65% diversion factor will be achieved. The project would have a less than significant impact to solid waste with the implementation of standard conditions of approval that ensure compliance with the City's Recycling Program that meets the City goals for waste diversion.

iv. Cumulative Impacts

Project contributions to cumulative impacts on the GWD's water supply, GSD's sewage treatment capacity, and the City storm drain system would be less than significant based on the above analysis. As the anticipated solid waste flow generated by the project's operation would not increase over the existing amount or be a project specific significant impact. Any increase in the solid waste stream in excess of 1% of that estimated in the Santa Barbara County *Source Reduction and Recycling Element* (SRRE) would be an adverse contribution to cumulative impacts on the Tajiguas Landfill due to its very limited remaining capacity. Pursuant to the City's Thresholds Manual, any project generating more than 40 tons/year after receiving a 50% credit for source reduction and recycling would pose an adverse contribution to cumulative impacts on landfill capacity and the County's ability to handle its long-term solid waste stream. However, in this instance the estimated project generation rate of 27.63 tons per is slightly reduced from the current generation rate and well below the City threshold of 40 tons per year and as such, project contributions to cumulative solid waste flow would be less than significant.

v. Required Mitigation Measures

No mitigation measures are proposed or needed.

vi. Residual Impact

The project would result in no residual impacts to utilities and service systems with implementation of standard conditions of approval.

T. WILDFIRE

If located in or near a state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?			X		
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?			X		
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X		
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X		

i. Existing Setting

The project site is not located in a very high fire hazard severity zone or in or near areas of state responsibility. The site located in a designated Local Responsibility Area (LRA) Incorporated on the California Department of Forestry and Fire Protection Fire Hazards Severity Zone in State Responsibility Areas Map (CALFIRE, November 7, 2007).

ii. Thresholds of Significance

The project would have a significant impact if it is near a state responsibility areas or lands classified as very high fire hazard severity zones, if the project were found to cause an impact defined in the above checklist.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a-d. Less than Significant. The project is located approximately 1.03 miles south of the nearest designated High Fire Hazard Area in a state responsibility area. The project will consist of office, warehouse, fleet operations, and telecommunications uses and located in an urban area that receives fire protection from the County of Santa Barbara Fire Department. The project does not propose a use that has been determined to be

inconsistent with adopted plans including emergency response plans or an evacuation plan, and therefore would have a less than significant impact to such plans.

The project is not proposing to locate an inconsistent use on vegetated slopes or in areas with potential wildfire fuels or along vegetated slopes that would exacerbate existing or introduce new occupants to into areas with an existing wildfire risk, nor does the project propose infrastructure or utility construction requiring fire breaks. The project is located in a designated urban area that is positioned that prevailing winds could carry wildfire smoke and ash to the project site. This is an existing situation applicable to all urban areas adjacent to state responsibility areas. Since the project is not proposing new uses in direct proximity to wildfire hazard areas, and would not exacerbate existing impacts, exposure of urban uses to wildfire smoke and ash would be less than significant.

The project is located on a developed urban site that will be located outside the 100-year flood zone as mapped in General Plan FEIR Figure 3.9-2 and would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, while the project site is located approximately 1.03 miles from a designated High Fire Hazard zone located in a state responsibility area, the project would not be positioned in a manner that would directly or indirectly exacerbate the risk of a natural disaster by bringing new development to vulnerable areas and would have a less than significant impact.

iv. Cumulative Impacts

The project is located approximately 1.03 miles south of the nearest designated High Fire Hazard Area in a state responsibility area. The project will consist of office, warehouse, fleet operations, and telecommunications uses and located in an urban area that receives fire protection from the County of Santa Barbara Fire Department. Since the project would not directly or indirectly exacerbate an existing but cumulatively considerable impact to state responsibility areas, it would have a less than significant cumulative impact to these areas.

v. Required/Recommended Mitigation Measures

No mitigation is required as the project would have a less than significant impact to state responsibility areas.

vi. Residual Impacts

Since there the project would have a less than significant impact, it would not have a residual impact.

U. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X		
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X		
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X		

a. The project is located within the urbanized area on a site developed with commercial office, warehouse, fleet operations, and telecommunications uses. The information in the Biological Resources section of this study indicates the possible project effects on roosting and nesting birds. Refer to Biological Resources Environmental Mitigation Measures for information on mitigating this impact. The impact would be less than significant with the incorporation of the Mitigation Measures. The Cultural and Tribal Resources sections of this study indicates possible project effects on tribal cultural resources including the possibility of human remains. The Cultural Resources and Tribal Cultural Resources sections above detail mitigation for reducing impacts to these important Cultural and Tribal Cultural Resources to less than significant.

b. This project is consistent with the designated commercial and industrial land uses in the City of Goleta General Plan. This initial study has identified potential impacts in the areas of biological resources, and ~~hazards and hazardous resources, cultural/tribal cultural resources and utilities~~ that individually are limited and require mitigation to ensure that the impacts would be reduced to a less than significant level both incrementally and cumulatively. The project approval is conditioned upon implementation of these mitigation

measures that avoid incremental effects that would emerge with implementation of cumulative projects.

c. Project effects on human beings related to cultural resources, noise, hydrology, and transportation/traffic have been analyzed in this study. Impacts on human beings would be less than significant with the incorporation of Mitigation Measures, where required.

16. PREPARERS OF THE INITIAL STUDY, CONTACTS, AND REFERENCES

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17. REFERENCES

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18. APPENDICES and ATTACHMENTS:

Appendices

- A. CalEEMod Version 2016.3.2 Modeling Results
- B. *Final Refined Health Risk Assessment (HRA) for the Cox Critical Facility Project*, Dudek, February 22, 2019⁹⁸. Due to large file size, HRA is available at Planning and Environmental Review Department or online at: <https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/cega-review>
- C. *Phase I Archaeological Investigation 22 South Fairview Avenue, APN 071-021-044, Goleta, California* (Dudek, June 2018). --Confidential file access by appointment and demonstrated need only. Contact Planning and Development Department--
- D. *Letter Report Historical Assessment: 22 South Fairview, Goleta California (APN 071-021-044)*, Ronald L. Nye, March 5, 2019.
- E-1 *Cox Goleta Critical Facility – Water Quality Memorandum*, Michael Baker International, November 16, 2018. Due to large file size, the Water Quality Memorandum is available at Planning and Environmental Review Department or online at: <https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/cega-review>
- E-2 *Goleta Cox Critical Facility – Preliminary Drainage Report*, Michael Baker International, November 16, 2018.
- F. *Goleta Expansion – Noise Technical Memorandum*, Michael Baker International, October 15, 2018.
- G. *Updated Traffic and Parking Analysis for the Cox Communications Project – City of Goleta*, Associated Transportation Engineers, March 5, 2019. ~~November 6, 2018~~

Attachments

- 1. Project Plans
- 2. Mitigation Monitoring and Reporting Program
- 3. Response to Comments Received: Public Review Period ending May 24, 2019
 - A. Applicant Comments, dated May 21, 2019
 - B. Santa Barbara Air Pollution Control District Comments dated May 23, 2019
 - C. Applicant Comments, date May 23, 2019

ATTACHMENT 1

EXHIBIT 2

Conditions of Approval

**CONDITIONS OF APPROVAL
COX COMMUNICATIONS HEADQUARTERS
DEVELOPMENT PLAN REVISION
18-093-DPRV**

In addition to all applicable provisions of the Goleta Municipal Code (“GMC”), Cox Communications (“Applicant(s)”, “Developer(s)”, or “Permittee(s)”) agrees to the following conditions for the City’s approval of Case No. 18-093-DPRV (“Project Conditions”).

Unless the contrary is stated or clearly appears from the context, the construction of words and phrases used in these Project Conditions use the definitions set forth in the GMC. For purposes of these Project Conditions, the term “Director” refers to the Planning and Environmental Review Director, or designee.

AUTHORIZATION

1. This Development Plan, Case No. 18-093-DPRV, authorizes implementation of plans dated June 17, 2019, and attached/subject to these Conditions of Approval set forth below, including mitigation measures and specified plan sheets and agreements included by reference, as well as all applicable City rules and regulations, including parking service vehicles on-site and not in the public right-of-way.

The project description is as follows:

A Development Plan Revision (DPRV) to add a new critical facility building; remove two buildings (Buildings A and B); construct an elevator for Building C; install two new 750kw backup diesel generators; construct a new exterior loading area at Building C; parking lot and landscape changes; extending existing masonry screen walls, and relocation of existing vehicular and pedestrian security access gates. This DPRV also includes the following modifications as set forth in Attachment 2 of Planning Commission Resolution, which is incorporated by reference:

- a. A 3-foot height increase (to 15 feet from 12 feet) for the backup generator enclosures located within the required rear yard setback to provide for the visual screening and sound attenuation for the new backup generators;
- b. A 1-foot reduction in the width of perimeter planters along the property boundary southwest and east of the proposed Critical Telecommunications Facility (from 5’ wide to 4’ wide), and no perimeter landscape planter along the property boundary north of and immediately east of the existing Building C;
- c. A reduction of the landscape parking islands intervals requirement (from one for every 8 spaces to one for every 10 spaces) at the center of the project site; and
- d. Allow a height increase of 5.5 feet for the wrought iron security fencing height at the site entry abutting Fairview Avenue. The required height limit is 30-inch height within 25 feet of the entry/exit and the proposal is 8 feet.

2. All construction, improvements, implementation, and/or any other actions taken pursuant to this permit shall be in substantial conformance with the project. Any deviations from the project must be reviewed and approved by the City of Goleta (City). The City shall determine whether any deviation substantially conforms to the project. Any deviation determined to not be in substantial conformance with the project requires the Applicant/Permittee to seek additional approval, permits, or other action by the City. Any deviation from the project made without the above-described review and approval of the City is a violation of this permit.
3. Approval of the Development Plan Revision will expire five (5) years after approval, unless before the expiration, substantial physical construction has been completed on the Development Plan Revision or a time extension has been applied for by the Permittee. The decision-maker with jurisdiction over the project may, upon good cause shown, grant a time extension as specified by City regulations. If the Applicant/Permittee requests a Time Extension, the project may be revised to include updated language to standard conditions and/or may include revised/additional conditions which reflect changed circumstances or additional identified project impacts.
4. This approval runs with the land. All rights and obligations of this approval, including the responsibility to comply with these Conditions of Approval, are binding upon applicant's successors in interest. These Conditions of Approval may be modified, terminated, or abandoned in accordance with applicable law including, without limitation, the GMC.
5. The City will only issue permits for development, including grading, when the construction documents (e.g., grading plans and building plans) substantially comply with the approved plans. The size, shape arrangement, use and location of buildings, walkways, parking areas, drainage facilities, and landscaped areas must be developed in substantial conformity with the approved plans. Substantial conformity may be determined by the Director.
6. Any proposed deviations from the exhibits, project description or Project Conditions must be submitted to the Director for review and approval. Any unapproved deviations from the project approval will constitute a violation of the permit approval. The exhibits associated with this permit include the plans dated June 17, 2019 which are all incorporated by reference as if fully set forth.
7. When exhibits and/or written Project Conditions are in conflict, the written Project Conditions shall prevail.
8. Permittee agrees to indemnify and hold the City harmless from and against any claim, action, damages, costs (including, without limitation, attorney's fees), injuries, or liability, arising from the City's approval of the General Plan Amendment, Rezone, Development Plan Revision with modifications, and Lot Line Adjustment except for such loss or damage arising from the City's sole negligence or willful misconduct. Should the City be named in any suit, or should any claim be brought against it by suit or otherwise, whether the same be groundless or not arising out of the City's approval of the Project. Permittee agrees to defend the City (at the City's request and with counsel satisfactory to the City) and will indemnify the City for any judgment rendered against it or any sums paid out in settlement or otherwise. For purposes

of this section “the City” includes the City of Goleta’s elected officials, appointed officials, officers, and employees.

9. The effectiveness of this Development Plan will be suspended for the time period that any Project Condition is appealed whether administratively or as part of a legal action filed in a court of competent jurisdiction. If any Project Condition is invalidated by a court of law, the Project must be reviewed by the City and substitute conditions may be imposed to validate the Development Plan Revision.

ENVIRONMENTAL MITIGATIONS/CONDITIONS

10. The Permittee must comply with all mitigation measures in the Mitigation Monitoring and Reporting Program (MMRP) adopted in the Final Mitigated Negative Declaration for the Project, which are incorporated into these Project conditions by reference.

11. **Geotechnical and Soils Engineering Report.** The owner/ applicant shall prepare a Geotechnical and Soils Engineering Report related to soil engineering associated with the demolition, grading, and construction of the new Critical Facility foundation. The recommendation of the Geotechnical and Soils Engineering Report must be incorporated into the Project’s grading and building plans. The Geotechnical and Soils Engineering Report must meet the City of Goleta standards for engineering documents and address potential for liquefaction and/or seismic-related settlement and identify appropriate structural-design parameters and soils compaction ratios to address potential hazards

Grading and building plans must be submitted for review, and must receive approval, by the Planning and Environmental Review Director before the City issues grading and building permits.

The Project soils engineer must observe all excavations before placement of compacted soil, gravel backfill, or rebar and concrete and report observations to the City. The City will conduct field inspections as needed.

12. **Asbestos.** Before the City issues a demolition permit for existing Building A and/or existing Building B, and reconfiguration of existing Building C Headquarters, the Applicant/Permittee must notify the Santa Barbara Air Pollution Control District and test for asbestos. If asbestos is found, then the Applicant/Permittee must abate and dispose of the materials in a manner consistent with the California Building Code, Santa Barbara County Air Pollution Control District requirements, and any other regulatory requirements.

Prior the issuance of the demolition permit, the Building Official or designee must receive the appropriate paperwork confirming the abatement.

The Planning and Environmental Review Director must verify compliance before issuance of the Land Use Permit.

- 13. Storm Water Control Plan.** The Applicant/Permittee must submit to, and receive approval from, the Public Works Director or Designee of a Storm Water Control Plan (SWCP) to treat and control off-site discharge of stormwater following construction of the project. The SWCP shall be prepared in compliance with the Central Coast Regional Water Board's Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region, Resolution No. R3-2013-0032, and shall use the Stormwater Technical Guide for Low Impact Development: Compliance with Stormwater Post-Construction Requirements in Santa Barbara County.

The SWCP must receive approval from the Public Works Director or Designee prior to issuance of the Land Use Permit.

The Planning and Environmental Review Director must verify compliance prior to issuance of the Land Use Permit. City Planning and Environmental Review staff will verify compliance with the provisions of the SWCP periodically and respond to instances of non-compliance with the SWCP during project operation.

- 14. Stormwater Facility Maintenance Agreement.** Applicant shall enter into a Stormwater Facility Maintenance Agreement with the City's Public Works Director or Designee. The City's Public Works Director or Designee shall develop and provide to the applicant a draft Maintenance Agreement, subject to recordation with the County. The Maintenance Agreement shall, require in perpetuity that project owners, and their successors in interest, to regularly inspect, maintain, and when necessary repair or replace stormwater treatment, retention and detention Stormwater Control Measures and Best Management Practices that are incorporated into the project. The Stormwater Facility Maintenance Agreement shall include a legal description of the project's location, a vicinity map, and the project's approved Stormwater Operations and Maintenance Plan. All costs associated with the preparation and recordation of said Agreement shall be borne by the Applicant. Applicant shall also post a Bond in a form acceptable to the City's Public Works Director or Designee and in an amount of 110% of the estimated costs of maintaining Stormwater Control Measures and Best Management Practices incorporated into the Project for an initial period of 2 years.

The Stormwater Facility Maintenance Agreement must receive approval from the Public Works Director or Designee prior to issuance of the Certificate of Occupancy.

- 15. Washing of Materials.** During construction, washing/cleaning of equipment for the removal of materials such as concrete, paint, etc. can occur only in areas where polluted water and materials can be contained for subsequent removal from the site on a regular basis. The washing and fueling areas shall be located at least 100 feet from any storm drain, waterbody or sensitive biological resources unless permitted by PER Director due to site constraints. An area designated for washing functions must be identified on all plans submitted for issuance of any grading and/or building permit(s).

Prior to the issuance of grading or building permit whichever occurs first, a designated wash off areas must be specified on the all grading and building plans. The wash-off area must be in place throughout construction.

The Public Works Director or designee and the Building Official must verify compliance before issuance of the Grading and Building Permits and site inspections must occur during construction to verify.

16. **Construction Noise.** The following measures must be incorporated into grading and building plan specifications to reduce the impact of construction noise:
- a. All construction equipment, fixed or mobile, must be equipped with properly operating and maintained mufflers. Noise attenuation barriers and mufflers of grading equipment must be required for construction equipment generating noise levels above 95dB at 50 feet from the source;
 - b. Construction noise reduction methods such as but not limited to shutting off idling equipment, installing acoustic barriers around significant sources of stationary construction noise sources, maximizing the distance between equipment and staging areas occupied residential areas, and use of electric air compressors and similar power tools (rather than diesel equipment) must be used when feasible;
 - c. During construction, stationary construction equipment must be placed such that emitted noise is directed away from sensitive noise receivers in the residences to the south and east;
 - d. During construction, stockpiling and vehicle staging areas must be located as far as practicable from noise sensitive receptors in the residences to the south and east;
 - e. Earthmoving equipment operating on the construction site, must be as far away from vibration-sensitive sites (residences to the south and east) as possible; and
 - f. Construction hours, allowable workdays, the telephone number of the job superintendent must be clearly posted at all construction entrances to enable surrounding owners and residents to contact the job superintendent directly. If the job superintendent receives a complaint, the superintendent must notify the Planning and Environmental Review Director, and investigate, take appropriate corrective action and report the action taken to the reporting party and the Planning and Environmental Review Director.

All signs must be in place before the start of site preparation and grading activities and maintained through to occupancy clearance or Final Building Inspection Clearance. Requirements a-f must be incorporated as text into all plans sets and must be incorporated graphically into all plan submitted for approval of any Land Use Permit, Grading Permit or Building Permit.

The Planning and Environmental Review Director must verify compliance before issuance of the Land Use Permit, and before commencement of construction activities, and during construction.

17. **Construction Notice.** The Applicant/Permittee shall provide all adjacent property owners and residents within 300 feet of the construction site with a construction activity schedule and construction routes 30 days in advance of construction activities. Any alterations or additions shall require PER Director approval and 30-days prior notification to affected property owners and residents.

The Applicant/Permittee shall submit a copy of the schedule and mailing list to PER Director. The schedule and mailing list shall be submitted 30-days prior to initiation of any earth movement. PER compliance monitoring staff shall perform periodic site inspections to verify compliance with activity schedules

- 18. Distancing of Vehicles and Equipment.** Noise and ground-borne vibration construction activities whose specific location on the Project site may be flexible (e.g. operation of compressors and generators, cement mixing, general truck idling) must be conducted as far as possible from the nearest noise and vibration sensitive land use.

The location of vehicles and equipment must be designated on building and grading plans. Equipment and vehicles must remain in the designated location throughout construction activities.

The Planning and Environmental Review Director must periodically inspect the site to ensure compliance.

AGENCY REQUIREMENTS

19. The Permittee must comply with all of the requirements of the Santa Barbara County Fire Department letter dated June 11, 2019.
20. The Permittee must comply with the requirements of the Goleta Sanitary District letter dated December 12, 2018.
21. The Permittee must comply with all the requirements of the Santa Barbara County Air Pollution Control District letter dated June 12, 2019.
22. The Permittee must comply with all of the requirements of Goleta Water District (GWD) to the satisfaction of the GWD, including securing water service connections before the City issues certificate of occupancy.

CITY DEPARTMENT CONDITIONS – Public Works Department

23. Prior to the Issuance of the Land Use Permit, the Permittee must:
- a. Obtain approval of a Storm Water Pollution Prevention Plan (SWPPP) to control off-site discharge of sediments and non-stormwater pollutants during the construction phase from the Public Works Director or designee and RWQCB. The SWPPP shall be prepared in compliance with California's Construction General Permit using the CASQA SWPPP template. The SWPPP shall be developed, amended, or revised by a Qualified SWPPP Preparer (QSP).

- b. Obtain approval of a Final Drainage Study from the Public Works Director or designee. The Final Drainage Study shall incorporate appropriate Best Management Practices (BMPs) to minimize storm water impacts in accordance with the City's Storm Water Management Plan and the City's General Plan. The Study shall include but not be limited to:
 - 1. Existing watershed map;
 - 2. Using the Santa Barbara Unit Hydrograph or approved equivalent, provide Hydrologic calculations for the 2, 5, 10, 25, 50 and 100-year storm events both pre- and post-construction;
 - 3. Mitigate any increase in peak flow for the 2, 5, 10, 25, 50, and 100-year storm events over existing conditions; and
 - 4. Location of existing drainage infrastructure and structural control measures.
- c. Provide a copy of the contract with a City-approved hauler to facilitate the recycling of all construction recoverable/recyclable materials. Further, the Applicant/Permittee must provide a copy of the Contract with the City approved hauler to the Public Works Director or designee. The project will be required to meet the minimum of 65% of the project's solid waste to be diverted from the City's landfill.
- d. Provide documentation for any new utility easement(s), as necessary.
- e. Provide documentation and/or exhibits that clearly identify all off-site locations being used as support locations for site development, including utility vehicle parking, construction worker parking, construction related office locations.
- f. Provide documentation and/or exhibits that clearly identify the proposed construction worker shuttle operations, include all locations used and hours of operation. Hours of operation shall avoid the peak pm hours of 4pm-6pm.

24. Prior to the Issuance of the Building Permits, the Permittee must identify the following on the Building Plans to the satisfaction of the Public Works Director or designee:

- a. Show all existing survey monuments to be preserved and/or tied out in coordination with the County of Santa Barbara's Surveyor's Office.
- b. Provide trash/recycle area(s) that comply with Best Management Practices to ensure that organics and other materials are appropriately filtered prior to entering a public storm drain system or natural waterway.
- c. Provide trash and recycling containers that contain minimum equal volume (minimum 50% recyclables). Trash/recycling areas shall be easily accessed by the consumer and the trash hauler. Trash hauler shall review the plans and provide the City written confirmation approving the location and accessibility of proposed trash enclosure.

- d. Provide adequate area for green waste within trash/recycle area(s) or provide statement if intent is to have a maintenance company haul off green waste. Green waste is not a part of the 50% recycle calculation stated in item c, above.
 - e. Clearly identify, ADA accessible pathway from existing South Fairview frontage improvements. Construct all necessary improvements to provide ADA accessible pathway for full property frontage. Remove/Relocate existing improvements as necessary and repair any trip hazards.
 - f. Clearly identify, all surface and sub-surface improvements within the street frontage improvements and the road right-of-way.
 - g. Clearly identify that new fire protection backflow device will be located outside of the existing right-of-way.
 - h. Clearly identify a minimum of twenty (20) feet for vehicle queuing outside of right-of-way for use of proposed card reader.
25. Any work in the public right of way requires the approval of a Public Works Encroachment Permit including hauling.
26. Prior to the issuance of the Building or Grading permit the Permittee must obtain a Haul Permit for the import or export of soil or materials to or from the site from the Public Works Director or designee. The haul route exhibit shall be included with the Permit application. As determined by the Public Works Department, the haul route exhibit shall include but not be limited to:
- a. Street Names - clearly identify Public and Private Road designation.
 - b. Hours of operation.
 - c. Arrows for path of travel.
 - d. Clearly identify, if within City Limits, destination of export material. If export material is transferred beyond City Limits, it is the responsibility of the Developer and/or Contractor to obtain any and all necessary permits for placement of fill material at the chosen off-site location.
27. Prior to issuance of the Haul Permit, the Permittee must submit to the city a date stamped video of the existing condition of the curb, gutter, sidewalk, street trees, and roadway improvements within the Public Right-of-Way on South Fairview Avenue, Fairview Avenue (between 101 northbound offramp and 25' south of Hollister Avenue, extend as necessary if utilized), and any portion of Hollister Avenue utilized for hauling operations as documentation of the pre-construction condition(s).
28. After completion of hauling activities, the Public Works Director or designee will evaluate the roadways and associated street improvements impacted by the hauling operations for damage. The Permittee will be required to repair damage caused by the hauling activities (which includes removal/replacement and/or refreshing of striping and marking), excluding reasonable wear and tear, prior to the issuance of the Certificate of Occupancy.

29. Prior to Issuance of the Certificate of Occupancy, the Permittee must:

- a. Obtain approval of a Post-Construction Waste Reduction and Recycling Summary (Post-WRRS) from the Public Works Director or designee. The Post-WRRS shall be prepared in accordance with the City of Goleta's Construction and Demolition Debris Recycling Program Waste Reduction and Recycling Guidance Document, and shall substantiate how the 65% diversion goal was met by the project during construction, provides the actual amounts of material generated and what the final diversion rate was, along with either scale house receipts or a summary from the diversion facility used substantiating each load brought to the facility, the tonnage, and the diversion achieved.
- b. Obtain approval from the Public Works Director or designee, a Post-Construction Integrated Solid Waste Management Plan. The Post-Construction Integrated Solid Waste Management Plan shall be prepared in accordance with the City of Goleta's Post-Construction Solid Waste Management and Recycling Plan Guidance Document, and at a minimum, include the following:
 1. Waste Generation and Characterization Element;
 2. Solid Waste Reduction Element;
 3. Solid Waste Reuse Element;
 4. Solid Waste Recycling Element;
 5. Organics Management and Recycling Element;
 6. Hazardous Materials Handling and Disposal Element;
 7. Employee Training Element;
 8. Tenant/Customer Outreach Plan Element;
 9. Integrated Pest Management Element;
 10. Environmentally Preferable Purchasing Policy Element; and
 11. Solid Waste Enclosure Maintenance Plan.
- c. All existing survey monuments that were preserved and/or tied out shall be reset in coordination with the County of Santa Barbara's Surveyor's Office.
- d. Complete all repair(s) for any damaged public improvements (curbs, gutters, sidewalks, pavement surfaces, striping, markings etc.) caused by construction and/or hauling operations, or existing improvements which may be considered a trip hazard or is non-compliance with current City Codes and/or Standards. The adequacy of the repairs will be determined at the reasonable discretion of the Public Works Director or designee.

CITY DEPARTMENT CONDITIONS – Planning and Environmental Review Department

30. The following standards/requirements are general/on-going and must be complied with by the Permittee and/or successors in interest:

- a. Applicant must reimburse the City for all attorneys' and staff fees expended by the City that are directly related to the processing of this Project. The City will not issue a Certificate of Occupancy or other final occupancy approval until all reasonable attorneys' fees are paid by the applicant.
- b. Any modifications to the approved plans including, without limitation, site plan, floor plans, elevations, landscaping, colors and materials, cannot be implemented without the Director's approval.
- c. Before using any land or structure, or commencing any work pertaining to the erection, moving, alteration, demolition, enlarging or rebuilding of any building structure, or improvement, the Permittee must obtain a grading and/or building permit from the Director. Both the grading and the building plans must identify the portion of the project site with archaeological sensitivity that cannot be used as parking/storage of construction workers vehicles, construction equipment, stockpiling, or construction material storage, etc., to the satisfaction of the Planning and Environmental Review Director or designee.
- d. Permittee must execute a landscape installation and maintenance agreement in a form approved by the City Attorney, including a 5-year maintenance period. The agreement must be secured with a performance bond or other surety approved by the City Attorney.
- e. All plans submitted for a permit (e.g., grading, building permit) must include all applicable conditions of project approval.
- f. Before the start of any work on-site, the Permittee must conduct a pre-construction meeting to review project conditions for compliance. This includes, without limitation, the Permittee, construction team and City representatives from the Planning and Environmental Review, Public Works and Building Departments.
- g. All work within the public right-of-way including, without limitation, utilities and grading, must be explicitly identified on the building plans. The Permittee must obtain all necessary encroachment permits from the Public Works Director, or designee, before commencing work within or over the public right-of-way including without limitation, water meters, backflow devices, signs, and curb/gutter/sidewalk improvements.
- h. Any temporary building, trailer, commercial coach etc. installed or used in connection with the construction of this project must comply with the requirements of Section 35-281 Article III of the City's Inland Zoning Ordinance.
- i. The Permittee is responsible for informing all sub-contractors, consultants, engineers, or other business entities providing services related to the project of their responsibilities to comply with these conditions including, without limitation, the GMC. This includes the requirements that a business license be obtained to perform work within the City as well as the City's construction hour limitations.

- j. Project construction hours are limited to Monday through Friday 8:00am-5:00pm and generally prohibited on weekends, and on observed state and federal holidays. Exceptions to these restrictions may be made for good cause shown at the sole discretion of the Director. The permittee must post the allowed hours of operation near the entrance to the site so that workers on site are aware of the limitations.
- k. Prior to the issuance of the grading permit for the site, the Applicant must develop a soil management plan, to the satisfaction of Santa Barbara County Department of Environmental Health (DEHS), in the unlikely event contaminated soils are encountered in the location where an underground storage tank was previously located and removed in 1993 having met the DEHS closure criteria.

31. Prior to the issuance of the Land Use Permit and building permits, the Permittee must:

- a. Ascertain and pay all of the City Development Impact Fees (DIFs) as determined to be applicable including, without limitation, fire facility fees, library fees, park and recreation fees, public administration fees, and transportation fees as required by and at the timeframe specified in the GMC. In addition, the impact fees established by the Goleta Union/Santa Barbara Unified School Districts (School Fees) must also be paid in accordance with the requirements of those entities. If DIFs are determined to be applicable, the Applicant must pay the rate of the applicable DIFS in effect at the time of payment.

Applicant takes notice pursuant to Government Code § 66020 (d) that City may impose DIFs upon the Project in accordance with the Mitigation Fee Act (Government Code §66000 et seq.). Applicant is informed that it may protest DIFs in accordance with Government Code § 660020.

- b. Secure Design Review Board (DRB) Design Review Approval of site plan, architecture, landscaping, and lighting.
- c. Secure approval of a composite utility plan from the Director and the DRB. All external/roof mounted mechanical equipment (including solar panels, HVAC condensers, switch boxes, etc.) must be included on all building plans and designing this equipment must be integrated into the structure and/or screened in its entirety from public view.
- d. Screening may include a combination of landscaping and/or fencing/walls. All meters must be concealed by matching the color of the building. All backflow prevention devices and communications equipment must be concealed in an enclosed portion of the building, on top of the building, or within a screened utility area. All transformers and vaults installed within the public right-of way must match existing previous installations at the project unless otherwise approved by the Director and the Public Works Director, or designee, and then completely screened from view.

- e. Secure DRB approval of the design and location of all trash/recycling enclosures. The design must be compatible with the architectural design of the project, of adequate size for trash and recycling containers (at least 50 square feet), and accessible by residents and by the trash hauler. The trash/recycling areas must be enclosed with a solid wall of sufficient height to screen the area, with a solid gate and a roof, to be maintained in good repair in perpetuity.
- f. Incorporate energy conservation measures into the building design. All new commercial buildings must comply with the energy efficiency standards set forth in the Goleta Municipal Code as of October 2012, the California Green Building Code and the CALGreen+ requirements.
- g. Obtain all the necessary approvals, licenses and permits and pay all of the appropriate fees as required by the City. Before any permit may be issued by the City, the Permittee must obtain written clearance for each development phase from all Departments/Agencies having conditions or project approval. Such clearance, processed as a post-discretionary Land Use Permit, must indicate that the Permittee has satisfied all pre-construction conditions.
- h. Secure approval of landscaping and irrigation plans from the DRB.
 - 1. The landscaping plan must meet the following:
 - a. Screen ground level mechanical equipment, refuse collectors, storage tanks, generators, pool equipment, and other similar facilities with dense landscaping and/or walls. Materials and finishes must be compatible with the overall design of the project and ancillary buildings.
 - 2. The irrigation plan must:
 - a. Use reclaimed water to irrigate landscaped areas if feasible. To that end, dual water connections must be installed to allow for landscaping to be irrigated by reclaimed water, if feasible.
 - b. Utilize efficient irrigation systems which minimize runoff and evaporation and maximize the water which will reach plant roots (e.g., drip irrigation, automatic sprinklers equipped with moisture sensors).
 - c. Utilize automatic sprinkler systems that must be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. Sprinklers must also be reset to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscaping irrigation.
- i. Secure approval of an exterior lighting plan and photometric light study plan from the DRB. The lighting plan must:
 - 1. Minimize off-site glare.
 - 2. Use lighting devices that are enclosed and protected by weather and vandal resistant covers.

3. Illuminate all interior and/or exterior corridors, passageways, pedestrian walkways, and open parking lots at all times with a minimum maintained one foot-candle of light on the walking surface.
 4. Illuminate stairways with a minimum maintained one foot-candle of light on all landings and stair treads at all times.
 5. Illuminate any/all recessed areas of buildings/fences, which have the capability of human concealment, with a minimum maintained 0.25 foot-candles of light at the ground level during the hours of darkness. This requirement applies to defined recessed areas which are within six feet of the edge of a designated walking surface with an unobstructed pathway to it, not hindered by walls or hedge row landscaping that has a minimum of two feet in height.
 6. Illuminate street addresses, open parking lot areas, and trash dumpsters with a minimum maintained of one foot-candle of light on the ground surface during hours of darkness. Street addressing must be a minimum of 6 inches high and must be visible from the street or driving surface, of contrasting color to the background and be illuminate during hours of darkness. Addressing must also be shown on the building plan elevations.
 7. Illuminate all exterior doors with a minimum maintained one foot-candle of light measures within a five-foot radius on each side of the door at ground level during hours of darkness. The light source must be controlled by a photocell device or a time-clock with an astronomic clock feature and capable of operating during a power outage.
 - j. Secure the construction site with a minimum 6-foot high fence. The fence must be covered with a material approved by the Director to minimize dust from leaving the site.
 - k. Enter into an agreement, in a form approved by the City Attorney, with the City to pay Compliance Review fees to cover full costs of compliance monitoring.
32. During grading and construction activities, the Permittee, to the satisfaction of the Director, must:
- a. Prevent construction and/or employee trash from blowing offsite by:
 1. Providing covered receptacles on-site before commencement of any grading or construction activities;
 2. Picking up waste weekly or more frequently as directed by the City; and
 3. Designating and providing to the Director the name and contact information of the project foreman who will monitor construction trash/waste. Additional covered receptacles must be provided as determine necessary by the Director.

- b. Ensure that public sidewalks remain open at all times.
- c. Ensure that all haul trucks, hauling soil sand, and other loose materials, are either be covered or maintain two feet of freeboard.
- d. Reduce NO_x emissions during construction by limiting the operation of heavy-duty construction equipment to no more than 5 pieces of equipment at any one time.
- e. Maintain equipment and vehicles engines in good condition and in proper tune as per manufacturer's specifications and per Santa Barbara County Air Pollution Control District (APCD) rules to minimize dust emissions.
- f. Use electricity from temporary power poles rather than temporary diesel or gasoline powered generators.
- g. Ensure that construction vehicles only use the City's designated Truck Routes to the satisfaction of the Public Works Director, or designee. All other routes are prohibited.
- h. Configure construction parking to minimize traffic interference to the satisfaction of Public Works Director, or designee.
- i. Provide temporary traffic controls during all phases of construction activities to maintain traffic flow (e.g. flag persons) to the satisfaction of the Public Works Director, or designee.
- j. Secure approval of the construction vehicle staging and location of vehicle ingress/egress location and the use of temporary construction driveways from the Public Works Director, or designee.
- k. Use electric equipment if feasible to replace diesel-powered equipment such as booster pumps or generators.
- l. Install catalytic converters on equipment if feasible.
- m. Equip equipment with two to four-degree engine time retard or pre-combustion chamber engines.
- n. Use methanol or natural gas-powered mobile equipment and pile drivers instead of diesel equipment if readily available at competitive prices.

33. Prior to the issuance of the Certificate of Occupancy, the Permittee must:

- a. Install all required trash enclosures in accordance with approved plans.
- b. Screen all mechanical equipment in accordance with approved plans.

- c. Install all landscaping and irrigation in accordance with approved plans.
- d. Screen all new utility service connections and above-ground mounted equipment such as backflow devices, etc. from public view and/or painted in a soft earth tone color so as to blend in with the project (red is prohibited) in accordance with approved plans.
- e. Remove temporary construction driveway.
- f. Secure final clearance from all applicable Agencies/City Departments as needed.
- g. Pay any outstanding Development/Compliance Review and Development Impact Fees.

By signing this document, Alicia Harrison, on behalf of Cox Communications, certifies that she read, understands, and agrees to the Project Conditions listed in this document.

Alicia Harrison
Land Use Project Manager
Brownstein Hyatt Farber Schreck, LLP

Date

ATTACHMENT 1

EXHIBIT 3

General Plan/Coastal Land Use Plan Consistency

EXHIBIT 3**GENERAL PLAN/COASTAL LAND USE PLAN
CONSISTENCY ANALYSIS FOR
COX COMMUNICATIONS HEADQUARTERS UPGRADE
AND NEW CRITICAL FACILITY PROJECT**

The Project is consistent with all applicable revisions of the Goleta General Plan/Coastal Land Use Plan (GP/CLUP) as follows:

Land Use Element

The Project is consistent with the Land Use Plan Map (Figure 2-1) of the GP/CLUP which designates a majority of the site as General Commercial (C-G) and the remainder along the northern parcel boundary as General Industrial (I-G). The land uses are intended to provide a diverse set of commercial uses, including heavy commercial and manufacturing uses in I-G. The Project includes revisions and additions to the existing office, warehousing and fleet operations (approved under County Permit 81-M-9), including a new Critical Facility building, new backup generators, a new elevator and other ancillary improvements. The proposed site improvements do not conflict with the land use designations or the Zoning Ordinance designation of Light Industrial (M-1). The Project includes high quality construction and state of the art telecommunications upgrades that will improve the existing site and provide expanded services to the entire South Coast service area. Proposed architecture and landscaping are designed to be compatible with existing development and the surrounding neighborhood and are subject to final approval by the Design Review Board to ensure compliance with City design standards. Adequate infrastructure and services are available to serve the Project. As such, the Project is consistent with the Land Use Element.

Open Space Element

The Project includes revisions and additions to existing improvements approved under County Permit 81-M-9 resulting in the addition of one new employee following completion of the Critical Facility building. As such, the Project would not result in any significant effects on recreational facilities or create any substantial new demand for public amenities.

A Phase 1 archaeological investigation of the project site indicates impacts to known cultural resources are unlikely to occur through development of the Project. However, project mitigation measures are required to ensure appropriate action is taken should unanticipated cultural or tribal resources be discovered. Mitigation includes a requirement for Construction Monitoring and a Construction Monitoring Treatment Plan which includes on-site monitoring by a qualified archaeologist and Native American observer for all ground disturbance activities

throughout the site, and an alternative mitigation to conduct an Extended Phase 1 investigation on the eastern portion of the site which could eliminate monitoring for the eastern improvements subject to acceptance and approval of the Extended Phase 1 report by the City. As conditioned, the Project is consistent with the Open Space Element policies for cultural resources.

Conservation Element

The Project is consistent with the Conservation Element policies with implementation of mitigation measures and standard conditions of approval identified in the environmental analysis which require (1) nesting birds and raptors survey prior to construction (though no special status species or Environmentally Sensitive Habitat Area exists on the property), (2) the incorporation of best management practices to protect storm water quality and sediment control through the implementation of a Storm Water Control Plan and an Erosion and Sediment Control Plan, (3) implementation of a Waste Reduction and Recycling Plan, and (4) compliance with standards for dust control, noise control, washout areas and asbestos during construction. Further, the Project would result in an overall reduction in traffic trips which reduces the overall air quality impact of operations, and the new backup generators are sited and designed to comply with emission standards and provide a buffer from the surrounding neighborhood related to noise and air quality impacts. This compliance is confirmed by an air quality specialist and the environmental analysis which modeled and analyzed the two new generators related to air quality emissions and potential impacts on the surrounding residential population. The analysis determined that the resulting emissions from the generators are below the State and local required thresholds for air quality impacts and attainment, and the generators accommodate the best available emissions control technology for the proposed machines.

Safety Element

The Project is consistent with the Safety Element with implementation of mitigation pertaining to preparation of a Geotechnical and Soils Engineering Report and incorporation of the recommendations from the Report into the Project grading and building plans. As such, a geotechnical report has been prepared which addresses the potential for liquefaction and seismic related settlement and identifies appropriate design parameters and soil compaction ratios to address potential hazards. These recommendations have been incorporated into the Project design, and the Project is also designed to meet the California Building Code requirements for seismic and soil parameters.

The Project is adequately served by fire protection services and meets all Santa Barbara County Fire Protection District requirements for access and circulation. The Project includes a new fire hydrant with adequate flow rates to serve the existing and proposed improvements, and the new Critical Facility building will be

sprinklered. The Project includes a vehicular security gate at the Fairview driveway entrance which will provide emergency access to the Fire Department.

The new Critical Facility building will house valve regulated lead acid batteries to support the rows of equipment cabinets containing servers, receivers, and other electronic equipment essential for the fiber optics operation. The batteries will be contained within a fire-separated room constructed and ventilated to meet the Santa Barbara County Fire Department, City and State building requirements. As such, the Fire Department determined that they have no concerns with the Project's potential non-toxic odorless hydrogen gas emissions and fire risk given the design features of the proposal.

The Project is not within an airport landing zone and is not subject to the Santa Barbara County Airport Land Use Plan.

The Project does not change the existing on-site uses of office, telecommunications, fleet operations and warehousing. The site also already hosts three generators, two of which will be removed once the two new generators are up and running in support of the Critical Facility building. Collectively these uses do not involve the routine transport, use or disposal of hazardous substances, other than minor amounts typically used for the regular maintenance and replacement of telecommunications materials and equipment, backup batteries and servicing of the fleet vehicles and generators. Therefore, risk of upset is less than significant, and the Project is consistent with the policies of the Safety Element.

Visual and Historic Resources Element

The Project is consistent with the Visual and Historic Resources Element. The project site has been fully developed with existing buildings and ancillary structures since the mid-1980s. The Project is located immediately south of the U.S. Pacific Railroad and Highway 101 and is located within the southeast vantage point of the designated Fairview/Highway 101 scenic corridor. While the Project is visible within the vantage point, the Project does not obstruct the view due to the Project's location outside of the direct line of sight of the distance view and partial softening of the view by mature trees located along Highway 101 and the Railroad. Additionally, the existing two-story building located on the north side of the project site will remain and continue to dominate the views of the project site from the vantage point.

The new Critical Facility building is located south of the existing two-story building and will be visible primarily to the neighborhoods to the south and east. The building is designed to be compatible with adjacent development relative to size, bulk and scale, and include high standards for design and construction materials. The Project design, including landscape and lighting plans, requires final approval from the Design Review Board which will ensure the design will

not create an impact on the surrounding environs. Further, the Critical Facility building will follow the City's Outdoor Lighting Guidelines which are intended to achieve a high standard of lighting quality and efficiency to obtain "Dark Sky" standards which reduce light glare from night sky views.

The project site does not include any known historic resources.

Transportation Element

The Project is consistent with the Transportation Element. The Project results in a net reduction of 795 square feet and the addition of one employee following completion of the Project. Based on these conditions, the traffic study for the Project found that the Project would result in a net reduction of 44 average daily trips, 6 AM peak hour trips and 5 PM peak hour trips compared to the existing condition. As such, operation of the project would not generate additional traffic trips than presently and therefore would not exceed the established standards in the Transportation Element.

The traffic study also determined that a total of 81 parking spaces are required for the Project. The Project provides for 108 parking spaces, including 10 tandem spaces for fleet parking, which exceeds the City's requirement by 27 spaces. Field observations of the existing parking lot conducted by the traffic engineer found that during normal business hours, the parking lot is generally 50% to 60% occupied, thus the 108 spaces proposed for the Project would be more than sufficient to accommodate parking demands during normal business hours.

The Project does not include a change to the existing driveway at Fairview Avenue except for relocation of the security gate. The Fire Department has reviewed and approved the access and circulation plan and will be provided emergency access to the vehicular gate. Otherwise the gate will be controlled automatically by devices from within the employee and fleet vehicles.

Due to a sole access point on and off the Property and staging space required for construction of the Critical Facility, normal functionality of the site will be constrained during construction. To address these constraints, a phased construction plan for the interior tenant improvements, structural demolitions, construction of the Critical Facility and other site improvements, as well as a parking management plan, will be implemented to alleviate some of the potential impacts during construction. This plan includes relocating employees to an off-site office location during the period of heavy construction and relocating fleet vehicles to an off-site parking lot. Per the environmental analysis, the Project will accommodate temporary construction impacts with implementation of the management plan measures identified in the traffic study.

Public Facilities Element

The Project is designed to comply with fire safety design standards identified in the California Fire Code, as adopted by the Goleta Municipal Code, and Fire Department development standards. The Project would not result in any significant new demands on police or fire protection services than already anticipated with the originally entitled project. Given the non-residential nature of the Project and the addition of one new employee with completion of the Critical Facility building, the Project would not have any impacts on schools, parks or other public facilities.

The project will not adversely affect the water supply or wastewater services. The property is currently served by Goleta Water District and Goleta Sanitary District. The districts have confirmed that water supplies, and sanitation services are available to serve the Project. Per the overall reduction in building footprint, the Project will not change water use on-site nor exceed available water for the Project. The Project's net decrease in building square footage would also not change wastewater amounts produced onsite. The Project already has a Sewer Service Connection Permit to guarantee sewer service and would be required to obtain a service extension to the Critical Facility building.

Noise Element

The Project is consistent with land use compatibility standards identified in the Noise Element. The Project is located immediately south of Highway 101 and the Railroad, bordered by a residential neighborhood on the east, commercial and residential to the south, and commercial/industrial to the west. Operations occurring on the site after construction will be similar to existing condition, save the new location of two proposed backup generators located in the rear utility yard adjacent to the Railroad. Given the existing ambient noise related to the Highway, Railroad and existing commercial/industrial uses, a noise study was prepared to ensure that the generators were sited and designed to minimize potential impacts from the Project to the surrounding neighborhood primarily to the east and south. As such, the two new generators will be housed in enclosures that reduce the noise generated when in operation. The generators are located 10 feet away from the northern (Railroad, Highway 101) and eastern (Residential) property lines. The acoustical engineer determined that with the enclosures the resulting noise level at the property line is below 60 dBA. An eight-foot wall is proposed at the northeastern property boundary to further attenuate the noise levels consistent with City standards. Further, all temporary construction impacts related to noise and vibration are also consistent with the Noise Element through implementation of the mitigation measures which include construction noise standards, construction notice requirements and distancing of vehicles and equipment from sensitive land uses during construction.

Housing Element

The Project retains the existing office, warehouse, fleet and telecommunications operations of the site, reduces the building footprint by 795 square feet and increases the workforce by only one employee with completion of the Critical Facility building. As such, the Project would not result in any significant effects on housing or create any substantial new demand for housing. In addition, the Project does not remove existing housing units, displace any people, nor does it necessitate the construction of replacement housing. The anticipated increase in employees from the Project would be so minimal that no measurable impact due to population growth and housing demand in the area would occur, and no mitigation of employee housing impacts is required per Housing Element Policy 2.2. Thereby the Project is consistent with the Housing Element.

ATTACHMENT 1

EXHIBIT 4

Zoning Consistency Analysis

EXHIBIT 4
ZONING CONSISTENCY ANALYSIS
FOR
COX COMMUNICATIONS HEADQUARTERS UPGRADE
AND NEW CRITICAL FACILITY PROJECT

Zoning Requirements	Proposed Project
Front Yard Setback: Twenty (20) feet from the right of way line of any street.	Consistent The site is currently developed with three buildings. Buildings A and B are proposed to be demolished. Building C is proposed to remain and is located 13 feet from S. Fairview Avenue. This building was constructed consistent with the original Development Plan approved for the property (81-MP-9). Building C is legal nonconforming as to front setback. The new Critical Facility Building is located in the rear of the lot 246 feet from S. Fairview Avenue, and the new Backup Generators are located in the existing screened utility yard located north of Building C and 248 feet from South Fairview Avenue. These distances exceed the minimum 20' setback from the street right-of-way.
Side Yard Setback: Ten (10) feet from any side property line.	Consistent No buildings are located within the 10-foot setback from any side property line. The two new Backup Generators are located within the existing screened utility yard north of Building C and are a minimum of 10 feet from the side property line. This distance meets the minimum 10 feet setback from the side property line.

Rear Yard Structure Setback: Fifty (50) feet when rear boundary abuts residential.	Consistent The northeastern corner of existing Building C is located 10 feet from the rear setback. This building was constructed consistent with the original Development Plan approved for the property (81-MP-9), at which time the rear setback requirement was 10 feet. Building C is legal nonconforming as to rear setback. The New Critical Facility building is located 50 feet from the rear abutting residential property. This distance meets the minimum 50' rear setback requirement. Consistent with Approval of Modification The Backup Generators proposed to be located in the existing screened utility yard north of Building C are located 10 feet from the existing rear property boundary which abuts residential property. The Generators have been designed to comply with emission standards and technology to alleviate any potential noise and air quality impacts on the surrounding neighborhood. Compliance with this standard would be met with the approval of the Modification.
Building Coverage: No more than fifty (50) percent of the net area of the property shall be covered by buildings and structures.	Consistent The total proposed building coverage is 33,999 square feet or 19.38%. The building coverage is less than the maximum allowable coverage.
Height limit: No building or structure can exceed a height of forty- five (45) feet.	Consistent The Critical Facility building is proposed to be 25 feet, 8 inches high, which includes a five-foot high louvered parapet screening wall. The new Backup Generators are proposed to be 15 feet in height. These proposed heights are consistent with height standards.

Parking Design: Where non-residential parking abuts residential property, a wall or solid fence not less than five feet shall be erected and maintained between the parking area and the adjoining property. Screening shall be provided along each property line consisting of a five-foot wide strip, planted with sufficient shrubbery to effectively screen the parking area, or a solid fence or wall not less than four feet in height. Planting, fences, or walls abutting streets shall not exceed 30 inches in height for a distance of 25 feet on either side of entrances or exits to the property. When the total uncovered parking area on the property exceeds 3,600 square feet, trees, shrubbery and ground cover shall be provided at suitable intervals in order to break up the continuity of the parking area. All ends of parking lanes shall have landscaped islands.	Consistent The uncovered parking lots would be screened with a combination of landscaping and masonry walls. The project includes construction of a new six-foot high masonry wall along the northern property line, a new eight-foot high masonry wall along the northeastern property line, a new six-foot high masonry wall along the southwestern boundary, and a new wrought iron open picket security fence along the western boundary of the site. Existing walls along the eastern boundary will have architectural toppers for design interest and security. Consistent with Approval of Modification The site perimeter on the eastern and southern sides is currently developed with four-foot wide planters and a solid wall. A five-foot wide perimeter planter is required per the Ordinance. A Modification to reduce the landscaping perimeter requirement would allow for the four-foot planter to remain. The project includes a new eight-foot high wrought iron security fence at the entrance to the property. It is located within 25 feet of the entrance to the property. A Modification to allow a security fence over 30 inches in proximity to the property entrance would allow for appropriate security fencing for the site. The project includes landscaping of the parking islands at an interval of one for every 8 parking spaces rather than one for every 10 parking spaces at the center of the project site. Approval of a Modification would allow the designed spacing intervals to remain. Compliance with these standards could be met with approval of the Modifications.
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Required Parking: 1 space/300 sf Office 1 space/1000 sf Warehouse + 1 space/4 employees Based on the parking standards, the required number of parking spaces is 81.	Consistent 18,824/300 = 63 spaces 8,656/1000 = 16 spaces 5 employees = 2 space Total Required: 81 spaces Total Provided: 108 spaces 6 visitor spaces (inclusive of 2 accessible spaces) 102 employee/fleet spaces (inclusive of 6 accessible spaces and 10 tandem spaces)
Landscaping: Not less than ten (10) percent of the net lot area shall be landscaped. Side and rear property lines shall be landscaped with a minimum of five-foot wide planted area. Front property line shall be landscaped with a minimum of a 10-foot wide planted area. For any portion of a lot abutting residential, a masonry wall no less than six (6) feet shall be provided in addition to the five-foot wide planter. Outdoor storage areas shall be screened from view of any street by a wall or fence six (6) feet high.	Consistent A total of 14.2% of the property will be landscaped. The uncovered parking lots would be screened with a combination of landscaping and masonry walls. The project includes construction of a new six-foot high masonry wall along the northern property line, a new eight-foot high masonry wall along the northeastern property line, a new six-foot high masonry wall along the southwestern boundary, and a new wrought iron open picket security fence along the western boundary of the site. Existing walls along the eastern boundary will have architectural toppers for design interest and security. The front property is proposed to be landscaped with a 40-foot wide planted area. Consistent with Approval of Modification The site perimeter on the eastern and southern sides is currently developed with four-foot wide planters and a solid wall. A five-foot wide perimeter planter is required per the Ordinance. A Modification to reduce the landscaping perimeter requirement would allow for the four-foot planter to remain. Compliance with this standard could be met with approval of the Modification.

ATTACHMENT 2

DRB Minutes of 3/12/19



MINUTES – APPROVED

DESIGN REVIEW BOARD MEETING

Tuesday, March 12, 2019

3:00 P.M.
City Hall – Council Chambers
130 Cremona Drive, Suite B,
Goleta, California

Members of the Design Review Board

Scott Branch (Architect), Chair
Craig Shallanberger (Architect), Vice Chair
Erin Carroll (Landscape Architect)
Karis Clinton (Landscape Professional)

Jennifer Fullerton (At-Large Member))
Dennis Whelan (Alternate)

Mary Chang, Secretary
Linda Gregory, Recording Clerk

SIGN SUBCOMMITTEE - < Cancelled >

CALL TO ORDER QND PLEDGE OF ALLEGIANCE

The meeting of the City of Goleta Design Review Board was called to order by Chair Branch at 3:00 p.m. in the City Hall Council Chambers, 130 Cremona Drive, Suite B, Goleta, California, followed by the Pledge of Allegiance.

ROLL CALL OF DESIGN REVIEW BOARD

Board Members present: Chair Branch, Vice Chair Shallanberger, *Member Clinton, Member Fullerton, Member Whelan
*Member Clinton exited the meeting at 4:18 p.m.
Board Members absent: Member Carroll

Staff present: Mary Chang, Supervising Senior Planner; Darryl Mimick, Associate Planner; Chris Noddings, Assistant Planner; Cassidy Walsh-Becker, Planning Intern; Anne Wells, Advance Planning Manager; Andy Newkirk, Senior Planner; J. Ritterbeck,

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Senior Planner; David Pierucci, Counsel, Best, Best, and Krieger; and Linda Gregory, Recording Clerk.

PUBLIC FORUM

No speakers.

A. ADMINISTRATIVE AGENDA

A.1 Review and Approve the Design Review Board Minutes for February 26, 2019.

[Review and Approve the Design Review Board Minutes for February 26, 2019](#)

MOTION: Member Clinton moved, seconded by Member Fullerton, to approve the Design Review Board Minutes for February 26, 2019, as amended.

VOTE: Motion carried by the following voice vote: Ayes: Chair Branch, Vice Chair Shallenberger, Member Clinton, Member Fullerton, Member Whelan. Noes: None. Absent: Member Carroll

A.2 REVIEW OF AGENDA

Mary Chang, Supervising Senior Planner, reported that the Design Review Board meeting for February 26, 2019, is cancelled. The next Design Review Board meeting will be held on April 9, 2019.

B. SIGN REVIEW

B.1 175 N. Fairview Avenue (APN 077-170-042) Dollar Tree Signage Case No. 19-016-DRB

[Dollar Tree Signage Staff Report](#)

[Dollar Tree Signage Project Plans](#)

Site visits and ex-parte conversations: Site visits reported by Members Branch, Clinton, Fullerton, Shallenberger, and Whelan. No ex-parte conversations reported.

Staff Speaker:
Cassidy Walsh-Becker, Planning Intern

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The plans were presented by agent Francesca Rizzo and Franco Rizzo of Goleta Signs, on behalf of Michael Prochelo, Fairview Shopping Center LLC, property owner.

MOTION: Member Whelan moved, seconded by Vice Chair Shallenberger, to continue to April 9, 2019, item B.1, Dollar Tree Signage, 175 N. Fairview Avenue (APN 077-170-042), Case No. 19-016-DRB, with the following comments:

1. Submit a refined design per comments from the Design Review Board.
2. Refine the design to add more character. Suggestions include adding the logo or adding a border. The sign appears plain and not attractive.
3. A suggestion was made by one member who cannot support the sign aesthetically to add some design aesthetic treatment rather than just illuminated green letters.
4. Work the new design in with the architecture of the building so it appears as a part of the overall signage.
5. The sign feels too large. A preference would be 5 percent smaller and 16" letters.

VOTE: Motion carried by the following voice vote: Ayes: Chair Branch, Vice Chair Shallenberger, Member Clinton, Member Fullerton, Member Whelan. Noes: None. Absent: Member Carroll

B.2 7020 Calle Real (APN 077-155-003) One Stop Shop Market & Liquor Signage Case No. 18-088-DRB

[One Stop Shop Market & Liquor Signage Staff Report](#)

[One Stop Shop Market & Liquor Signage Project Plans](#)

Site visits and ex-parte conversations: Site visits reported by Members Branch, Fullerton, Shallenberger, and Whelan. Member Clinton reported no additional site visit. No ex-parte conversations reported.

Staff Speaker:
Darryl Mimick, Associate Planner

The plans were presented by agent Franco Rizzo and Francesca Rizzo of Goleta Signs on behalf of Aied, property owner.

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MOTION: Member Whelan moved, seconded by Vice Chair Shallenberger, to continue to April 9, 2019, item B.2, One Stop Shop Market & Liquor Signage, 7020 Calle Real (APN 077-155-003), Case No. 18-088-DRB, with the following comments:

1. Submit revised plans with further architectural and design adjustments to bring the signs more in line with today's Design Review Board's comments:
2. Consider either building up the architecture or modifying the wall to fit within the architecture.
3. The way the wall sign sits upon the canopy works against the architecture as the sign rises up above the top. The sign looks applied rather than integrated to the front façade. The wall sign would be better if it were within the canopy or on the wall.
4. A concern was expressed that the architecture should not be broken up because of the wall sign. The sign interrupts the trim and casing of the architecture.
5. It looks like there are some opportunities that are not addressed for the design. Consider building up the façade.
6. The monument sign seems too tall at 6 feet. A concern was expressed that the sign could hide a person and that a 4-foot sign would be just as effective.
7. Consider a "visual see-through" for the monument sign if there is a safety concern regarding the height.
8. The 2-foot width is fine for the monument sign. A 4-foot height could be as effective as 6 feet by adjusting the kerning and line spacing of the text.
9. On the monument sign, the space between "One Stop Shop" should be differentiated from "Market & Liquor" as it looks awkward and unrefined.

VOTE: Motion carried by the following voice vote: Ayes: Chair Branch, Vice Chair Shallenberger, Member Clinton, Member Fullerton, Member Whelan. Noes: None. Absent: Member Carroll

C. CONCEPTUAL REVIEW

C.1 22 S. Fairview (APN 071-021-001 and -044) Development Plan Revision for Cox Communications Case 18-093-DRB

[Development Plan Revision for Cox Communications Staff Report](#)

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[Development Plan Revision for Cox Communications Project Plans](#)

[Development Plan Revision for Cox Communications January 22, 2019 DRB Minutes & Applicant Responses](#)

Site visits and ex-parte conversations: No additional site visits reported by Members Branch, Clinton, Fullerton, Shallenberger and Whelan. No ex-parte conversations reported.

Staff Speaker:

Chris Noddings, Assistant Planner

The plans were presented by agent Gregory Seitz, Project Manager, on behalf of Cox Communications, property owner; Kirsten McLaughlin, Marketing Vice President, Cox Communications; and Kathy Johnson, Project Landscape Architect.

ACTION: The Design Review Board conducted Conceptual review of Item C.1, Development Plan Revisions for Cox Communications, 22 S. Fairview Avenue (APN 071-021-001 and -044), Case No. 18-093-DRB, with the following comments:

1. The project received positive comments from the Design review Board.
2. The applicant has responded to the Design Review Board comments.
3. The applicant broke up the mass of the building which is commendable.
4. The applicant is encouraged to reduce the glare from the lighting fixtures under the canopy, especially on the east and south elevations, so it does not shine into the neighborhood.
5. Consider the line of sight for the neighbors with regard to being able to see the mountains and having a limited view of the building.
6. The decorative louvres are appreciated.
7. Adding the gable element is appreciated.
8. The new building design looks more cohesive with the other buildings.
9. Consider wrapping the material around the corner on the Proposed Critical Facility Building, north-west view.
10. The lead heads seem superfluous on the Proposed Critical Facility Building.
11. A suggestion was made to incorporate some blue color from the administrative building. If the blue color is added, consider adding it to the bollards, or on a small portion of the Proposed Critical Facility Building, north-west view.

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D. DISCUSSION

D.1 Revised Draft New Zoning Ordinance Design Review Topics

[Revised Draft New Zoning Ordinance Design Review Topics Staff Report](#)

[Revised Draft New Zoning Ordinance Design Review Topics NZO Chapters](#)

Staff Speakers:

Anne Wells, Advance Planning Manager

Andy Newkirk, Senior Planner

J. Ritterbeck, Senior Planner

David Pierucci, Counsel; Best, Best & Krieger

Staff presented an overview of the Signs Chapter of the New Zoning Ordinance. The Design Review Board Members and the public provided feedback.

Andy Newkirk, Senior Planner, reported that the Planning Commission will consider signs at the New Zoning Ordinance Workshop 5 on April 8, 2019. Design Review Board Members may provide additional written comments for consideration at the Workshop.

Public Speakers:

Barbara Massey ceded her speaking time to Cecilia Brown.

Cecilia Brown commented:

1. Consider prohibiting signs that might be sitting on rooftop structures such as penthouse walls or other mechanical closures (not projecting roof signs). She expressed concern that this type of sign is not included in 17.40.040.L Prohibited Signs, Projecting Roof Signs, and believes this should be addressed.
2. Expressed concern that there are several existing cabinet signs in the city that have large plastic coverings which she believes should not be allowed and suggested this be addressed in 17.40.060.K Materials with regard to the kind of materials that are used and allowed. Also, she suggested addressing hand-painted signs in the Ordinance.
3. Changeable Copy signs:
 - a. Review whether the maximum height of 10 feet is appropriate.
 - b. Questioned whether time and temperature signs should be mentioned with Changeable Copy signs in 17.40.060.I, although these signs are mentioned in another section.

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- c. The Display Duration would limit changes to copy to a maximum of twice a day, which is fine; however, the time and temperature signs change more than 2 times a day and language may need to be incorporated for clarity.
 - d. As the copy change is limited to a maximum of twice a day, she believes the color should be prohibited from changing.
 - e. Consider looking at regulating changes in color throughout the day. Only allow color change twice a day along with the change of copy.
 - f. Suggested consideration be given that some existing fuel pricing signs exceed the limit of 10 feet in height. Also, some fuel pricing signs are more like monument signs.
 - g. Consider prohibiting fuel pricing signs in certain areas, and along scenic corridors, noting there is a General Plan policy with regard to signage along scenic corridors.
 - h. The fuel pricing sign at Fairview Avenue and Encino has glare at night, and also has two panels of the same exact information; and questioned whether this would be addressed in the Ordinance.
4. The suggested size standards that are allowed for freestanding signs in 17.40.080 are too generous and requested this section be reviewed, noting a sign could be 6 feet tall and 16 feet long, or 4 feet tall and 25 feet long. Consider the General Plan policy to minimize signage.
 5. Suggested adding some information and standards regarding menu boards for drive-thru restaurants, noting some are not fully permitted, or are located in the back.
 6. There is a discrepancy to check because A-Frame signs are prohibited in the Sign Ordinance as portable signs and then A-Frame sign are allowed in 17.40.090 A-Frame Signs. She suggested as a minimum, prohibiting A-Frame signs in the public right-of-way or any walkway on private property. She also recommended the addition of some sign dimensions and limitations. Right now, there are several in walkways.
 7. Consider adding language about adding a new sign face, or refacing an old cabinet or pole sign, and whether or not it is allowed on a legal non-conforming sign, regarding 17.40.110 Nonconforming Signs.

Andy Newkirk, Senior Planner, and J. Ritterbeck, Senior Planner, responded to comments from the public speaker. Staff will review and clarify topics including roof signs, time and temperature standards, changeable copy standards, menu boards, animated/rotating signs, and A-Frame signs.

Andy Newkirk, Senior Planner, noted that the 10-foot height standard for the fuel pricing signs was proposed after review of existing fuel pricing signs. Staff noted that the previous draft standard was 12 feet.

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Andy Newkirk, Senior Planner, noted that for electronic changeable copy, the requirement for a CUP will force analysis of General Plan consistency. Light intensity would also be analyzed through the CUP process.

Chair Branch commented with regard to roof signs that in the future there may be a part of the architecture that is technically part of the roof that may be appropriate to place a sign. Possibly consider standards regarding the size of a roof sign in a place that is more prominent.

Member Whelan suggested using the term “roof structure” (rather than “roof”) and “mechanical elevator override” with regard to the public speaker’s comment #1. He agreed with Chair Branch that there may be a perfect opportunity to place a sign on a part of the architecture that is technically part of the roof.

Chair Branch spoke in support for consistency in design and color for a changeable copy sign.

Chair Branch cautioned about too much specificity with regard to materials as there may be materials being developed that are successful for signage.

Andy Newkirk, Senior Planner, noted that DRB could review materials and that codifying limits on materials may limit what DRB could approve in the future.

Member Whelan supported including menu boards as part of the signage review because they serve a purpose to draw in customers while at the same time they may obstruct pedestrian flow.

Andy Newkirk, Senior Planner, commented that there is nothing in the draft to address change of copy, due to issues with free speech.

J. Ritterbeck, Senior Planner, clarified that change in color of electronic changeable copy would be considered an animated sign which is prohibited. DRB would look at animations and could tease out the frequency of changes. He also noted that signs cannot obstruct pedestrian areas.

Chair Branch commented that he does not like A-Frame signs. He feels they more like a temporary sign.

Member Whelan commented that A-Frame signs seem to have their place from time to time but not as being permanent.

Vice Chair Shallenberger commented generally that he would prefer the Ordinance to be more of a guidance document rather than restrictive. He suggested adding language such as “discouraged” or “generally

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discouraged” rather than “prohibited” because he is concerned it discourages creativity. He noted a prohibition on rotating signs and referenced old Union 76 rotating signs that would be approvable. That should not be outright prohibited. With regard to specific standards such as height for fuel pricing signs, he commented that there may be a sign over 10 feet tall that is well-maintained and well-designed as opposed to a sign that meets the height limit but is poorly designed and maintained. He believes the idea is to approve an attractive sign that benefits the community and the applicant.

Vice Chair Shallenberger commented that neon signs can be attractive and should not be prohibited. He suggested that the Projecting Roof Signs graphic showing the allowable design should be improved to clarify that the sign should fit in the space of the parapet.

David Pierucci, Counsel; Best, Best & Krieger, commented with regard to prohibitions and ensuring that the City does not have too much discretion in regulating speech.

Member Fullerton questioned whether signs inside a window that are facing out can be regulated.

Andy Newkirk, Senior Planner, clarified that window signs have been defined and will need to be reviewed as signage.

Member Whelan suggested that a matrix showing the existing and proposed Sign Chapter would be useful to analyze and make the review process smoother.

Andy Newkirk, Senior Planner, stated that a Key Issues guide has been prepared with regard to several key topics in the Sign Chapter and the Signs will be discussed at Planning Commission on April 8th.

Member Whelan commented in support for the opportunity to review rather than exclude signs with the kind of creativity such as the sign with a rotating cylinder formerly located at the Fox Theatre in Santa Barbara.

E. ANNOUNCEMENTS BY MEMBERS - None

F. ADJOURNMENT: 5:02 P.M.

ATTACHMENT 3

Project Plans

