Goleta Train Depot Project

Final Environmental Impact Report

prepared by

City of Goleta
Neighborhood Services
130 Cremona Drive, Suite B
Goleta, California 93117
Contact: Jaime A. Valdez, Interim Neighborhood Services Director

prepared with the assistance of

Rincon Consultants, Inc.
209 East Victoria Street
Santa Barbara, California 93101

October 2021

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Executive Summary

This document is an Environmental Impact Report (EIR) analyzing the environmental effects of the proposed Goleta Train Depot Project (proposed project). This section summarizes the characteristics of the proposed project, alternatives to the proposed project, and the environmental impacts and mitigation measures associated with the proposed project.

Project Synopsis

Project Applicant

City of Goleta
Neighborhood Services
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Goleta, California 93117

Lead Agency Contact Person

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Project Description

This EIR has been prepared to examine the potential environmental effects of the Goleta Train Depot Project. The following is a summary of the full project description, which can be found in Section 2.0, *Project Description*.

The proposed project is located within Santa Barbara County, California, in the City of Goleta. The site is addressed as 27 South La Patera Lane, which is located at the northern terminus of the cul-de-sac, adjacent to the existing Goleta Rail Station. The project site is approximately a 2.5-acre, relatively flat, and rectangular lot. The site is currently developed with a 39,800 square-foot vacant warehouse structure, with an associated parking lot, outdoor storage area, and vehicle yard. The project site is currently zoned for light industrial and business park uses. The existing setting and surrounding land uses include the Goleta Rail Station, as well as the Union Pacific Railroad and US Route 101, which are both located to the north of the project site.

Project Characteristics

The proposed project would demolish and remove the existing industrial warehouse structure in order to develop a new Goleta Train Depot (Depot) on the City-owned property adjacent to the existing Goleta Rail Station. New pedestrian connections would be provided to the Goleta Rail Station's existing platform and platform canopy. No improvements to the existing platform or platform canopy are proposed as part of this project as they are both located on Union Pacific Railroad owned property.

After demolition, a new Goleta Train Depot building and required associated amenities for the Depot would be constructed. The proposed Depot structure would be approximately 9,000 square

feet in size and would provide a permanent, enclosed, and safe structure for Amtrak passengers to use as they wait to board or after they disembark from trains. The architecture of the structure would be a traditional depot design with modern elements. The structure would have large windows and columns to support a roof overhang to create protected outdoor areas around the building.

The proposed project would also include a number of on-site amenities that are intended to increase train ridership and improve upon the overall enjoyment and convenience of rail travel. These amenities include a lobby, vending machines, a café and kitchen area for riders to purchase beverages and food, restroom facilities, multiple indoor waiting areas, a meeting room, an on-site ticketing area, as well as adequate luggage and storage space for the public to use. In addition to amenities located inside the proposed Depot building, the project would also provide adequate vehicle parking within an adjacent surface parking lot. Historical displays both inside and outside of the proposed Depot building would provide riders and visitors with a chance to learn more about the railroad history of Goleta and the South Coast area

Parking and Site Access

Access to the site would be reconfigured from its existing single two-way ingress/egress located at the southeast corner of the project site to two one-way entrance and exit driveways located off South La Patera Lane at the northeastern and southeastern corners of the site. The driveways would also be connected by an internal, U-shaped accessway, which would be located to the south of the proposed Depot building. An additional turnaround would be located at the entry of the site and would be designed to allow buses and shuttles to provide easy drop-off and pick-up passengers. Approximately 111 parking spaces would be provided for passengers to leave their vehicles for various lengths of time. Additionally, electric vehicle charging stations would be provided on site, pursuant to Chapter 17.38 of the Goleta Municipal Code.

Off-Site Improvements

Project implementation proposes to include incorporating several existing off-site activities and improvements. These include use of an existing turnaround located at the northern terminus of S. La Patera Lane, which serves as the stopping point and turnaround for Santa Barbara Metropolitan Transit District (MTD) and Amtrak buses accessing the existing Goleta Rail Station. The project proposes to relocate the existing turnaround southward in order to move the portion of the existing turnaround that is partially located within UPRR right-of-way. The relocated turnaround would also allow space for new amenities and services for passengers on the east side of the Train Depot. A new bus stop would also be located at the turnaround area, which would provide an additional stop for the Santa Barbara Metropolitan Transit District (MTD) peak hour and bus services and future expanded shuttle services.

Construction and Grading

Construction of the proposed project is expected to occur over approximately 24 months and would occur in the following five phases:

1. The first phase of construction would involve demolition and removal of all debris and waste materials associated with the existing 39,800 square foot warehouse structure;
2. The second phase would include initial site preparation to remove any remnant concrete foundations and any remaining miscellaneous debris and vegetation within the development area to prepare for rough grading of the site;

3. The third phase would include rough grading to prepare it for construction activities;
4. The fourth phase would involve construction and painting of the new Depot, as well as any associated finish grading around the site; and
5. The fifth phase would involve paving and striping of the parking lot and ingress/egress areas, as well as the installation of site landscaping, lighting, and signage.

Green Building Features

The project would be constructed to California Building Code (CBC) Title 24, which requires implementation of energy-efficient light fixtures and building materials, newly constructed buildings to meet energy performance standards, and the installation of low-flow water features. Electric vehicle charging stations would be provided on site, pursuant to Chapter 17.38 of the Goleta Municipal Code. Bicycle locks and on-site bicycle storage facilities would also be provided to support alternative modes of transportation. Also, approximately half of the roof would contain solar panels to capture solar energy. In addition, City Resolution No. 12-65 states, "all new building construction for City owned and operated buildings of 2,000 square feet or greater of conditioned space must achieve the United States Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) rating system Silver certification," unless the project meets certain exceptions. The proposed Depot would be designed and constructed consistent with City Resolution No. 12-65.

Project Objectives

- Construct a full-service, multi-modal train depot that provides high-demand, modern, user-friendly amenities for train riders.
- Develop civic pride and identity through a traditional depot design and community education at the Depot.
- Increase train ridership along the Pacific Surfliner train corridor, especially during peak rail service, to help implement State and regional transit plans.
- Reduce regional greenhouse gas emissions from transportation sources by improving transit use and reducing vehicle miles travelled by single-occupancy vehicles.
- Improve overall connectivity with the local transit system and the Depot to connect passengers with their destinations and create a regional transit hub.

Alternatives

As required by the California Environmental Quality Act (CEQA), this EIR examines alternatives to the proposed project. Studied alternatives include the following two alternatives. Based on the alternatives analysis, Alternative 2 was determined to be the environmentally superior alternative.

- Alternative 1: No Project/Existing Warehouse
- Alternative 2: Reduced Depot Footprint and On-Site Amenities

Alternative 1 (No Project/Existing Warehouse) assumes that the proposed depot building with indoor waiting areas, café, and restroom facilities, parking lot area, and City and Amtrak signage are not constructed. Current uses on the project site consist of a mostly vacant warehouse structure, with only a portion occupied by a local food bank, a parking lot, and an outdoor storage area. The existing site and uses would remain under this alternative. However, the No Project Alternative would not fulfill any Project Objectives because the existing warehouse would not provide a train

depot to improve train ridership or City identity, improve transit connectivity, or reduce greenhouse gas emissions.

Alternative 2 (Reduced Depot Footprint and On-Site Amenities) would involve demolition of the existing warehouse to develop the site with a train depot which would support the adjacent Amtrak passenger train platform. However, the depot under this alternative would be reduced in size to approximately 2,000 square feet and would not include a café or kitchen area, meeting room, or formal lobby. The alternative would still provide on-site parking, passenger drop-off areas, bicycle parking, and landscaping. Alternative 2 would meet most of the project objective, except for proving a full-service train depot since the amenities on site would be reduced and limited under this alternative.

Refer to Section 6.0, *Alternatives*, for the complete alternatives analysis.

Areas of Known Controversy

The EIR scoping process did not identify any areas of known controversy for the proposed project. Responses to the Notice of Preparation of a Draft EIR and input received at the EIR scoping meeting held by the City are summarized in Table 1-1 in Section 1.0, *Introduction*.

Issues to be Resolved

The proposed project would require a demolition and building permit. The project is recommended for *Advisory Review*, but not required to be reviewed *by* the Design Review Board and Public Trees Committee for recommendations. In addition, City Council approval would be required.

Issues Not Studied in Detail in the EIR

Table 1-2 in Section 1 summarizes issues from the environmental checklist that were addressed in the Initial Study (Appendix A).

Summary of Impacts and Mitigation Measures

Table ES-1 summarizes the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if required). Impacts are categorized as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the CEQA Guidelines.
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under §15091 of the CEQA Guidelines.
- **Less than Significant.** An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact:** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure (s)	Residual Impact
Air Quality		
Impact AQ-1. The project would not directly or indirectly increase growth in the area and would help meet VMT reduction and transportation control measures set forth in SBAPCD's 2019 Ozone Plan. There would be no impacts.	None required	Less than significant
Impact AQ-2. Construction and operational emissions would not exceed SBAPCD's thresholds and would comply with all of SBAPCD's required emissions reduction measures. This impact would be less than significant.	None required	Less than significant
Impact AQ-3. The project does not include any sensitive uses and would not result in the emissions of TACs or other air contaminants during construction or operation which would significantly impact sensitive receptors. Impacts would be less then significant.	None required	Less than significant
Impact AQ-4. The project does not contain uses that would generate significant odor impacts. This impact would be less than significant.	None required	Less than significant
Biological Resources		
Impact BIO-1 (Initial Study). The existing warehouse building on the project site may provide suitable roosting locations for three species of bats, all CDFW Species of Special Concern. Also, the project site provides habitat for nesting birds.	**BIO-1a Special-status Bat Species Avoidance and Minimization.** To avoid disturbance of maternal bat roosts, demolition of the warehouse building and any other structures that may support roosting bats shall be conducted outside of the bat breeding season (typically April 1 through August 31), if feasible. If work must begin during the bat breeding season, a qualified biologist shall conduct presence/absence surveys for bats where suitable roosting habitat is present no more than 30 days prior to initiation of project activities. Surveys shall be conducted using acoustic detectors and by visually searching ledges, crevices, and overhangs in the warehouse and any other locations in the study area where bats may roost. If a maternal roost is detected, project activity shall cease. CDFW shall be consulted to determine if protective buffers may be established surrounding the roost, allowing project activities to resume in other parts of the project site. Demolition of a structure supporting a maternal roost shall not occur until the young have left the site. If a non-breeding roost is detected, CDFW shall be consulted to determine if the bats can be safely evicted.	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
	If no roosting bats are observed during pre-construction surveys, no further actions would be necessary. **BIO-1b Preconstruction Nesting Bird Surveys.** To avoid disturbance of nesting and special-status birds, including raptor species protected by the MBTA and CFGC, project activities including vegetation removal, ground disturbance, construction, and demolition shall occur outside of the bird breeding season (February 1 through August 31), if feasible. If work must begin during the breeding season, a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiation of project activities. The nesting bird survey shall be conducted inside the project footprint plus a 500-foot for raptors and special-status species and a 300-foot buffer for all other birds. Inaccessible parts of the survey area shall be scanned using binoculars to ensure 100 percent visual coverage. The survey shall be conducted by a biologist familiar with the identification of bird species known to occur in southern California communities. If active nests (those containing eggs, nestlings, or associated with dependent fledglings) are found on-site, an avoidance buffer shall be implemented around each nest and demarcated with fencing or flagging. The size of the buffers shall be determined by the biologist based upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site. No project activity shall occur inside a nest buffer until the biologist determines that the nest is no longer active. If no nesting birds are observed during pre-construction surveys, no further actions would be necessary.	
Cultural Resources		
Impact CR-1 (Initial Study). The area is considered sensitive for archaeological resources, and unanticipated discoveries of archaeological resources during construction activities would be potentially significant.	**CR-1 Unanticipated Discovery of Cultural Resources.** If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) should be contacted immediately to evaluate the find. If the discovery proves to be eligible for listing on the California Register of Historical Resources, additional work may be warranted, such as data recovery excavation, Native American consultation, and archaeological monitoring to treat the find.	Less than significant
Geology and Soils		
Impact GEO-1 (Initial Study). **U**nanticipated fossil discoveries during any ground-disturbing activities associated with the project remain a possibility and impacts to any such resources would be potentially significant.	**GEO-1 Unanticipated Discovery of Paleontological Resources**. In the event an unanticipated fossil discovery is made during construction, in accordance with SVP (2010) guidelines, construction shall stop within 50 feet of the find or be redirected to another area of the site and a qualified professional paleontologist shall be retained to evaluate the discovery, determine its significance and if additional mitigation or treatment is warranted. Work in the area of the find will resume once the find is properly documented and authorization is given to resume	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
	construction work by the qualified paleontologist in coordination with the City. Any significant paleontological resources found during construction monitoring will be prepared, identified, analyzed, and permanently curated in an approved regional museum repository (e.g., UCMP).	
Greenhouse Gas Emissions		
Impact GHG-1. The project's construction and operational GHG emissions would not exceed established GHG thresholds. In addition, the project would indirectly reduce regional GHG emissions and vehicle miles traveled. Impact would be less than significant.	None required	Less than significant
Impact GHG-2. The proposed project would not conflict with applicable policies or plans and impacts would be less than significant.	None required	Less than significant
Hazards and Hazardous Materials		
Impact HAZ-1. The project is located on a site previously used for agricultural and industrial purposes and is located adjacent to active railroad tracks. The site contains hazardous materials that may be exposed during construction activities. With adherence to mitigation measures HAZ-1 and HAZ-2, impacts would be reduced to less than significant.	**HAZ-1 Assessment Removal, and Remediation.** Prior to demolition or onsite grading/site disturbance or improvements, a soil, soil vapor, and/or groundwater sampling assessment shall be completed to identify and/or define hazardous material impacts in the areas of concern. The areas of concern and associated chemicals of concern include: ▪ Former agricultural use of the subject property – pesticides and arsenic; ▪ Adjacent presence of railroad tracks along the northern site boundary which transport and produce pesticides, heavy metals, petroleum hydrocarbons, herbicides, and SVOCs (including creosote, naphthalene); ▪ Former and current USTs/AST onsite - historic 6,000-gallon UST, existing 1,800-gallon diesel UST, and existing 3,000-gallon AST with secondary containment and associated drum that is utilized to store emergency overflow used oil onsite - heavy metals, petroleum hydrocarbons, and VOCs; and ▪ Former use of a bus 'service shop' that includes underground sumps, trench drains and possibly other features - heavy metals, petroleum hydrocarbons, and VOCs. A geophysical survey shall be conducted to locate the historical UST prior to sampling. The sampling assessment shall be performed under the supervision of a professional geologist or other qualified environmental professional. The analytical results shall be compared to the most current applicable environmental screening levels, as recommended by Santa Barbara County Environmental Health – Hazardous Materials Unit. A Soil Management Plan (SMP) shall be prepared and followed by the demolition/grading contractor. The SMP will identify procedures to address the current onsite	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
	features and unidentified features (USTs, clarifiers, sumps or other underground features) that are uncovered during the redevelopment of the site. If the sampling assessment analytical results are greater than the environmental screening levels, the Santa Barbara County Environmental Health – Hazardous Materials Unit shall be contacted to review and oversee the SMP and any additional assessments, site remediation, and/or health risk assessments that are deemed necessary. The onsite USTs, AST, drum, trench drains, and sumps shall be removed in accordance with local permits and guidelines as identified and required by Santa Barbara County Environmental Health – Hazardous Materials Unit. All necessary reports, regulations and permits shall be followed to achieve remediation of the site. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation and under the direction of the lead oversight agency. The remediation program shall also be approved by a regulatory oversight agency, such as the Santa Barbara County Environmental Health – Hazardous Materials Unit. Alternatively, the Hazardous Materials Unit may determine that RWQCB or DTSC should be the lead agency for remediation oversight. All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation, the environmental professional shall prepare a report summarizing the project, the remediation approach implemented, and the analytical results after completion of the remediation (including all waste disposal or treatment manifests) and site closure by the lead agency will be obtained. **HAZ-2 Hazardous Building Material Survey and Demolition Plan.** A hazardous building material survey shall be conducted prior to demolition or removal of any onsite structures. If any ACM, LBP, or PCBs are identified, the materials shall be removed in accordance with California and Federal OSHA as well as other state and federal regulations by licensed abatement contractors. All ACM, LBP, and PCB materials removed from the site shall be hauled and disposed of by a transportation company certified to handle these materials.	
Noise		
Impact NOI-1. Short-term construction of the project would temporarily increase local noise levels. The anticipated increase in construction noise would be less than significant to nearby sensitive receivers.	None required	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
Impact NOI-2. The project would include stationary sources that would increase noise levels. However, Noise levels generated by the project would not exceed 60 dba at the nearest property line. Impacts would be less than significant	None required	Less than significant
Impact NOI-3. The project would generate new vehicle trips that would increase noise levels on nearby roadways. However, ambient noise would not exceed the conditional noise levels for the site or affected receptors, and project-related changes in noise levels would not exceed 5 dba. Impacts would be less than significant	None required	Less than significant
Impact NOI-4. The project would result in groundborne vibration in the project area vicinity, during the construction phase. Vibration levels during project construction would not cause damage to nearby structures or substantially impact residents in nearby dwellings. This impact would be less than significant.	None required	Less than significant
Transportation and Traffic		
Impact T-1. The project would develop a new Train Depot, a primary objective of which is to reduce regional vehicle miles traveled (VMT). Impacts would be less than significant.	None required	Less than significant
Impact T-2. Construction or operation of the project would not result in a significant increase in transportation hazards in the area or on the project site. Impacts would be less than significant	None required	Less than significant
Impact T-3. Implementation of the project would not result in inadequate emergency access. This impact would be less than significant	None required	Less than significant
Tribal Cultural Resources		
Impact TCR-1. Grading and other ground-disturbing activities on the project site could result in impacts to previously unidentified tribal cultural resources. Therefore, this impact would be significant but mitigable.	**TCR-1 Archaeological and Native American Monitoring**. Prior to the issuance of a Grading Permit, or ground-disturbing activities, the developer shall obtain a qualified archaeological and Native American monitor for the ground disturbing activities of the project. Archaeological monitoring should be performed under the direction of the qualified archaeologist, defined as an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (NPS 1983). The	Less than significant

Impact	Mitigation Measure (s)	Residual Impact
	qualified archaeologist, in consultation with the City of Goleta and the Native American monitor, may recommend the reduction or termination of monitoring depending upon observed conditions (i.e., no resources encountered within the first 50 percent of ground disturbance). **TCR-2 Unanticipated Discovery of Tribal Cultural Resources**. In the event that cultural resources of Native American origin are identified during construction activity all work shall be halted in the vicinity of the discovery until the significance of the resource can be assessed. The city shall begin or continue Native American consultation procedures, in coordination with a qualified archaeologist, if appropriate. If the city, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and thus significant, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with local Native American group(s). The mitigation plan may include but would not be limited to capping and avoidance, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measure	
Utilities and Service Systems		
Impact U-1. The GWD has adequate supplies and water demand reduction strategies to serve the project and foreseeable development under normal and dry years. The water use from the Depot would not exceed available on-site credits and would comply with the SAFE Water Supplies Ordinance. Impacts on water supplies would be less than significant.	None required	Less than significant

1 Introduction

This document is an Environmental Impact Report (EIR) for a proposed train depot development located at 27 South La Patera Lane, Goleta, California. The proposed Goleta Train Depot Project (hereafter referred to as the "proposed project" or "project") would be constructed on a site currently occupied by one industrial warehouse structure. The project would involve demolition of the existing warehouse structure and construction of a new train depot building. Other components of the project include a parking lot and a passenger drop-off area, outdoor waiting areas, bike storage, signage, outdoor lighting, and landscaping.

This section discusses (1) the project and EIR background; (2) the legal basis for preparing an EIR; (3) the scope and content of the EIR; (4) issue areas found not to be significant by the Initial Study; (5) the lead, responsible, and trustee agencies; and (6) the environmental review process required under the California Environmental Quality Act (CEQA). The proposed project is described in detail in Section 2.0, *Project Description*.

1.1 Environmental Impact Report Background

Pursuant to *CEQA Guidelines* Section 15060(d), the city initiated the environmental process with the preparation of an Initial Study for the project (using the CEQA Environmental Checklist) to determine if it would have a potentially significant effect on the environment and to determine the preliminary scope of the EIR. The City of Goleta distributed the Initial Study and a Notice of Preparation (NOP) of the EIR for a 30-day agency and public review period starting on May 25, 2020 and ending on June 24, 2020. Due to the COVID-19 stay at home orders and health concerns, the City posted an EIR Scoping Presentation on May 25, 2020 to June 24, 2020. The Presentation was aimed at providing information about the proposed project to members of public agencies, interested stakeholders and residents/community members, and provided opportunities for questions or comments. The NOP and the public comments received are both presented in Appendix B of this EIR. Table 1-1 on the following page summarizes the content of the public comments and where the issues raised are addressed within the EIR.

1.2 Purpose and Legal Authority

The proposed project requires the discretionary approval of the City of Goleta City Council; therefore, the project is subject to the environmental review requirements of CEQA. In accordance with Section 15121 of the *CEQA Guidelines* (California Code of Regulations, Title 14), the purpose of this EIR is to serve as an informational document that:

> "will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project."

This EIR has been prepared as a project EIR pursuant to Section 15161 of the *CEQA Guidelines*. A Project EIR is appropriate for a specific development project. As stated in the *CEQA Guidelines*:

> "This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project, including planning, construction, and operation."

This EIR is to serve as an informational document for the public and City of Goleta review authorities and decision-makers. The process will include public hearings before City Council to consider certification of a Final EIR and approval of the proposed project.

Table 1-1 NOP Comments and EIR Response

Commenter	Comment/Request	How and Where It Was Addressed
Agency Comments		
Native American Heritage Commission (NAHC)	Acknowledged the receipt of the NOP and recommended applicable tribal consultation under AB 52 or SB 18.	Comment addressed in Section 4.6, *Tribal Cultural Resources*.
Santa Ynez Band of Chumash Indians	Requested formal notice and information on all projects in which Goleta would be the lead agency under CEQA and requests AB 52 consultation for the proposed project.	Comment addressed in Section 4.6, *Tribal Cultural Resources*.
California Department of Transportation	Provided a letter of support for the project.	No response required.
California Highway Patrol	Acknowledged receipt of the NOP and stated there would be no impacts to the Santa Barbara area operations.	No response required.
Public Comments		
Frank Arredondo of Ksen' Sku' Mu Chumash	The commenter provides comments on the adequacy of the Cultural Resources Report prepared for the project, which was included as Appendix B to the Initial Study. The commenter requested a survey by an archaeologist, an extended Phase I testing study, reevaluation of the previous research, and updated mitigation measures.	An additional site visit and survey by an archaeologist was conducted on September 10, 2020. Updated mitigation measures were recommended in the Cultural Report and included in Section 4.6, *Tribal Cultural Resources*. Due to the paved nature of the site and the continued use of the site and adjacent train station, an extended Phase 1 testing survey was not recommended. Mitigation measures were determined to cover concerns over potential resources on site.
	The commenter stated that AB 52 consultation should have begun in January 2019 when the City received a grant from the Santa Barbara County Association of Governments for the development of a new train station.	The Goleta Train Depot Master Plan was adopted in early February 2020 by the Goleta City Council. The Master Plan was developed to implement a multi-modal train depot on the City-own property adjacent to the Amtrak station, and was not considered a project under CEQA. With the adoption of the Master Plan in February 2020, the City moved forward with preparing plans for the proposed project. As discussed in Section 4.6, *Tribal Cultural Resources*, the City distributed AB 52 consultation letters for the proposed project to seven tribes and tribal representatives listed by NAHC as having interest in the project area in February 2020.

Commenter	Comment/Request	How and Where It Was Addressed
Julie Tumamait-Stenslie	The commenter requested a third-party review of the Cultural Report and monitoring during on-site demolition of the existing warehouse. The commenter also requested the use of native plants and that Barbareno/Ventureno Band of Mission Indians cultural interpretations be included in the project.	Comments on the overall landscaping design and cultural interpretations do not pertain to a CEQA issue but have been received by the City of Goleta. Mitigation measure have been included in Section 4.6, *Tribal Cultural Resources.*

1.3 Scope and Content

This EIR addresses impacts identified by the Initial Study to be potentially significant. The following specific issue areas were found to include potentially significant impacts and have been further analyzed within this EIR:

- Air Quality
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

The EIR preparers made use of pertinent City policies, guidelines, zoning regulations, certified EIRs and adopted CEQA documents, and other background documents.

The alternatives section of the EIR (Section 6.0) was prepared in accordance with Section 15126.6 of the *CEQA Guidelines* and focuses on alternatives that are capable of eliminating or reducing adverse effects associated with the project to a level that is less than significant while feasibly attaining most of the basic project objectives. In addition, the alternatives section identifies the "environmentally superior" alternative among all alternatives assessed. The alternatives evaluated include the CEQA-required "No Project" alternative and two alternative development scenarios for the project area.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA. Section 15151 of the *CEQA Guidelines* provides the standard of adequacy on which this document is based. The *CEQA Guidelines* state:

> An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure.

1.4 Issues Not Studied in Detail within the EIR

Table 1-2 summarizes issues from the environmental checklist that were addressed in the Initial Study (Appendix A). As indicated in the Initial Study, there is either no substantial evidence that significant impacts would occur in any of these specific issue areas, or that identified impacts could be mitigated to a level of less than significant through the implementation of mitigation measures. The mitigation measures proposed in the Initial Study are included in the Executive Summary Table ES-1 of this EIR.

Table 1-2 Issues Not Studied in Detail within the EIR

Issue Area	Initial Study Findings
Aesthetics	The project site would not substantially impact scenic views, nor is it located on a State Scenic Highway. The site also lacks scenic resources such as trees, rock outcroppings, and vegetation. Therefore, impacts to scenic vistas would be less than significant. The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings, nor would it create significant impacts with respect to increased lighting. Impacts to these resources would be less than significant.
Agricultural Resources	The project site is within an urbanized area of Goleta that lacks agricultural lands or forests. Therefore, no impact to these resources would occur.
Biological Resources	The project site has the potential to have three sensitive wildlife species of bats to occur on-site. In addition, construction has the potential to impact protected nesting birds. Implementation of Mitigation Measure BIO-1 and BIO-2, which would require bat species avoidance and minimization measures and pre-construction nesting bird surveys would reduce potential impacts to a level that is less than significant. The project site is within an urbanized area and no sensitive habitats; locally designated; locally designated natural communities; habitat conservation plans; wetland habitats; or wildlife corridors exist on the site. Therefore, no impact would occur to these types of sensitive resources. The project site has limited vegetation and there are no trees on-site that are projected under the Goleta Municipal Code. Therefore, no impacts would occur to protected tree species.
Cultural Resources	The existing warehouse on the project site is not eligible for listing as a historical resource. In addition, the project would not directly or indirectly impact the Daniel Hill Adobe. As such, no protected historical resource would be impacted. Based on positive results of the Sacred Lands File (SLF) search, the ethnographic settlement patterns of the Chumash, and contact from the Santa Ynez Band of Chumash Indians, the area is considered sensitive for archaeological resources. Due to the existing level of ground disturbance and pedestrian survey, there is a low potential for encountering archaeological resources. Implementation of Mitigation Measure CR-1 would reduce any potential impacts to unanticipated discovery of any resources to a level that is less than significant. With adherence to existing required regulations, and the proposed mitigation measure CR-1, the project would have a less than significant impact on disturbing human remains.
Energy	Energy use during construction would be temporary and typical of similar projects, and project construction contractors would demonstrate compliance with applicable CARB regulations. Operational energy use would comply with standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources. Also, the project would reduce overall fuel energy demand by increasing ridership on passenger trains. Therefore, the project would not create significant impacts to energy use. The project does not conflict with energy reduction policies in the City's General Plan or Climate Action Plan. As such, there would be no impact related to energy policy inconsistencies.

Issue Area	Initial Study Findings
Geology and Soils	The project site is not located in an Alquist-Priolo Earthquake Fault Zone. Furthermore, the project would be subject to compliance with the seismic safety standards of the California Building Code (CBC), which are adopted and incorporated into the Goleta Municipal Code. Therefore, impacts to seismic ground shaking and rupture would be less than significant. Additionally, the project site is not located in an area with landslide risk. The Geotechnical Report concluded lateral spreading of soil due to lurching or liquefaction is relatively low on the project site as a silty-sand layer found below the groundwater level is potentially liquefiable. However, compliance with recommendations in the Geotechnical Report would reduce any potential impacts to less than significant. Compliance with the required NPDES permit and standard "best management practices" (BMPs) mitigation measures during construction, such as straw wattles and silt fencing, would reduce potential geological and soils related impacts resulting from loss of topsoil to a level that is less than significant. The project would not use septic tanks. Therefore, there would not be impacts from their use. Given that the fossiliferous deposits occur at greater depths than anticipate ground disturbance, the potential for encountering fossil resources is low and impacts to paleontological resources are not expected. Although unanticipated fossil discoveries during any ground-disturbing activities associated with the project remain a possibility, Implementation of Mitigation Measure GEO-1 would reduce potential impacts to paleontological resources to a level that is less than significant.
Hazards and Hazardous Materials	The nearest school is La Patera Elementary School, which is located approximately 0.7 mile to the north. Therefore, the project would not handle hazardous materials within 0.25 mile of an existing school and no significant impact would occur. According to the hazardous materials records search results, the project site was not listed in any databases that are indicative of a hazardous materials release. Three adjacent properties were listed in databases searches; but, based on the documents reviewed, the Phase I ESA for the proposed project concluded that the three adjacent sites are not expected to impact the subject property. Therefore, impacts would be less than significant. The project site is located approximately 0.3 mile north of the Santa Barbara Municipal Airport and within the adopted 1993 (ALUP) for the Santa Barbara Municipal Airport. Transit uses, such as the proposed project, are determined to be compatible within the Safety Zone 2/Approach Zone. Additionally, the proposed project would not require a General Plan Amendment and would comply with all applicable ALUP development standards and land use regulations, specifically those related to limiting building height and lot density. Therefore, the project would be considered consistent with the ALUP and the City's General Plan and would not result in significant impacts related to safety hazards. The proposed project would comply with all existing zoning regulations and all building and safety standards. As such, it 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 in the City of Goleta. Therefore, no impacts to hazards or hazardous materials would occur. The project site is located within a 5-minute response time of Fire Station #14~~11~~. Additionally, the site is not located near areas designated to have risks to wildland fires. Therefore, there would be no impacts related to wildland fires.
Hydrology and Water Quality	Conformance with National Pollutant Discharge Elimination System (NPDES) Statewide General Construction Activity Stormwater permit, City of Goleta Municipal Code Section 15.09.290, which requires an Erosion and Sediment Control Plan, and implementation of a Stormwater Pollution Prevention Plan (SWPPP) along with project-specific BMPs would ensure that the proposed project does not violate any water quality standards or waste discharge requirements during construction. Additionally, the project would be subject to the Central Coast Regional Water Quality Control Board's Central Coast Post Construction Requirements and would submit a Stormwater Control Plan to demonstrate adequate stormwater management features and facilities to treat and capture stormwater on-site. Integrating these

Issue Area	Initial Study Findings
	mitigation measures would ensure that the proposed project would not create any significant impacts related to hydrology and water quality. The project would connect to existing Goleta Water District water service and would not involve on-site groundwater extraction. As such, the project would not result in any drawdown of an underlying aquifer. Therefore, potential impacts would be at a level that is less than significant. The project site is not located in a floodway or flood zone and does not contain a river or stream that would be altered and result in flooding on- or off-site. Compliance with NPDES requirements, implementation of a SWPPP, installing on-site BMPs and an Erosion and Sediment Control Plan, and following the Stormwater Control Plan would further ensure that no unintended or significant impacts would occur. As such, the project would not impact erosion or siltation on or off site, the transport of pollutants in runoff, or the stormwater drainage systems. Furthermore, the project would not violate water quality standards or degrade water quality during construction or operation and, therefore, would not interfere with the implementation of the Basin Plan. Therefore, potential impacts would be less than significant.
Land Use and Planning	The project site is surrounded by a mix of office and light industrial development. The project would be located entirely within a parcel that is currently developed by an existing warehouse structure. Therefore, there would be no impacts to land use and planning. The project does not involve any General Plan Amendment or any amendment to an existing Specific Plan. The project site is located within the Business Park (BP) Zoning District, and transportation terminals are an allowed use in the BP zone with the approval of a Major Conditional Use Permit. The proposed land use would not conflict with the Zoning District development standards and the train depot would comply with all applicable site development standards and City regulations, including height, lot coverage, setbacks, parking, lighting, landscaping, and signage, or would request a modification to one or more of those standards. Pursuant to the City's General Plan, deviations from City development standards are permissible, but would require the approval of a Resolution by the City Council. As proposed, land use and planning impacts would be less than significant.
Mineral Resources	There are no existing or planned surface mining operations within the City. As such, no impact would occur related to protected mineral resources.
Noise	The project is located outside the Noise Exposure Range of the adopted Santa Barbara Airport ALUP. Therefore, noise-related impacts would be at a level that is less than significant.
Population and Housing	The proposed project would serve both local Goleta residents as well as residents throughout the State of California using Amtrak's Pacific Surfliner rail services. Therefore, the project would not induce a substantial unplanned population growth in the area either directly or indirectly and impacts would be less than significant. The project site is currently occupied by an existing warehouse structure that is partially occupied by the Food Bank of Santa Barbara County and serving as temporary as-needed office space for the City during the COVID-19 pandemic. There are neither existing housing units on the project site nor are there people residing on the project site in any form of temporary housing or shelter. Therefore, the project would not displace any existing housing units or people and no impacts to population and housing would occur.

Issue Area	Initial Study Findings
Public Services	Fire protection services would continue to be provided to the site by Santa Barbara County Fire Department (SBCFD), and police protection services would be provided by the Santa Barbara County Sheriff's Office (SBCSO). The project site is located in an urban area of the City, which is developed with office and light industrial uses, and is currently served by these fire and police services. The new train depot would not exceed the capacity of the SBCFD or SBCSO to provide protective services or result in the need for new or expanded fire or police facilities. Additionally, access to the site would continue to be taken from South La Patera Lane, a public road right-of-way of the City of Goleta. Therefore, potential impacts to public services would be less than significant. The proposed project is for the upgrading of an existing public transportation facility from a simple train stop to a train depot. The project would not involve new housing nor would it result in direct or indirect population growth. As such, the project would not result in additional enrollment of school aged children in either Goleta Union or Santa Barbara Unified School Districts or an increased demand for parks or other public facilities. Therefore, there would be no potentially significant impacts to public services.
Recreation	The proposed project is for the upgrading of an existing public transportation facility from a simple train stop to a train depot. The project would not result in a direct or indirect increase in population growth, would not increase the use of recreational facilities in the City, nor would it require the construction or expansion of recreational facilities. Therefore, there would not be any potentially significant impacts to recreation.
Utilities	The proposed project site is currently served by existing connections to water, wastewater, stormwater, electric, gas, and telecommunication facilities. The project may require minor relocations or improvements of the existing utility connections to serve the project, but these would occur within the footprint of existing on-site development. Therefore, any potential impacts would be at a level that is less than significant. Wastewater from the proposed project would be collected and treated by the Goleta Sanitary District (GSD), which operates the Goleta Wastewater Treatment Plant. The development of a new 9,000 square foot train depot would not increase wastewater production compared to existing conditions, which included a 39,800 square foot warehouse. In addition, there is adequate capacity at the wastewater treatment plant to handle additional flows. Impacts would be less than significant. Solid waste generated by the proposed project as well as throughout the rest of the City is disposed of at the Tajiguas Landfill, which has a maximum permitted capacity of 23.3 million cubic yards and a maximum daily capacity of 1,500 tons per day. Construction waste would comply with CalGreen Construction and Demolition (C&D) Debris Recycling Requirements, which required the diversion of 65 percent of construction waste. According to the City's adopted CEQA Thresholds Manual, a project specific impact threshold is 196 tons of solid waste per year. The operation of the Depot would produce approximately 23 tons of solid waste per year, which is below adopted thresholds of significance. Therefore, potentially significant impacts to solid waste infrastructure would be less than significant. The City is a part of the Santa Barbara Regional Integrated Waste Management Reporting Authority and is meeting its waste disposal requirements under AB 939. The project is a City project and would be required to comply with all applicable solid waste diversion programs and State reduction statutes. Therefore, potential impacts related to solid waste management would be less than significant.
Wildfire	The proposed project site is located within an urbanized area of the City of Goleta and is surrounded by existing urban development, including industrial, commercial, interstate highway, and railway development. The project is not located within a high fire hazard severity zone with the nearest high fire zone being approximately 0.9 miles to the <u>north</u> ~~southwest~~. Therefore, there would be no potentially significant impact to the risk of wildfire.

1.5 Lead, Responsible, and Trustee Agencies

The *CEQA Guidelines* define lead, responsible and trustee agencies. The City of Goleta is the lead agency for the project because it holds principal responsibility for approving the proposed project.

A responsible agency refers to a public agency other than the lead agency that has discretionary approval over the project. Responsible agencies for the proposed project include the Central Coast Regional Water Quality Control Board (RWQCB), which regulates water quality in the region, the Goleta Water District (GWD), which regulates potable water in the region, and the Goleta Sanitary District (GSD), which regulates sanitary waste disposal. The EIR will also be submitted to these agencies for review and comment.

A trustee agency refers to a State agency having jurisdiction by law over natural resources affected by a project. There are no trustee agencies for the proposed project.

1.6 Environmental Review Process

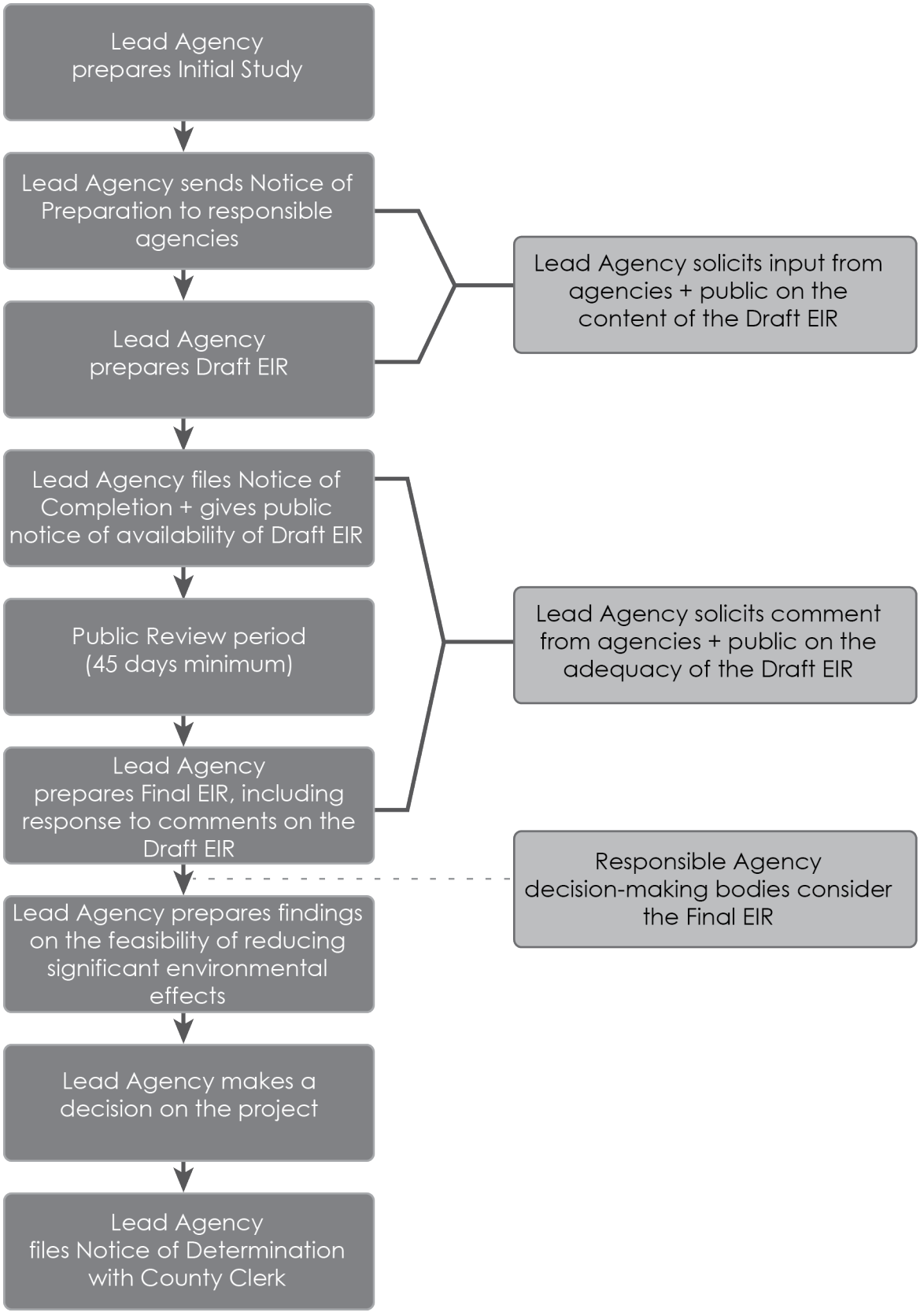
The environmental review process, as required under CEQA, is summarized below and illustrated in Figure 1-1. The steps are presented in sequential order.

1. **Notice of Preparation (NOP) and Initial Study**. After deciding that an EIR is required, the lead agency (City of Goleta) must file a NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (*CEQA Guidelines* Section 15082; Public Resources Code Section 21092.2). The NOP must also be posted in the County Clerk's office for 30 days. The NOP may be accompanied by an Initial Study that identifies the issue areas for which the project could potentially create significant environmental impacts. The City of Goleta prepared an Initial Study to determine the scope and content of the Draft EIR.
2. **Draft EIR Prepared.** The Draft EIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.
3. **Notice of Completion (NOC).** The lead agency must file a NOC with the State Clearinghouse when it completes a Draft EIR and then prepare a Public Notice of Availability of the Draft EIR. The lead agency must place the NOC in the County Clerk's office for 30 days (Public Resources Code Section 21092) and send a copy of the NOC to any interested party requesting it (*CEQA Guidelines* Section 15087). Additionally, public notice of the availability of the Draft EIR must also be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and/or c) direct mailing to both owners and occupants of contiguous properties to the proposed project site. The lead agency must solicit input from other agencies and the public and respond in writing to all comments received (Public Resources Code Sections 21104 and 21253). The public review period for the Draft EIR is 45 days (Public Resources Code 21091).
4. **Final EIR.** A Final EIR must include: a) the Draft EIR; b) copies of comments received during public review; c) a list of persons and entities commenting; and d) responses to comments.
5. **Certification of Final EIR.** Prior to making a decision on a proposed project, the lead agency must certify the following: a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; and c) the decision-

making body reviewed and considered the information in the Final EIR prior to approving the project (*CEQA Guidelines* Section 15090).

6. **Lead Agency Project Decision.** The lead agency may a) disapprove the project because of its significant environmental effects; b) require changes to the project to reduce or avoid significant environmental effects; or c) approve the project despite its significant environmental effects, if the proper findings and a statement of overriding considerations are adopted (*CEQA Guidelines* Sections 15042 and 15043).
7. **Findings/Statement of Overriding Considerations**. For each significant impact of the project identified in the EIR, the lead agency must find, based on substantial evidence, that either a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (*CEQA Guidelines* Section 15091). If a lead agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the lead agency's decision.
8. **Mitigation Monitoring Reporting Program.** When the lead agency makes findings on significant effects identified in the EIR, it must also adopt a reporting or monitoring program for the mitigation measures that were adopted or made conditions of project approval to mitigate the significant effects.
9. **Notice of Determination (NOD).** The lead agency must file a NOD after deciding to approve a project for which an EIR was prepared (*CEQA Guidelines* Section 15094). A local agency must file the NOD with the County Clerk. The NOD must be posted for 30 days and sent to any interested party previously requesting notice. Posting of the NOD starts a 30-day statute of limitations on CEQA legal challenges (Public Resources Code Section 21167[c]).

Figure 1-1 Environmental Review Process



2 Project Description

This section describes the proposed project, including the project applicant, the project site and surrounding land uses, major project characteristics, project objectives, and discretionary actions needed for approval.

2.1 Project Applicant

City of Goleta
Neighborhood Services
130 Cremona Drive, Suite B
Goleta, California 93117

2.2 Lead Agency Contact Person

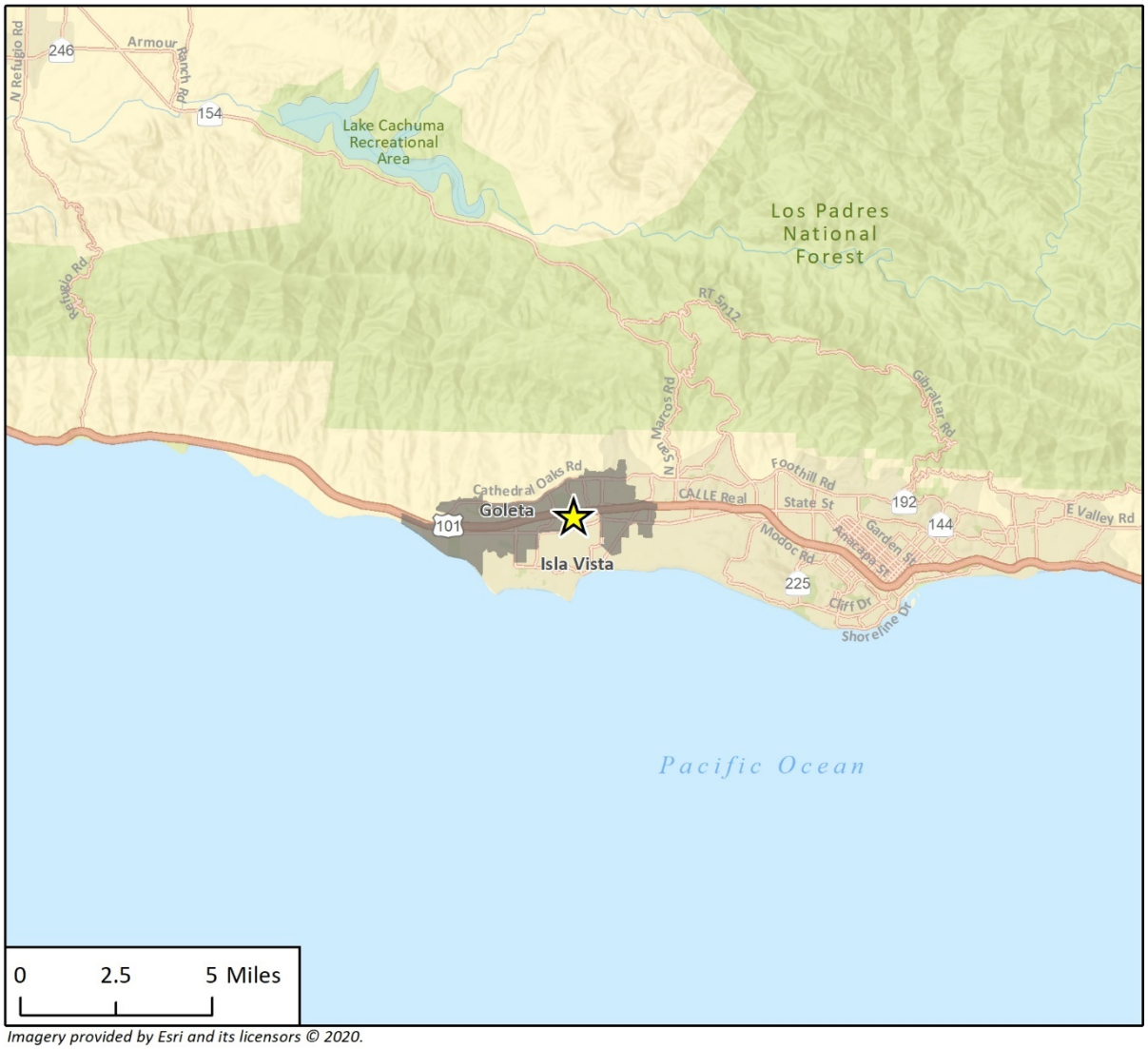
Jaime A. Valdez, Interim Neighborhood Services Director
City of Goleta
jvaldez@cityofgoleta.org
(805) 961-7568

2.3 Project Location

The proposed project is located within Santa Barbara County, California, in the City of Goleta. The site is addressed as 27 South La Patera Lane, which is located at the northern terminus of the cul-de-sac, adjacent to the existing Goleta Rail Station. The project site is denoted by Assessor's Parcel Number 073-050-033 and is approximately a 2.5-acre, relatively flat, and rectangular lot. The site is currently developed with a 39,800 square-foot vacant warehouse structure, with an associated parking lot, outdoor storage area, and vehicle yard. The existing warehouse structure covers approximately 50 percent of the overall site and is situated in the middle of the northern side of the project site.

The proposed project site is regionally accessible from U.S. Route 101 (U.S. 101) and locally accessible from Hollister Avenue, which transects the City from east to west. Figure 2-1 shows the regional location of the project, which is located in Santa Barbara County. The project is located near a number of regionally important areas, land uses, and transportation facilities, which include Old Town Goleta, University of California Santa Barbara (UCSB), the Santa Barbara Airport, the Union Pacific Railroad (UPRR), U.S. 101, Goleta Beach, and the existing Goleta Rail Station, as shown in Figure 2-2. Figure 2-3 shows the specific project location and its neighborhood context, which is an urban area surrounded by a roadway to the north and urban structures (office buildings, warehouses, and commercial buildings) on each of the remaining sides.

Figure 2-1 Regional Location



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Project Location

City of Goleta Limits

N

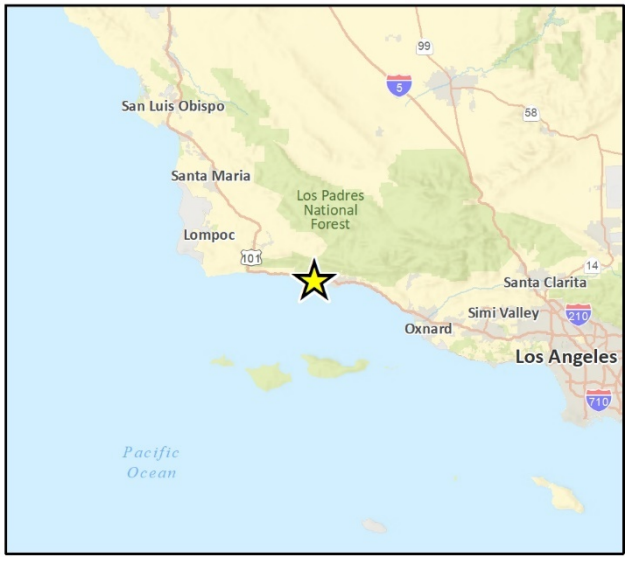

Figure 2-2 Nearby Regionally Important Areas, Land Uses, and Transportation Facilities

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Figure 2-3 Project Site Location

Imagery provided by Microsoft Bing and its licensors © 2019.

Fig 2 Project Location

2.4 Existing Site Characteristics

2.4.1 Current Land Use Designation and Zoning

The project site's land use designation is listed as Business Park (I-BP) according to the City's General Plan/Coastal Land Use Plan (General Plan). The zoning designation of the project site is depicted as an Office District with a Business Park (BP) designation under the City's Title 17 Zoning Ordinance. Uses that are generally permitted in the BP zone include Public/Quasi-Public Uses (e.g., Day Care Facilities, Emergency Shelters, Government Buildings, etc.); Commercial Uses (e.g., Business Services, Information Technology Services, etc.); Industrial Uses (e.g., Limited Industrial, R&D and Technology, etc.); Transportation, Communication, and Utility Uses (e.g., Antennas and Passenger Terminals [with a Major Conditional Use Permit]); and various Accessory Uses that are customarily incidental to the principally permitted use. Lastly, numerous other uses may also be allowable and permitted within BP zoning districts upon request and approval of either a Minor or Major Conditional Use Permit.

2.4.2 Surrounding Land Uses

The project site is currently zoned for light industrial and business park uses. The existing setting and surrounding land uses include the Goleta Rail Station, as well as the Union Pacific Railroad (UPRR) and U.S. 101, which are both located to the north of the project site. To the east and west of the project site sit existing light industrial and warehouse facilities. Office and business park uses are also located to the south of the project site along Hollister Avenue. Also located near the southern property line of the project site is the historic Daniel Hill Adobe, which has been designated by Santa Barbara County as a Place of Historic Merit and is also recognized in the City of Goleta's General Plan as a locally significant historic resource.

2.5 Project Characteristics

The adjacent Goleta Rail Station opened in 1998 and lacks sufficient amenities for train riders. There is a shortage of adequate parking stalls for personal vehicles, limited waiting areas and shelters for riders, minimal bicycle parking facilities, safety concerns due to poor lighting and access, a lack of nearby food or beverage options, and a lack of convenient amenities such as WiFi or electronic device charging areas. The proposed project would demolish and remove the existing industrial warehouse structure in order to develop a new Goleta Train Depot (Depot) on the City-owned property adjacent to the existing Goleta Rail Station. New pedestrian connections would be provided to the Goleta Rail Station's existing platform and platform canopy. No improvements to the existing platform or platform canopy are proposed as part of this project as they are both located on UPRR owned property. Figure 2-4a and Figure 2-4b show photographs of the existing on-site structure that would be demolished and the property line adjacent to the Goleta Rail Station. After demolition, a new Goleta Train Depot building and required associated amenities for the Depot would be constructed. These amenities would be located both within the project site as well as within the City-owned right-of-way adjacent to and leading to the site.

The proposed Depot structure would be approximately 9,000 square feet in size and would provide a permanent, enclosed, and safe structure for Amtrak passengers to use as they wait to board or after they disembark from trains. The Depot would be located in the northern portion of the project site, adjacent to the railroad right-of-way, as shown on the site plan in Figure 2-5. The parking lot and driveways would be located in the southern portion of the project site, with site landscaping,

Figure 2-4a Site Photographs

View of the east side of the existing building looking northwest

View of the south side of the existing building looking east towards S. Patera Lane

Figure 2-4b Site Photographs

View of the west side of the existing building looking north

View of the north side of the existing building looking east along the railroad right-of-way

Figure 2-5 Site Plan

lighting, and signage located throughout the site. The architecture of the structure would be a traditional depot design with modern elements. The structure would have large windows and columns to support a roof overhang to create protected outdoor areas around the building.

2.5.1 Design

The Depot design process has included an extensive community outreach effort as well as an internal design review process through the City's Design Review Board (DRB). The architect originally developed three design concepts inspired by the history, architecture and culture of the Goleta Valley as well as the function and "gateway" characterization of the proposed Depot. The concepts included an agrarian and traditional California train depot inspired design, a contemporary "sunrise" building, and a modern thematic design emulating a schooner, an icon of the City of Goleta and the Spanish meaning of the word goleta. The concepts were presented to the community through the Notice of Preparation hearing, a project review workshop for the community as well as an online survey. In addition, the design concepts were presented to the City Council a number of times. The consensus was to proceed with the traditional California train depot design. The architect then presented the design to the City DRB who provided extensive input over three meetings and provided input such that the design adheres more strictly to the traditional California train depot design aesthetic. The proposed Depot structure would be a traditional California train depot.

2.5.2 On-Site Amenities

The proposed project would also include a number of on-site amenities that are intended to increase train ridership and improve upon the overall enjoyment and convenience of rail travel. These amenities include a lobby, vending machines, a café and kitchen area for riders to purchase beverages and food, restroom facilities, multiple indoor waiting areas, a meeting room, an on-site ticketing area, as well as adequate luggage and storage space for the public to use. The project would also accommodate bicycle access and provide on-site bicycle storage options.

In addition to amenities located inside the proposed Depot building, the project would also provide adequate vehicle parking within an adjacent surface parking lot. Additionally, an outdoor seating and a play area for children, and a proposed "Kiss N' Ride" space in front of the building would allow for designated pick-up and drop-off locations for passengers, including a separate space to accommodate Transportation Network Companies (TNCs) such as Uber and Lyft. Finally, historical displays both inside and outside of the proposed Depot building would provide riders and visitors with a chance to learn more about the railroad history of Goleta and the South Coast area.

2.5.3 Signage

Signage at the proposed new Train Depot would be provided for convenient and effective wayfinding throughout the site for train users. The signs would be designed in compliance with *Amtrak Graphic Signage Standards Manual* and would be consistent in general appearance with other Amtrak stations up and down the coast. The proposed signage would also be designed and situated on site to be consistent with the City's sign regulations in Title 17. Proposed signage to be included in the Goleta Train Depot would include:

- **Service Identification Signs**. Identifying service and amenities at the Train Depot.
- **Curb Identifier Signs.** Identifying designated areas for passenger pick-up or drop-off, as well as designating areas for TNC services.

- **Freestanding Displays.** To provide information on shuttle and bus services as well as other historical information.
- **Monument Signs.** In addition to traditional wayfinding signage, a limited number of project monument signage with project identification would also be installed throughout the site.
- **Electronic Changeable Copy.** To provide updated information on train timing and information for passengers.

2.5.4 Lighting and Safety Features

On-site lighting would be low intensity, hooded, directed downward, and fully cut-off. The proposed lighting would be installed throughout the project site within the parking lot, along pedestrian walkways, and outside the Train Depot building in order to improve on-site wayfinding and public safety. Lighting would be designed in compliance with the City's General Plan policies and development standards within Title 17, Zoning Ordinance relating to outdoor lighting. In addition to on-site lighting, the project would also provide designated crosswalk areas between the Depot's parking lot and the proposed Train Depot building, as shown in Figure 2-5.

Law enforcement would be provided by the Santa Barbara County Sheriff's Department, which is contracted by the City to provide police services. Fire services would be provided by Santa Barbara County Fire Department (SBCFD).

2.5.5 Landscaping

The proposed project would also include adequate landscaping throughout the site, both within parking lot planters, within the Goleta Train Depot entrance median, and to the east and west of the proposed Depot building itself, consistent with Chapter 17.34 of the Goleta Zoning Ordinance. Newly planted native trees would be located adjacent to the Depot building and would provide shade for waiting passengers. All plants and landscaping would use drought-tolerant, low-water usage plant varieties. Lastly, a large percentage of the site landscape areas would be designed to accommodate low impact design (LID) measures for storm water management using flow-through rain gardens, optional filter boxes, permeable pavers, and/or other forms of porous pavement. Water for on-site landscaping would be supplemented by water trucks from the Goleta Water District's (GWD) Recycled Water Hauling Program.

2.5.6 Off-Site Improvements

Project implementation proposes to include incorporating several existing off-site activities and improvements. These include use of an existing turnaround located at the northern terminus of South La Patera Lane, which serves as the stopping point and turnaround for Santa Barbara Metropolitan Transit District (MTD) and Amtrak buses accessing the existing Goleta Rail Station. This area also provides access to the Rail Station, areas for designated passenger pick-up and drop-off, and space for large vehicles and buses using South La Patera Lane to turn around. The project proposes to relocate the existing turnaround southward in order to move the portion of the existing turnaround that is partially located within UPRR right-of-way. The relocated turnaround would also allow space for new amenities and services for passengers on the east side of the Train Depot. The relocated turnaround would continue to provide an adequate area for emergency vehicles, buses, and large trucks. A new bus stop would also be located at the turnaround area, as shown in Figure 2-5, which would provide an additional stop for the Santa Barbara Metropolitan Transit District (MTD) peak hour and bus services and future expanded shuttle services. Each of these

proposed improvements would occur entirely within City's road right-of-way and would involve various roadway and sidewalk improvements.

2.5.7 Parking and Site Access

Access to the site would be reconfigured from its existing single two-way ingress/egress located at the southeast corner of the project site to two one-way entrance and exit driveways located off South La Patera Lane at the northeastern and southeastern corners of the site, as shown in Figure 2-5. The driveways would also be connected by an internal, U-shaped accessway, which would be located to the south of the proposed Depot building. An additional turnaround would be located at the entry of the site and would be designed to allow buses and shuttles to provide easy drop-off and pick-up passengers. Approximately 111 parking spaces would be provided for passengers to leave their vehicles for various lengths of time. Additionally, electric vehicle charging stations would be provided on site, pursuant to Chapter 17.38 zoning requirements of the Goleta Municipal Code.

2.5.8 Utilities

Electricity to the project site would continue to be provided by Southern California Edison (SCE) and natural gas would continue to be provided by the Southern California Gas Company (SoCalGas). Potable water would be supplied by the GWD and sanitary sewer services would be provided by the Goleta Sanitary District (GSD). ~~Law enforcement would be provided by the Santa Barbara County Sheriff's Department, which is contracted by the City to provide police services. Fire services would be provided by Santa Barbara County Fire Department (SBCFD), which is also contracted by the City to provide fire emergency services.~~

In general, the project would connect to and use all of the different existing utilities, infrastructure, and other facilities that are currently providing services to the project site and other surrounding development.

The project site and surrounding area are served by existing internet, telephone, and television providers operating in the City. Due to the nature of the proposed project, internet services would be the main need for the project. There are a number of internet providers that can serve the project site, including but not limited to Frontier, Spectrum, Cox Communications, and Viasat. The internet provider would be chosen at a later date.

2.5.9 Construction and Grading

Construction of the proposed project is expected to occur over approximately 24 months and would occur in the following five phases:

1. The first phase of construction would involve demolition and removal of all debris and waste materials associated with the existing 39,800 square foot warehouse structure;
2. The second phase would include initial site preparation to remove any remnant concrete foundations and any remaining miscellaneous debris and vegetation within the development area to prepare for rough grading of the site;
3. The third phase would include rough grading to prepare it for construction activities;
4. The fourth phase would involve construction and painting of the new Depot, as well as any associated finish grading around the site; and

5. The fifth phase would involve paving and striping of the parking lot and ingress/egress areas, as well as the installation of site landscaping, lighting, and signage.

2.5.10 Green Building Features

The project would be constructed to California Building Code (CBC) Title 24, which requires implementation of energy-efficient light fixtures and building materials, newly constructed buildings to meet energy performance standards, and the installation of low-flow water features. Electric vehicle charging stations would be provided on site, pursuant to Chapter 17.38 of the Goleta Municipal Code. Bicycle locks and on-site bicycle storage facilities would also be provided to support alternative modes of transportation. Also, approximately half of the roof would contain solar panels to capture solar energy. In addition, City Resolution No. 12-65 states, "all new building construction for City owned and operated buildings of 2,000 square feet or greater of conditioned space must achieve the United States Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) rating system Silver certification," unless the project meets certain exceptions. The proposed Depot would be designed and constructed consistent with City Resolution No. 12-65.

2.6 Project Objectives

- Construct a full-service, multi-modal train depot that provides high-demand, modern, user-friendly amenities for train riders.
- Develop civic pride and identity through a traditional depot design and community education at the Depot.
- Increase train ridership along the Pacific Surfliner train corridor, especially during peak rail service, to help implement State and regional transit plans.
- Reduce regional greenhouse gas emissions from transportation sources by improving transit use and reducing vehicle miles travelled by single-occupancy vehicles.
- Improve overall connectivity with the local transit system and the Depot to connect passengers with their destinations and create a regional transit hub.

2.7 Required Review and Approvals

The proposed project would require the following City review and approvals and entitlements, along with standard building and grading permits:

- City Council adoption of EIR

In addition, review and approval from the following agencies would also be required:

- **Santa Barbara County Association of Government (SBCAG).** SBCAG is the Regional Transportation Planning Agency and the recipient of the TIRCIP grant funding for the project
- **Union Pacific.** Work and improvements within Union Pacific right-of-way would require consultation and approval
- **Amtrak.** On-site amenities would have to be consistent with *Amtrak Station Program and Planning Guidelines*

- **Goleta Water District.** A can-and-will serve letter would be required prior to approval of the project
- **Goleta Sanitary District.** A can-and-will serve letter would be required prior to approval of the project

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3 Environmental Setting

This section provides a general overview of the environmental setting for the proposed project, including the cumulative projects setting. More detailed descriptions of the environmental setting for each environmental issue area can be found in Section 4.0, *Environmental Impact Analysis*.

3.1 Regional Setting

The project site is located in the City of Goleta, approximately 0.3 miles north of the Santa Barbara Airport, 1.4 miles north of the University of California Santa Barbara (UCSB), 1.6 miles inland from the Pacific Ocean, and eight miles west of the civic center of the City of Santa Barbara and County of Santa Barbara. Figure 2-1 in Section 2.0, *Project Description*, shows the location of the project site in the region and Figures 2-2 and 2-3 show the location of the project site in relationship to the surrounding neighborhood.

A grid system of east-west and north-south roadways, including freeways, arterials, collectors, and local streets, provide vehicular access throughout the City. The nearby major roadways include Hollister Avenue, S. Fairview Avenue, and Storke Road. The closest freeways are U.S. 101 and State Route 217 (SR 217). The UPRR railroad right-of-way and the Goleta Amtrak Station are located adjacent to the project site to the north. The Mediterranean climate of the region and the coastal influence produce moderate temperatures year-round, with rainfall concentrated in the winter months. Although air quality in the area has steadily improved in recent years, the Santa Barbara region remains a nonattainment area for particulate matter (SBAPCD 2020a).

3.2 Project Site Setting

As shown in Figure 2-3 in Section 2.0, *Project Description,* the project site is bordered by light industrial and warehouse uses to the east and west, office and business park development to the south, and UPRR and U.S. 101 right-of-way to the north. There is a two-story warehouse building to the east across South La Patera Lane from the project site, a three-story office building and the historic Daniel Hill Adobe immediately to the south, and a large, one-story office and warehouse building to the west. The project site is currently occupied by a 38,000 square-foot one-story warehouse structure that is only partially occupied by the local Food Bank of Santa Barbara County and available for use by City Public Works staff during the COVID-19 pandemic.

3.3 Cumulative Development

In addition to the specific impacts of individual projects, CEQA requires EIRs to consider potential cumulative impacts of a proposed project. CEQA defines “cumulative impacts” as two or more individual impacts that, when considered together, are substantial or will compound other environmental impacts. Cumulative impacts are the combined changes in the environment that result from the incremental impact of development of the proposed project and other nearby projects. For example, traffic impacts of two nearby projects may be less than significant when analyzed separately but could have a significant impact when analyzed together. Cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions and can more accurately gauge the effects of a series of projects.

CEQA requires cumulative impact analysis in EIRs to consider either a list of planned and pending projects that may contribute to cumulative effects or a forecast of future development potential. Current planned and pending projects in Goleta and surrounding areas, including the City of Santa Barbara are listed in Table 3-1. Cumulative projects include a listing of all major discretionary projects which are either pending, approved, or currently under construction. The list of City of Goleta projects was compiled on February 25, 2021. There were no cumulative projects in the County of Santa Barbara near the proposed project, but two cumulative projects were identified on the UCSB campus. Cumulative projects in the City of particular note include the 7,000 Hollister Avenue residential development and 5955 Calle Real hotel, which are either located in close proximity or along the same major arterial as the project site, or are major projects in the City. These projects are considered in the cumulative analyses in Section 4.0, *Environmental Impact Analysis*.

Table 3-1 Cumulative Projects List

Project No.	Project Location[1]	Land Use and Size	Status
City of Goleta			
1	22 South Fairview Ave.	Commercial/Industrial, 6,519 sf	Under Construction
2	6830 Cortona Dr.	Residential, 176 units	Under Construction
3	n/a	Oil Infrastructure removal	Under Construction
4	n/a	Oil Infrastructure plug	Under Construction
5	n/a	Oil Infrastructure plug	Under Construction
6	7388 Calle Real	Residential, 10 units	Under Construction
7	S. Kellogg Ave.	Residential/Commercial, 175 units	Under Construction
8	301 Coromar Dr.	Office/Light Industrial, 44,924 sf	Under Construction
9	7000 Hollister Ave.	Residential, 27 units	Under Construction
10	909 S. Kellogg Ave.	Industrial	Under Construction
11	n/a	Trails and Coastal Access improvements	Approved
12	n/a	Tree removal	Approved
13	30 Las Armas Rd	Battery Storage	Approved
14	6765 Navigator Way	Office/Light Industrial, 16,750 sf	Under Construction
15	6759 Navigator Way	Office/Light Industrial, 31,584 sf	Under Construction
16	355 Coromar Dr.	Industrial, 98,780 sf	Approved
17	130 Robin Hill Rd.	Industrial, 1,100 sf	Under Construction
18	6789 Navigator Way	Office/ Light Industrial, 23,882 sf	Approved
19	10 S. Kellogg Ave.	Industrial, 136,067 sf	Approved
20	8301 Hollister Ave.	Residential, 1 unit	Approved
21	180 N. Fairview Ave	Commercial 2,396 sf	Approved
22	6045 Stow Canyon Rd.	Residential, 8,134 sf	Approved
23	7414 and 7418 Hollister Ave.	Industrial, subdivision	Approved
24	n/a	Open space, management plan	Approved
25	625 Dara Rd.	Residential, land use change	Approved
26	454 S. Patterson Ave.	Commercial, 20,000 sf	Under Construction
27	7400 Cathedral Oaks Rd.	Residential, 60 units	Under Review

Project No.	Project Location[1]	Land Use and Size	Status
28	Calle Real and Calaveras Ave.	Residential, 60 units	Under Review
29	6868 and 6864 Cortona Dr.	Battery Storage	Environmental Review
30	North of Calle Koral and west if Los Carneros	Residential, 228 units and 132 senior units	Under Review
31	5955 Calle Real	Commercial, 132-room hotel	Environmental Review
32	425 S. Kellogg Ave.	Commercial auto center, site improvements and subdivision	Environmental Review
33	907 S. Kellogg Ave.	Industrial, 70,594 sf	Environmental Review
34	5631 Calle Real	Commercial, land use change	Under Review
35	250, 260, and 270 Storke Road	Commercial, 1,339 sf	Under Review
36	334 S. Patterson Ave.	Mixed Use	Under Review
37	351 S. Patterson Ave	Hospital remodel and pool facility	Under Review
38	82 Coromar Dr.	Industrial, battery storage	Pending Project
39	Fairview Ave and Hollister Ave.	Commercial, wireless antenna	Pending Project
40	5392 and 5400 Hollister Ave.	Mixed Use, 11,556 sf	Pending Project
41	355 Coromar Drive	54,080 sf distribution facility	Pending Project
42	5385 Hollister Ave	13,620 sf office building, 33,166 sf R&D building	Pending Project
UCSB			
43	Northeast UCSB main campus	Henly Hall, student facilities	Under Construction
44	Central UCSB main campus	Classroom building	Under Construction

[1] Cumulative project details were sourced from City of Goleta, UCSB, Santa Barbara County, and City of Santa Barbara

Sf = square feet

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4 Environmental Impact Analysis

This section discusses the possible environmental effects of the Goleta Depot Project for the specific issue areas that were identified through the scoping process as having the potential to experience significant effects. A "significant effect" as defined by the *CEQA Guidelines* §15382:

> means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

The assessment of each issue area begins with a discussion of the environmental setting related to the issue, which is followed by the impact analysis. In the impact analysis, the first subsection identifies the methodologies used and the "significance thresholds," which are those criteria adopted by the City and other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text with the discussion of the effect and its significance. Each bolded impact statement also contains a statement of the significance determination for the environmental impact as follows:

- **Significant and Unavoidable**. An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the CEQA Guidelines.
- **Less than Significant with Mitigation Incorporated**. An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under §15091 of the CEQA Guidelines.
- **Less than Significant**. An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact.** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Following each environmental impact discussion is a list of mitigation measures (if required) and the residual effects or level of significance remaining after implementation of the measure(s). In cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed and evaluated as a secondary impact. The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other planned and pending developments in the area listed in Section 3.0, *Environmental Setting*. The Executive Summary of this EIR summarizes all impacts and mitigation measures that apply to the proposed project.

Section 15065 of the *CEQA Guidelines* also requires the following specific issues be addressed as part of the environmental review for the project:

- The potential for the project 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;
- Project 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); and
- Environmental effects of the project which will cause substantial adverse effects on human beings, either directly or indirectly.

Section 4, *Biological Resources*, in the Initial Study included as Appendix A describes the project's potential effects of the project on plant and animal species populations, habitats, communities, and migratory patterns. Section 5, *Cultural Resources,* in the Initial Study and Section 4.6, *Tribal Cultural Resources*, in this EIR describes the project's potential effects on important historical and prehistoric cultural and tribal cultural resources. As discussed in these sections, the project would not result in unmitigable, significant impacts to biological, cultural, or tribal cultural resources. Potential adverse environmental effects to human beings are discussed in the Initial Study in Sections 7, *Geology/Soils*, Section 9, *Hazards and Hazardous Materials*, Section 10, *Hydrology and Water Quality*, Section 11, *Land Use/Planning* and in the EIR in Section 4.1, *Air Quality* and Section 4.4, *Noise*. As discussed above, each environmental analysis section of the EIR concludes with a discussion of the project's contribution to cumulative effects and the Initial Study includes a discussion of the issues required in Section 15065 of the *CEQA Guidelines.*

4.1 Air Quality

This section discusses the project's potential impacts relating to air quality. The modeling from the California Emissions Estimator Model (CalEEMod) was used in the impact analysis. The CalEEMod air quality model results are provided in Appendix C.

4.1.1 Setting

Climate and Topography

The project site is located in the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura Counties. The 2019 Ozone Plan for Santa Barbara County describes the air quality setting for the county in detail, including the local climate and meteorology, current and projected air quality, and the regulatory framework for the management of air quality. The climate of the SCCAB is strongly influenced by its proximity to the Pacific Ocean and the location of the semi-permanent high-pressure cell in the northeastern Pacific. The Mediterranean climate of the Goleta region produces moderate average temperatures although extreme temperatures can be reached in the winter and summer. The warmest months of the year are August and September, and the coldest month of the year is January. The annual average maximum temperature is 69.3 degrees Fahrenheit (°F), while the annual average minimum temperature is 48.6°F. Rainfall is concentrated in the winter months. Local climate conditions are shown below in Table 4.1-1.

Table 4.1-1 Goleta Climate Conditions

Temperature Condition	Amount
Average annual rainfall	16.3 inches
Annual average maximum temperature	69.3°F
Annual average minimum temperature	48.6°F
Warmest month	August/September
Coolest month	January
Annual mean temperature	59°F

Note: Averages are based on the period of record from January 1, 1894 to June 10, 2016 with the exception of annual mean temperature, which is based on the period of record from January 1, 1894 to October 31, 2012.

Source: Western Regional Climate Center 2016

Temperature inversions (warmer air on top of cooler air) is a common meteorological condition in the area. Inversions in Goleta are formed by the more rapid cooling of air near the ground at night, especially during the winter. This type of inversion is typically seen at lower elevations and is generally accompanied by stable air. Inversions limit the dispersal of air pollutants within the regional airshed because more stable air conditions (i.e., low wind speeds and uniform temperatures) result in lower rates of pollutant dispersion.

Air Pollutants of Primary Concern

The general characteristics of the six criteria pollutants regulated by the federal Clean Air Act and California Clean Air Act are described below.

Ozone

Ozone is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO_X) and reactive organic gases (ROG).[1] NO_X are formed during the combustion of fuels, while ROG is formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it mostly occurs in concentrations considered serious between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans, including respiratory and eye irritation and possible changes in lung functions. Groups that tend to be the most sensitive to ozone include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

Carbon Monoxide

Carbon monoxide (CO) is a localized pollutant that is found in high concentrations only near its source. The major source of CO, a colorless, odorless, poisonous gas, is automobile traffic. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. Carbon monoxide health effects are related to its affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity, and impaired mental abilities.

Nitrogen Dioxide

Nitrogen dioxide (NO_2) is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. Nitrogen dioxide is an acute irritant. A relationship between NO_2 and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Nitrogen dioxide absorbs blue light, gives a reddish-brown cast to the atmosphere, and reduces visibility. It can also contribute to the formation of small particulate matter (PM_{10}) and acid rain.

Suspended Particulates

Small particulate matter measuring no more than 10 microns in diameter is considered PM_{10}, while fine particulate matter measuring no more than 2.5 microns in diameter is considered $PM_{2.5}$. Suspended particulates are mostly dust particles, nitrates, and sulfates. Both PM_{10} and $PM_{2.5}$ are by-products of fuel combustion and wind erosion of soil and unpaved roads and are directly emitted into the atmosphere through these processes. Suspended particulates are also created in the atmosphere through chemical reactions. The characteristics, sources, and potential health effects associated with PM_{10} and $PM_{2.5}$ can be very different. PM_{10} generally comes from windblown dust

[1] CARB defines VOC and ROG similarly as, "any compound of carbon excluding CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions (CARB 2009). For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions and the term ROG is used in this report.[1] CARB defines VOC and ROG similarly as, "any compound of carbon excluding CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions (CARB 2009). For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions and the term ROG is used in this report. SLOAPCD uses the term ROG to denote organic precursors.

and dust kicked up from mobile sources. $PM_{2.5}$ is generally associated with combustion processes, as well as formation in the atmosphere as a secondary pollutant through chemical reactions. $PM_{2.5}$ is more likely to penetrate deeply into the lungs and poses a health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

Sulfur Dioxide

Sulfur dioxide (SO_2) is included in a group of highly reactive gases known as "oxides of sulfur." The largest sources of SO_2 emissions are from fossil fuel combustion at power plants (73 percent) and other industrial facilities (20 percent). Smaller sources of SO_2 emissions include industrial processes such as extracting metal from ore and the burning of fuels with a high sulfur content by locomotives, large ships, and off-road equipment. Sulfur dioxide is linked with a number of adverse effects on the respiratory system.

Lead

Lead (Pb) is a toxic metal that can be emitted from industrial sources, leaded aviation gasoline, and lead-based paint. Lead may cause a range of health effects, from behavioral problems and learning disabilities to seizures and death.

Toxic Air Contaminants

Toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness, or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of TACs in California is diesel engines that emit exhaust containing solid material known as diesel particulate matter (DPM), (see CARB 2019a). TACs are different than criteria pollutants because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects, and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., long duration) and acute (i.e., severe but of short duration) adverse effects on human health.

Current Air Quality

Table 4.1-2 summarizes the annual air quality data for the local airshed. California Air Resources Board (CARB) maintains over 60 air quality monitoring stations throughout California, including two stations in Santa Barbara County. Other monitoring stations in Santa Barbara County are maintained by SBAPCD. The nearest monitoring station to the project site is the Goleta-Fairview station, located at 380 N. Fairview Avenue approximately 0.9-mile northeast of the project site. The pollutants monitored at this station are ozone, PM_{10}, $PM_{2.5}$, and NO_2. The data collected at this station is generally representative of the baseline air quality experienced in the project area. SO_2 has not been monitored at this station since 2009. The last recorded 24-hour average SO_2 value was 0.001 ppm, which is below the state 24-hour standard of 0.14 ppm and the federal 24-hour standard of 0.04 ppm. CO has not been monitored at this station since 2012. The last recorded 8-hour average CO value was 0.65 ppm, which is below the state and federal 8-hour CO standard of 9.0 ppm.

Table 4.1-2 Ambient Air Quality Data

Pollutant	2017	2018	2018
Ozone (ppm), Worst Hour	0.1	0.077	0.072
Number of days of state exceedances (>0.09 ppm)	1	0	0
Number of days of federal exceedances (>0.12 ppm)	0	0	0
Ozone (ppm), 8-Hour Average[1]	0.068	0.056	0.062
Number of days of state and federal exceedances (>0.07 ppm)	0	0	0
NO_2 (ppm), Worst Hour	0.035	0.029	0.027
Number of days of state exceedances (>0.18 ppm)	0	0	0
Number of days of federal exceedances (>0.10 ppm)	0	0	0
PM_{10} ($\mu g/m^3$), Worst 24 Hours	189.0	72.5	61.1
Number of days of state exceedances (>50 $\mu g/m^3$)	12	4	2
Number of days of federal exceedances (>150 $\mu g/m^3$)	1	0	0
$PM_{2.5}$ ($\mu g/m^3$), Worst 24 Hours	130.5	35.6	26.3
Number of days of federal exceedances (>35 $\mu g/m^3$)	10	1	0

Source: CARB 2019c

The primary pollutants of concern in the project area are $PM_{10,}$ $PM_{2.5}$, and ozone. As shown in Table 4.1-2, PM_{10} concentrations exceeded the state PM_{10} standard for 12 days day in 2017 and four days in 2018 and for two days in 2019. $PM_{2.5}$ concentrations exceeded the federal standard for ten days in 2017 and for one day in 2018. Ozone exceeded the state standard for one day in 2017.

Sensitive Receptors

Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare. Standards are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. Therefore, the majority of sensitive receptor locations are residences, schools, and hospitals.

Sensitive receptors near the project site consist primarily of the residential areas 500 feet north of the project site across UPRR right-of-way and U.S. 101. The nearest school is La Patera Elementary School located approximately 0.7 mile to the north. The nearest park is the Los Carneros Park and associated hiking trails, which is located as close as 660 feet north from the project site across UPRR right-of-way and U.S. 101. Therefore, the nearest sensitive receptors to the proposed project are the residences and Los Carneros Park located to the north across U.S. 101 from the project site.

4.1.2 Regulatory Setting

Federal and State

The federal and state Clean Air Acts regulate the emission of airborne pollutants from various mobile and stationary sources. The United States Environmental Protection Agency (U.S. EPA) is the federal agency designated to administer air quality regulation, while the CARB is the state equivalent within the California Environmental Protection Agency (CalEPA). These agencies have established ambient air quality standards for the protection of public health. Local air quality

management control and planning is provided through regional Air Pollution Control Districts (APCDs) established by CARB for the 14 statewide air basins. The CARB is responsible for control of mobile emission sources, while the local APCDs are responsible for control of stationary sources and enforcing regulations. As stated above, Goleta is located in the Santa Barbara County portion of the SCCAB, which is under the jurisdiction of the Santa Barbara County Air Pollution Control District (SBAPCD).

The U.S. EPA and CARB establish ambient air quality standards for major pollutants at thresholds intended to protect public health. Federal and state standards have been established for ozone, CO, NO_2, SO_2, lead, PM_{10}, and $PM_{2.5}$. Table 4.1-3 summarizes the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS) for each of these pollutants. California standards are more restrictive than federal standards for each of these pollutants, except for lead, the eight-hour average for CO, and the eight-hour average for ozone.

Table 4.1-3 Current Federal and State Ambient Air Quality Standards

Pollutant	Federal Standard	California Standard
Ozone	0.070 ppm (8-hr avg)	0.09 ppm (1-hr avg) 0.070 ppm (8-hr avg)
Carbon Monoxide	35.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)	20.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)
Nitrogen Dioxide	0.100 ppm (1-hr avg) 0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.030 ppm (annual avg)
Sulfur Dioxide	0.075 ppm (1-hr avg)	0.25 ppm (1-hr avg) 0.04 ppm (24-hr avg)
Lead	0.15 $\mu g/m^3$ (rolling 3-month avg) 1.5 $\mu g/m^3$ (calendar quarter)	1.5 $\mu g/m^3$ (30-day avg)
Particulate Matter (PM_{10})	150 $\mu g/m^3$ (24-hr avg)	50 $\mu g/m^3$ (24-hr avg) 20 $\mu g/m^3$ (annual avg)
Particulate Matter ($PM_{2.5}$)	35 $\mu g/m^3$ (24-hr avg) 12 $\mu g/m^3$ (annual avg)	12 $\mu g/m^3$ (annual avg)
Sulfates	No Federal Standards	25 $\mu g/m^3$ (24-hr avg)
Hydrogen Sulfide	No Federal Standards	0.03 ppm (1-hr avg)
Vinyl Chloride	No Federal Standards	0.01 ppm (24-hr avg)

ppm= parts per million

$\mu g/m^3$ = micrograms per cubic meter

Source: CARB 2016

In accordance with Section 109(b) of the federal Clean Air Act, the national ambient air quality standards (NAAQS) established at the federal level are designed to be protective of public health with an adequate margin of safety. The NAAQS were designed to include an adequate margin of safety to be protective of those segments of the public most susceptible to respiratory distress, such as children under the age of 14, the elderly (over the age of 65), persons engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases. To derive these standards, the U.S. EPA reviews data from integrated science assessments and risk/exposure assessments to determine the ambient pollutant concentrations at which human health impacts occur, then reduces these concentrations to establish a margin of safety (U.S. EPA 2018). As a result,

human health impacts caused by the air pollutants may affect people when ambient air pollutant concentrations are at or above the concentrations established by the NAAQS. The closer a region is to attainting a particular NAAQS, the lower the human health impact is from that pollutant (brief for San Joaquin Valley Unified Air Pollution Control District 2018). Accordingly, ambient air pollutant concentrations below the NAAQS and California standards are considered to be protective of human health (CARB 2019a and 2019b). The NAAQS and the underlying science that forms the basis of the NAAQS are reviewed every five years to determine whether updates are necessary to continue protecting public health with an adequate margin of safety (U.S. EPA 2015).

Ambient air pollutant concentrations are affected by the rates and distributions of corresponding air pollutant emissions, as well as by climactic and topographic influences. The primary determinant of concentrations of non-reactive pollutants (such as CO, PM_{10} and $PM_{2.5}$) is proximity to major sources. Ambient CO levels usually closely follow the spatial and temporal distributions of vehicular traffic. SBAPCD monitors criteria pollutant levels to ensure that air quality standards are met, and if they are not met, develops strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the air basin is classified as being in "attainment" or "nonattainment." Santa Barbara County is designated nonattainment for the state 24-hour and annual standard for PM_{10} (SBAPC 2020a). The County is also unclassifiable/attainment for the federal $PM_{2.5}$ standard and unclassified for the state $PM_{2.5}$ standard. Effective July 1, 2020 the County is designated as attainment for the state 1-hour and 8-hour standards (SBAPCD 2020b).

SAFE Vehicle Rule

On September 27, 2019, the U.S. EPA and the National Highway Traffic Safety Administration published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program. The SAFE Rule Part One revokes California's authority to set its own GHG emissions standards and to adopt its own zero-emission vehicle mandates. On April 30, 2020, the U.S. EPA and the National Highway Traffic Safety Administration published Part Two of the SAFE Vehicles Rule, which revised corporate average fuel economy and CO_2 emissions standards for passenger cars and trucks of model years 2021-2026 such that the standards increase by approximately 1.5 percent each year through model year 2026 as compared to the approximately five percent annual increase required under the 2012 standards (National Highway Traffic Safety Administration 2021). To account for the effects of the SAFE Vehicles Rule, CARB released off-model adjustment factors on June 26, 2020 to adjust GHG emissions outputs from the EMFAC model (CARB 2020).

Local

Santa Barbara County Air Pollution Control District

SBAPCD, the lead air quality regulatory agency for Santa Barbara County, maintains air quality comprehensive programs for planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The 2001 Clean Air Plan (CAP) was adopted as the County portion of the State Implementation Plan (SIP), designed to meet and maintain clean air standards. The 2019 Ozone Plan (2019 Plan) is the ninth triennial update to the initial state Air Quality Attainment Plan adopted by the SBAPCD Board of Directors in 1991 (other updates were done in 1994, 1998, 2001, 2004, 2007, 2010, 2013, and 2016). Each of the plan updates have implemented an "every feasible measure" strategy to ensure continued progress toward attainment of the state ozone standards (SBAPCD 2019). SBAPCD also inspects stationary sources to ensure they abide by permit requirements, responds to citizen complaints, monitors ambient air quality

and meteorological conditions, and implements other programs and regulations required by the federal and State Clean Air Acts.

SBAPCD maintains a guidance document for assessing and mitigating air quality impacts under the California Environmental Quality Act (CEQA), which includes tools and methodologies to quantify air pollutant emissions and characterize impacts, and strategies to mitigate impacts (SBAPCD 2017). SBAPCD also adopted its Environmental Review Guidelines pursuant to CEQA, which contains procedures for environmental review, adopted thresholds of significance, time limits, fees, forms, and District-approved exemptions to CEQA review (SBAPCD 2015).

City of Goleta General Plan

The City of Goleta General Plan Conservation Element is intended to guide land use planning by providing goals and policies to preserve air quality. Goals and policies that are applicable to the project include:

> **Policy CE 12 Protection of Air Quality:** To maintain and promote a safe and healthy environment by protecting air quality and minimizing pollutant emissions from new development and from transportation sources
>
> **CE 12.2 Control of Air Emissions from New Development:** The following shall apply to reduction of air emissions from new development:
>
> a. Any development proposal that has the potential to increase emissions of air pollutants shall be referred to the Santa Barbara County Air Pollution Control District for comments and recommended conditions prior to final action by the City.
> b. All new commercial and industrial sources shall be required to use the best available air pollution control technology. Emissions control equipment shall be properly maintained to ensure efficient and effective operation.
> c. Wood-burning fireplace installations in new residential development shall be limited to low-emitting state- and U.S. EPA- certified fireplace inserts and woodstoves, pellet stoves, or natural gas fireplaces. In locations near monarch butterfly Environmentally Sensitive Habitat Areas (ESHA), fireplaces shall be limited to natural gas.
> d. Adequate buffers between new sources and sensitive receptors shall be required.
> e. Any permit required by the Santa Barbara County Air Pollution Control District shall be obtained prior to issuance of final development clearance by the City.
>
> **CE 12.3 Control of Emissions during Grading and Construction:** Construction site emissions shall be controlled by using the following measures:
>
> a. Watering active construction areas to reduce windborne emissions.
> b. Covering trucks hauling soil, sand, and other loose materials.
> c. Paving or applying nontoxic solid stabilizers on unpaved access roads and temporary parking areas.
> d. Hydroseeding inactive construction areas.
> e. Enclosing or covering open material stockpiles.
> f. Revegetating graded areas immediately upon completion of work.

4.1.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Expected air pollutant emissions from construction and operation of the project were estimated using the CalEEMod version 2016.3.2, based on information provided by the project applicant and CalEEMod default values for projects in Santa Barbara County when project specifics were not known.

Construction

Construction of the proposed project was assumed to begin in August 2022 and conclude August 2023, pursuant to the project schedule, with full operation anticipated to begin in 2024. The model assumed the depot structure would be 9,000 square-feet as a conservative approach. The model included 39,800 square-feet of demolition for the existing on-site warehouse, and also assumed up to 15,000 square-feet of soil export during construction. Construction equipment estimates used CalEEMod assumptions, which are based on surveys of construction projects within California conducted by members of CAPCOA (CAPCOA 2017). If construction is delayed or occurs over a longer period, emissions could be reduced because of (1) a more modern and cleaner burning construction equipment fleet mix than assumed in the CalEEMod, and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval).

Operation

Operational emissions include mobile source emissions, energy emissions, and area source emissions from the proposed Depot. Mobile source emissions were quantified based on traffic volumes provided in the Traffic Impact Analysis prepared by Linscott, Law & Greenspan (TIA; Appendix F). CalEEMod defaults were used for the remaining operational inputs. See Appendix C for detailed modeling assumptions.

Significance Thresholds

The following thresholds are based on Appendix G of the *State CEQA Guidelines*. Impacts would be significant if the project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

As stated in the *State CEQA Guidelines*, the significance criteria established by the regional air quality management or air quality pollution control district may be relied upon to make determinations. SBAPCD's recommended significance criteria are described in its *Environmental Review Guidelines* and are included below.

Construction Emissions Thresholds

APCD does not currently have quantitative thresholds of significance for short-term construction emissions. However, CEQA requires that the short-term impacts such as exhaust emissions from construction equipment and fugitive dust generation during grading be analyzed. SBAPCD 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.

According to the SBAPCD's *Scope and Content of Air Quality Sections in Environmental Documents,* SBAPCD uses 25 tons per year for all pollutants except for CO as a guideline for determining the significance of construction impacts (SBAPCD 2017).

Standard dust control measures must be implemented for any discretionary project involving earthmoving activities, regardless of size or duration. According to the SBAPCD, proper implementation of these required measures reduces fugitive dust emissions to a level that is less than significant (SBAPCD 2017). Therefore, all construction activity would be required to incorporate the SBAPCD requirements pertaining to minimizing construction-related emissions and demolition of existing structures. The City of Goleta also requires implementation of standard emission and dust control techniques for all construction, as outlined in the General Plan/Community Land Use Planning Policy (GP/CLUP) Policy CE 12.3

Operational Emissions Thresholds

As described in SBAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* and in *Environmental Review Guidelines,* a project will have a significant air quality effect on the environment if operation would:

- Emit (from all sources, both stationary and mobile) more than 240 lbs/day for ROC and NO_X or more than 80 lbs/day for PM_{10}.
- Emit more than 25 lbs/day of NO_X or ROG from motor vehicle trips only.
- Cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone).
- 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).
- Be inconsistent with the latest adopted federal and state air quality plans for Santa Barbara County.

There is no daily operational threshold for CO. CO is in attainment and due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with congested intersections are not expected to exceed the CO health-related air quality standards (SBAPCD 2017).

b. Project Impacts and Mitigation Measures

Threshold:	Would the project conflict with or obstruct implementation of the applicable air quality plan?

Impact AQ-1 THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY INCREASE GROWTH IN THE AREA AND WOULD HELP MEET VMT REDUCTION AND TRANSPORTATION CONTROL MEASURES SET FORTH IN SBAPCD'S 2019 OZONE PLAN. THERE WOULD BE NO IMPACTS.

The emission projections used to develop the SBAPCD 2019 Ozone Plan are based on growth profiles, vehicle trends and vehicle miles traveled (VMT). 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 2019 Ozone Plan. In addition, a project would be inconsistent with the 2019 Ozone Plan if it would fail to incorporate all applicable control measures and transportation control measures.

As discussed in Section 13, *Population and Housing*, of the Initial Study included as Appendix A, the proposed Depot would serve local and statewide residents utilizing Amtrak's Pacific Surfliner rail service to and from the Central Coast. The project has no residential or commercial uses and would not directly or indirectly increase population growth. In addition, one of the main goals of the project is to reduce overall VMT in the region, consistent with the 2019 Ozone Plan. The proposed Depot would provide amenities for train riders such as indoor waiting areas, restrooms, increased parking and drop-off locations, and improved safety features, which are expected to increase ridership on Amtrak's Pacific Surfliner. It is estimated the Depot would reduce overall VMT in the area by approximately six million miles per year (SBCAG 2018). The project would not conflict with the transportation control measures and would help implement transportation control measure T-5, *Improve Commuter Public Transit Service*. There are no other control measures in the 2019 Ozone Plan that are applicable to the proposed project. Therefore, the proposed project would not conflict with or obstruct the implementation of the 2019 Ozone Plan and there would be no impacts.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

No impacts would result.

Threshold:	Would the project result in a 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?

Impact AQ-2 CONSTRUCTION AND OPERATIONAL EMISSIONS WOULD NOT EXCEED SBAPCD'S THRESHOLDS AND WOULD COMPLY WITH ALL OF SBAPCD'S REQUIRED EMISSIONS REDUCTION MEASURES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Construction

Construction of the Depot would generate temporary emissions of air pollutants. Ozone precursors (NO_X and ROG) as well as CO and diesel exhaust PM (exhaust $PM_{2.5}$ and PM_{10}) would be emitted by construction equipment, while fugitive dust (PM_{10}) would be emitted by activities that disturb the soil, such as demolition, grading and excavation, road construction, and building construction. Table 4.1-4 shows the estimated maximum daily construction emissions each year during construction.

Table 4.1-4 Estimated Annual Construction Emissions

	Maximum Emissions (pounds/day)					
Construction Year	**ROG**	**SO_x**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
2022 Maximum	1.2	0.1	22.3	12.9	4.7	1.1
2023 Maximum	21.1	<0.1	6.5	7.3	0.4	0.3
Maximum	21.1	0.1	22.3	12.9	4.7	1.1
SBAPCD Regional Thresholds	25	-	25	-	25	25
Threshold Exceeded?	No	-	No	-	No	No

Source: CalEEMod Outputs, Appendix C

As shown in Table 4.1-4, the maximum potential annual construction emissions associated with the project would not exceed the SBCAPCD's guideline of 25 tons per year for all pollutants except for CO, which is used for determining significance of construction exhaust emissions. Therefore, impacts to air quality during pre-construction export and construction activities would not violate any air quality standards or contribute substantially to existing or projected air quality violations. In addition, SBCAPCD requires construction emissions and dust control measures for all projects involving earthmoving activities regardless of size or duration. According to the SBCAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* (SBAPCD 2017), implementation of required dust control measures results in fugitive dust emissions that are less than significant. The measures include:

- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
- Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.

- If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days should be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site should be tarped from the point of origin.
- Gravel pads should be installed at all access points to prevent tracking of mud onto public roads.
- After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
- The contractor or builder should designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties should include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons should be provided to the Air Pollution Control District prior to grading/building permit issuance and/or map clearance.

The project would implement the above measures as construction best management practices. With implementation of SBAPCD construction and dust control measures, construction emission impacts would be less than significant.

Operation

Operational emissions are those associated with the general operation and use of the Depot after construction. Operational emissions are those associated with vehicle trips, natural gas use, and area sources, such as landscaping, consumption of consumer products, and off-gassing from architectural coatings. Emissions associated with Project-generated daily traffic were estimated based on the trip generation rates provided in the TIA. Table 4.1-5 shows the maximum daily operational emissions resulting from the operation of the Depot.

Table 4.1-5 Estimated Operation Emissions

	Maximum Emissions (pounds/day)				
Source	**ROG**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Area Emissions	0.2	<0.1	<0.1	0	0
Mobile Emissions	0.5	1.4	3.0	0.9	0.2
Combined Emissions	**0.7**	**1.4**	**3.9**	**0.9**	**0.2**
Mobile Threshold	25	25	-	-	-
Combined Threshold	240	240	-	80	-
Exceed Thresholds?	**No**	**No**	**-**	**No**	**-**

Source: CalEEMod Outputs, Appendix C

As shown in Table 4.1-5, the emissions generated by operation of the proposed Depot would not exceed SBAPCD's regional thresholds for criteria pollutants. Therefore, the project would not contribute substantially to an existing or projected air quality violation and impacts would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold:	Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact AQ-3 THE PROJECT DOES NOT INCLUDE ANY SENSITIVE USES AND WOULD NOT RESULT IN THE EMISSIONS OF TACS OR OTHER AIR CONTAMINANTS DURING CONSTRUCTION OR OPERATION WHICH WOULD SIGNIFICANTLY IMPACT SENSITIVE RECEPTORS. IMPACTS WOULD BE LESS THEN SIGNIFICANT.

Land uses such as schools, daycare centers, hospitals, or senior centers are sensitive to poor air quality conditions because infants, the elderly, and people with respiratory ailments are more susceptible to air quality-related health problems than the general public. Residential areas are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. The project does not propose a sensitive land use and the nearest sensitive receptors are residential neighborhoods located 500 feet north of the project site, across U.S. 101.

Criteria Pollutants

Construction and operation of the project would result in the release of criteria pollutants such as suspended particles, ozone, and carbon monoxide. As shown in Table 4.1-4 and Table 4.1-5, the project would not generate criteria air pollutant emissions that would exceed adopted SBAPCD emissions thresholds during construction or operational activities or project operation.

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 ppm or the federal and state eight-hour standard of 9.0 ppm (CARB 2016). SBCAPCD is in conformance with state and federal CO standards, establishing low background concentrations of CO. As discussed in Section 4.5, *Transportation*, the project would have a relatively small trip generation of approximately 351 daily trips and the intersections in the area are not congested. Based on the low background level of CO in the project area, low trip generation and intersection operation in the area, improving vehicle emissions standards for new cars in accordance with state and federal regulations, and the project's low level of operational CO emissions, the project would not create new hotspots or contribute substantially to existing hotspots.

In addition, standard dust control measures would be implemented for the project pursuant to SBAPCD. Therefore, the project would not expose sensitive receptors to substantial criteria pollutant concentrations. Therefore, the project would not impact nearby sensitive receptors.

Toxic Air Contaminants

Construction-related activities would result in temporary project-generated emissions of DPM exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities (exhaust $PM_{2.5}$ and PM_{10}). A majority of DPM emissions is in the form of $PM_{2.5}$ while some is in the form of PM_{10}. DPM was identified as a toxic air contaminant (TAC) by CARB in 1998. Generation of DPM from construction projects typically occurs in a single area for a short period. According to the OEHHA, health risk assessments, which

determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project.

The maximum DPM emissions would occur during site preparation and grading activities. These activities would last up to three months. DPM emissions would decrease for the remaining construction period because construction activities such as building construction and architectural coating would require less construction equipment. While the maximum DPM emissions associated with site preparation and grading activities would only occur for a portion of the overall construction period, these activities represent the estimated worst-case condition for the total construction period. This would represent less than one percent of the total exposure period for health risk calculation of 70 years. In addition, as shown in Table 4.1-4 under Impact AQ-2 above, $PM_{2.5}$ and PM_{10} emissions would not exceed SBAPCD thresholds during any stage of construction. Therefore, DPM emissions would not create DPM generated by project construction would not create conditions where the probability is greater than one in one million of contracting cancer for the Maximally Exposed Individual (the individual who would be the most at risk for exposure) or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. Emissions from construction activities would not result in significant health impacts.

Operation of the project would include the operation of the proposed Depot and would not result in DPM from off-road, heavy-duty diesel equipment which could create health impacts. Therefore, the project would not expose sensitive receptors to significant pollutant concentrations and impacts would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold:	Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact AQ-4 THE PROJECT DOES NOT CONTAIN USES THAT WOULD GENERATE SIGNIFICANT ODOR IMPACTS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

SBAPCD's *Scope and Content of Air Quality Sections in Environmental Documents* states that certain projects such as fast food restaurants, bakeries, and coffee roasting facilities may have the potential to cause significant odor impacts because of the nature of their operation and their location (SBAPCD 2017). Other uses that are typically associated with significant odor-generating impacts include wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants.

Odors from construction activities are associated with construction equipment exhaust and the application of asphalt and architectural coatings. Odors emitted from construction activities would be temporary and cease upon completion of project construction. The proposed project does not contain uses that would emit odors and impact surrounding land uses. The train schedule and frequency would not be impacted by the project. The café space within the proposed depot would not result in generation of a high degree of nuisance odors, such as that could be associated with a high-volume food service facility, because it would not be a high-volume food facility. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.1.4 Cumulative Impacts

The planned and pending projects near the proposed project are listed in Table 3-1 (Section 3, *Environmental Setting*). Cumulative development in the City of Goleta and surrounding areas in the County of Santa Barbara and City of Santa Barbara have the potential to contribute to cumulatively significant impact related to existing exceedances of ambient air quality standard, which are the state 24-hour and annual standard for PM_{10} and the state 1-hour and 8-hour standards for ozone.

Pursuant to Goleta CEQA thresholds, the project would have a significant cumulative impact if it were inconsistent with the adopted federal and state air quality plans of the region. As discussed in Impact AQ-1, the Project would be consistent with the growth assumptions within the 2019 Ozone Plan. In addition, because criteria pollutant emissions and regional thresholds are cumulative in nature and the proposed project's emissions would not exceed regional thresholds as discussed in Impact AQ-2, the project would not result in a cumulatively considerable net increase of criteria pollutants and cumulative impacts would be less than significant.

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4.2 Greenhouse Gas Emissions

This section discusses the proposed project's potential impacts related to greenhouse gas (GHG) emissions and climate change. CalEEMod was used to model the project's GHG impact, which is included in this analysis and provided in Appendix C. The project's trip distribution rates used in emissions estimates are based on the Trip Impact Assessment prepared by Linscott, Law & Greenspan in August 2020 and included as Appendix F.

4.2.1 Setting

Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. The term "climate change" is often used interchangeably with the term "global warming," but "climate change" is preferred to "global warming" because it helps convey other changes in addition to rising temperatures. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate changes continuously, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed substantial acceleration in the rate of warming during the past 150 years (Intergovernmental Panel on Climate Change [IPCC] 2014). The understanding of anthropogenic warming and cooling influences on climate has led to a high confidence (95 percent or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-twentieth century (IPCC 2014).

Gases that absorb and re-emit infrared radiation in the atmosphere are called GHGs. The gases widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons and perfluorocarbons, and sulfur hexafluoride (SF_6). Water vapor is excluded from the list of GHGs because it only stays in the atmosphere for a short time and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

Both natural processes and human activities emit GHGs. CO_2 and CH_4 are emitted in the greatest quantities from human activities. CO_2 emissions are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Observations of CO_2 concentrations, globally averaged temperature, and sea level rise are generally well within the range of the extent of the earlier IPCC projections. Recently observed increases in CH_4 and N_2O concentrations are smaller than those assumed in the scenarios in the previous assessments. Each IPCC assessment used new projections of future climate change that have become more detailed as the models have become more advanced.

Manmade GHGs include fluorinated gases, such as SF_6 many of which have greater heat-absorption potential than CO_2. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally 100 years). Because GHG absorb different amounts of heat, a common

reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO_2e), and is the amount of a GHG emitted multiplied by its GWP. CO_2 has a 100-year GWP of one. By contrast, CH_4 has a GWP of 25, meaning its global warming effect is 25 times greater than CO_2 on a molecule per molecule basis (IPCC 2007).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 93 degrees °F cooler (California Environmental Protection Agency 2006). However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Greenhouse Gas Inventory

Global

Worldwide anthropogenic emissions of GHG were approximately 46,000 million metric tons (MMT, or gigatonne) of CO_2e in 2010 (IPCC 2014). CO_2 emissions from fossil fuel combustion and industrial processes contributed about 65 percent of total emissions in 2010. Of anthropogenic GHGs, CO_2 was the most abundant accounting for 76 percent of total 2010 emissions. CH_4 emissions accounted for 16 percent of the 2010 total, while N_2O and fluorinated gases account for six and two percent, respectively (IPCC 2014).

Federal

Total United States GHG emissions were 6,456.7 MMT of CO_2e in 2017 (U.S. EPA 2019). Since 1990, total United States emissions have increased by an average annual rate of 0.04 percent, for a total increase of 1.3 percent since 1990. However, emissions decreased by 0.5 percent from 2016 to 2017. The decrease from 2016 to 2017 was a result of multiple factors, including (1) a continued shift from coal to natural gas and other non-fossil fuel energy sources in the electric power sector and (2) milder weather in 2017 resulting in overall decreased electricity usage. In 2017, the industrial and transportation end-use sectors accounted for 30 percent and 29 percent, respectively, of GHG emissions while the residential and commercial end-use sectors accounted for 15 percent and 16 percent of GHG emissions, respectively, with electricity emissions distributed among the various sectors.

California

Based on the CARB California GHG Inventory for 2000-2017, California produced 424.1 MMT of CO_2e in 2017. Transportation is the major source of GHG emissions in California, contributing 41 percent of the state's total GHG emissions. The industrial sector is the second largest source, contributing 24 percent of the state's GHG emissions, and electric power accounts for approximately 15 percent (CARB 2019). California emissions are due in part to its large size and large population compared to other states. In 2016, the State of California achieved its 2020 GHG emission reduction targets as emissions fell below 431 MMT of CO_2e (CARB 2019).

City of Goleta Emissions Inventory

The City of Goleta conducted a GHG emissions inventory in the City for 2007, which represents the baseline inventory, or existing conditions in the City. The inventory determined the City produced 325,532 MT CO_2e, excluding stationary sources, which is equivalent to the annual GHG emissions

generated by approximately 68,000 passenger vehicles (Goleta 2014). The major source of GHG emissions in the City are associated with transportation, which contributed 48 percent of the City's total GHG emissions, followed by building energy (electricity and natural gas use) at 44 percent (Goleta 2014).

Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources though potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Long-term trends have found that each of the past three decades have been warmer than all the previous decades in the instrumental record, and the decade from 2000 through 2010 has been the warmest. The observed global mean surface temperature (GMST) for the decade from 2006 to 2015 was approximately 0.87 degrees Celsius (°C) (0.75°C to 0.99°C) higher than the average GMST over the period from 1850 to 1900. Furthermore, several independently analyzed data records of global and regional Land-Surface Air Temperature (LSAT) obtained from station observations are in agreement that LSAT as well as sea surface temperatures have increased. Due to past and current activities, anthropogenic GHG emissions are increasing global mean surface temperature at a rate of 0.2°C per decade. In addition to these findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades (IPCC 2014 and 2018).

According to *California's Fourth Climate Change Assessment*, statewide temperatures from 1986 to 2016 were approximately 1°F to 2°F higher than those recorded from 1901 to 1960. Potential impacts of climate change in California may include loss in water supply from snowpack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years (State of California 2018). While there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. In addition to statewide projections, *California's Fourth Climate Change Assessment* includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the state as well as regionally-specific climate change case studies (State of California 2018). Below is a summary of some of the potential effects that could be experienced in California and the Central Coast region as a result of climate change.

Air Quality

Higher temperatures, which are conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. As temperatures have increased in recent years, the area burned by wildfires throughout the state has increased, and wildfires have been occurring at higher elevations in the Sierra Nevada Mountains (State of California 2018). If higher temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality would worsen. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thereby ameliorating the pollution associated with wildfires. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state (California Natural Resources Agency 2009).

Water Supply

Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. However, the average early spring snowpack in the western United States, including the Sierra Nevada Mountains, decreased by about 10 percent during the last century. During the same period, sea level rose over 5.9 inches along the central and southern California coast (State of California 2018). The Sierra snowpack provides the majority of California's water supply by accumulating snow during the state's wet winters and releasing it slowly during the state's dry springs and summers. A warmer climate is predicted to reduce the fraction of precipitation falling as snow and result in less snowfall at lower elevations, thereby reducing the total snowpack (DWR 2008; State of California 2018). The State of California projects that average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historical average by 2050 (State of California 2018).

Hydrology and Sea Level Rise

As discussed above, climate change could potentially affect the amount of snowfall, rainfall, and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. Climate change has the potential to induce substantial sea level rise in the coming century (State of California 2018). The rising sea level increases the likelihood and risk of flooding. The rate of increase of global mean sea levels over the 2001-2010 decade, as observed by satellites, ocean buoys and land gauges, was approximately 3.2 mm per year, which is double the observed 20th century trend of 1.6 mm per year (World Meteorological Organization [WMO] 2013). As a result, global mean sea levels averaged over the last decade were about 8 inches higher than those of 1880 (WMO 2013). Sea levels are rising faster now than in the previous two millennia, and the rise is expected to accelerate, even with robust GHG emission control measures. The most recent IPCC report predicts a mean sea–level rise of 10 to 37 inches by 2100 (IPCC 2018). A rise in sea levels could completely erode 31 to 67 percent of southern California beaches, result in flooding of approximately 370 miles of coastal highways during 100-year storm events, jeopardize California's water supply due to salt water intrusion, and induce groundwater flooding and/or exposure of buried infrastructure (State of California 2018). In addition, increased CO_2 emissions can cause oceans to acidify due to the carbonic acid it forms. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Wildfire

Climate change and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists project that the annual average maximum daily temperatures in California could rise by 4.4 to 5.8°F in the next 50 years and by 5.6 to 8.8°F in the next century (State of California 2018a). Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals related to (1) timing of ecological events; (2) geographic distribution and range; (3) species'

composition and the incidence of nonnative species within communities; and (4) ecosystem processes, such as carbon cycling and storage (Parmesan 2006; State of California 2018). Many of the impacts identified above would impact ecosystems and wildlife in the Central Coast region. Increases in wildfire would further remove sensitive habitat; increased severity in droughts would potentially starve plants and animals of water; and sea level rise will affect sensitive coastal ecosystems.

Agriculture

California has a $50 billion annual agricultural industry that produces over a third of the country's vegetables and two-thirds of the country's fruits and nuts (California Department of Food and Agriculture 2018). Higher CO_2 levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent; water demand could increase as hotter conditions lead to the loss of soil moisture; crop-yield could be threatened by water-induced stress and extreme heat waves; and plants may be susceptible to new and changing pest and disease outbreaks (State of California 2018). In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (California Climate Change Center 2006).

Ecosystems and Wildlife

Climate change and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists project that the annual average maximum daily temperatures in California could rise by 4.4 to 5.8°F in the next 50 years and by 5.6 to 8.8°F in the next century (State of California 2018). Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals related to (1) timing of ecological events; (2) geographic distribution and range; (3) species' composition and the incidence of nonnative species within communities; and (4) ecosystem processes, such as carbon cycling and storage (Parmesan 2006; State of California 2018).

4.2.2 Regulatory Setting

Federal Regulations

Federal GHG Emissions Regulation

The U.S. Supreme Court in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120) held that the U.S. EPA has the authority to regulate motor-vehicle GHG emissions under the federal Clean Air Act. The U.S. EPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines and requires annual reporting of emissions. In 2012, the U.S. EPA issued a Final Rule that establishes the GHG permitting thresholds that determine when CAA permits under the New Source Review Prevention of Significant Deterioration (PSD) and Title V Operating Permit programs are required for new and existing industrial facilities.

In 2014, the U.S. Supreme Court in Utility Air Regulatory Group v. EPA (134 S. Ct. 2427 [2014]) held that U.S. EPA may not treat GHGs as an air pollutant for purposes of determining whether a source

is a major source required to obtain a PSD or Title V permit. The Court also held that PSD permits that are otherwise required (based on emissions of other pollutants) may continue to require limitations on GHG emissions based on the application of BACT.

California Regulations

CARB is responsible for the coordination and oversight of State and local air pollution control programs in California. California has numerous regulations aimed at reducing the state's GHG emissions. These initiatives are summarized below.

Assembly Bill 1493

AB 1493 (2002), California's Advanced Clean Cars program (referred to as Pavley), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, U.S. EPA granted the waiver of CAA preemption to California for its GHG emission standards for motor vehicles beginning with the 2009 model year. Pavley I regulates model years from 2009 to 2016 and Pavley II, which is now referred to as "LEV (Low Emission Vehicle) III GHG", regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the LEV, Zero Emissions Vehicles, and Clean Fuels Outlet programs, and would provide major reductions in GHG emissions. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels (CARB 2011).

Assembly Bill 32

California's major initiative for reducing GHG emissions is outlined in AB 32, the "California Global Warming Solutions Act of 2006," which was signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 limit of 427 million $MTCO_2e$. The Scoping Plan was approved by CARB on December 11, 2008 and included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, Cap-and-Trade, etc.) have been adopted since approval of the Scoping Plan.

Senate Bill 32

SB 32, signed into law on September 8, 2016, extends AB 32 by requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies and policies, such as SB 350 and SB 1383 (see below). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six $MTCO_2e$ by 2030 and two $MTCO_2e$ by 2050 (CARB 2017). As stated

in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, sub-regional, or regional level), but not for specific individual projects because they include all emissions sectors in the State (CARB 2017).

Senate Bill 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the State's Renewables Portfolio Standard (RPS)Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Senate Bill 97

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in CEQA documents. In March 2010, the California Natural Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHG and climate change impacts.

Senate Bill 375

SB 375, signed in August 2008, enhances the state's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. In addition, SB 375 directs each of the state's 18 major Metropolitan Planning Organizations (MPOs) to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Association of Bay Area Governments (ABAG) was assigned targets of a 10 percent reduction in GHGs from transportation sources by 2020 and a 19 percent reduction by 2035 (CARB 2018b). ABAG's Plan Bay Area RTP/SCS per-capita CO2 emissions reductions meet and exceed the SB 375 target for year 2035 due to robust funding of the Climate Initiatives Program.

Senate Bill 1383

Adopted in September 2016, SB 1383 requires CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. The bill requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

The bill also requires the California Department of Resources Recycling and Recovery (CalRecycle), in consultation with the CARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills.

Executive Order S-B-05

In Jun 2005, the former Governor Arnold Schwarzenegger issued Executive Order S-B-05, which established statewide greenhouse gas reduction targets of 1990 levels by 2020 and 80 percent below 1990 levels by 2050.

Executive Order B-55-18

On September 10, 2018, the governor issued Executive Order B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

California Integrated Waste Management Act (Assembly Bill 341)

The California Integrated Waste Management Act of 1989, as modified by AB 341, requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; diversion of 50 percent of all solid waste on and after January 1, 2000; and diversion of 75 percent of all solid waste by 2020, and annually thereafter. CalRecycle is required to develop strategies to implement AB 341, including source reduction.

California Building Standards Code

The California Code of Regulations, Title 24, is referred to as the California Building Code. It consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. The California Building Code's energy efficiency and green building standards are outlined below.

PART 6 – BUILDING ENERGY EFFICIENCY STANDARDS

The California Code of Regulations, Title 24, Part 6 is the Building Energy Efficiency Standards. This code, originally enacted in 1978, establishes energy-efficiency standards for non-residential buildings to reduce California's energy demand. The Building Energy Efficiency Standards is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission (CEC).

The 2019 standards focus on these key areas: updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); nonresidential ventilation requirements; and nonresidential lighting requirements (CEC 2019). Under the 2019 standards, nonresidential buildings would be 30 percent more energy efficient compared to the 2016 standards (CEC 2019).

PART 11 – CALIFORNIA GREEN BUILDING STANDARDS

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 California Building Code). The 2016 CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential structures. It also includes voluntary tiers (I and II) with stricter environmental performance

standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements.

The mandatory standards require the following practices:

1. 20 percent reduction in indoor water use relative to specified baseline levels
2. 50 percent construction/demolition waste diverted from landfills
3. Inspections of energy systems to ensure optimal working efficiency
4. Use of low pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards
5. Implementation of dedicated circuitry to facilitate installation of electric vehicle (EV) charging stations in newly constructed attached garages for single-family and duplex dwellings
6. Installation of EV charging stations at least three percent of the parking spaces for all new multi-family developments with 17 or more units

The voluntary standards require the following:

1. Tier I—15 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste, 10 percent recycled content, 20 percent permeable paving, 20 percent cement reduction, cool/solar reflective roof
2. Tier II—30 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste, 15 percent recycled content, 30 percent permeable paving, and 30 percent cement reduction, cool/solar reflective roof

Similar to the compliance reporting procedure for demonstrating Building Energy Efficiency Standards compliance in new buildings and major renovations, compliance with the CALGreen water-reduction requirements must be demonstrated through completion of water use reporting forms for new low-rise residential and non-residential buildings. Buildings must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

Local Regulations

Goleta Climate Action Plan

Adopted in July of 2014, the City of Goleta's Climate Action Plan (CAP; Goleta 2014) sets a 2020 target to achieve a 11 percent reduction below 2007 community-wide emissions. The CAP also has a 2030 target that is derived based on the linear trajectory between the 2020 reduction target and the 2050 target established by Executive Order S-3- 05, which sets a 2030 target of 26 percent below 2020 levels. The CAP contains GHG reduction measures for building energy efficiency, renewable energy, on-road transportation use, water consumption, off-road transportation equipment, solid waste generation, and municipal measures to meet the GHG reduction targets.

Goleta General Plan/Coastal Land Use Plan

The City of Goleta General Plan Conservation Element (Goleta 2006) is intended to guide land use planning by providing goals and policies to reduce GHG emissions. Goals and policies that are applicable to the project include:

Policy CE 13 Energy Conservation: To promote energy efficiency in future land use and development within Goleta, encourage use of renewable energy sources, and reduce reliance upon fossil fuels

CE 13.4 Energy Conservation for City Facilities and Operations: The City shall implement energy conservation requirements for City-owned facilities at the time of major improvements. Energy conservation measures may include energy-efficient interior and exterior building lighting, energy-efficient street lighting, natural ventilation and solar hot water systems, and landscaping with drought-tolerant species and deciduous trees to shade streets and the south and west sides of buildings in summer. For all City construction projects, the City shall comply with the state's energy conservation building standards set forth in Title 24. The City vehicle fleet shall use a mix of fuels that best achieves energy efficiency while meeting operational needs.

Policy CE 15 Water Conservation and Materials Recycling: To conserve scarce water supply resources and to encourage reduction in the generation of waste materials at the source and recycling of waste materials

CE 15.2 Water Conservation for City Facilities: In order to minimize water use, the City shall upgrade City-owned facilities with low water use plumbing fixtures, water conserving landscaping, low flow irrigation, and reclaimed water for exterior landscaping at the time of major improvements.

CE 15.5 Reduction of Construction Wastes: In instances where demolitions of existing buildings and structures are authorized, it is encouraged that such structures be deconstructed and that structural components, fixtures, and materials be salvaged for future reuse. Provisions for recycling of waste materials at all construction sites, including and demolition sites shall be required

Goleta Green Building Program

The City's Green Building Program took effect January 1, 2013 and was incorporated into Chapter 15.12 of the Goleta Municipal Code. The Program contains voluntary measures and incentives for projects utilizing green building practices. Under the Green Building Program, the City adopted a Green Building Policy under Resolution No. 12-65 for new municipal facilities, which states all new City-owned buildings of 2,000 square feet or greater must meet LEED Silver certification standards except in limited instances.

4.2.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO_2, CH_4, and N_2O because these make up 98 percent of all

GHG emissions by volume (IPCC 2014) and are the GHGs the project would emit in the largest quantities. Emissions of all GHGs are converted into their equivalent GWP in terms of CO_2 (CO_2e). Minimal amounts of other GHGs (such as chlorofluorocarbons [CFCs]) would be emitted; however, these other GHG emissions would not substantially add to the total calculated CO_2e amounts. GHG emissions from construction and operation of the project were estimated using CalEEMod version 2016.3.2 based on project-specific information. The input data and subsequent construction and operation GHG emission estimates for development facilitated by the project are discussed below, and the CalEEMod output files are included in Appendix C.

Construction Emissions

Project construction emissions were estimated based on:

- anticipated start and finish dates of construction activity
- inventories of construction equipment to be used
- areas to be excavated and graded
- volumes of materials to be exported from and imported to the project site.

The analysis assessed maximum daily emissions from individual construction activities, including demolition, site preparation, grading, building construction, paving, and architectural coating. The model assumed the depot structure would be 9,000 square-feet as a conservative approach. The model also assumed up to 15,000 square-feet of soil export during construction, and construction equipment estimates used CalEEMod defaults, which are based on surveys of construction projects within California conducted by members of CAPCOA (CAPCOA 2017).

Operational Emissions

CalEEMod provides operational emissions of CO_2, CH_4, and N_2O. Emissions from energy use include electricity and natural gas use. The emissions factors for natural gas combustion are based on EPA's AP-42 (*Compilation of Air Pollutant Emissions Factors*) and CCAR General Reporting Protocol. Electricity emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kilowatt hour (CAPCOA 2017). Electricity emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kilowatt hour (CAPCOA 2017).

Emissions from area sources, including consumer products, landscape maintenance equipment, and architectural coating were calculated in CalEEMod and utilize standard emission rates from CARB, U.S. EPA, and emission factor values provided by the local air district (CAPCOA 2017). Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CAPCOA 2017). Waste disposal rates by land use and overall composition of municipal solid waste in California was primarily based on data provided by CalRecycle. Emissions from water and wastewater usage calculated in CalEEMod were based on the default electricity intensity from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for northern and southern California.

Mobile source emissions were quantified based on the Traffic Impact Analysis prepared by Linscott, Law & Greenspan. Because CalEEMod does not calculate N_2O emissions from mobile sources, N_2O emissions were quantified using guidance from CARB and the EMission FACtors (EMFAC) 2017 Emissions Inventory for the Santa Barbara County region for the year 2030 using the EMFAC2011 categories.

Non-residential energy usage was reduced by 30 percent to account for the requirements of 2019 Title 24 standards (CEC 2019). In addition, CalEEMod does not incorporate water use reductions achieved by 2016 CALGreen, which requires a 20 percent increase in indoor water use efficiency. Thus, in order to account for compliance with CALGreen, a 20 percent reduction in indoor water use was included in the water consumption calculations. i.e., AB 341).

The project would be served by Southern California Edison (SCE). Therefore, SCE's energy intensity factors (i.e., the amount of CO_2, CH_4, and N_2O emitted per megawatt-hour supplied) were used to calculate GHG emissions. As of 2012, SCE procured 20.6 percent of its electricity from renewable sources (SCE 2012). Per SB 100, the statewide Renewables Portfolio Standard (RPS), one of California's programs for advancing renewable energy, requires electricity providers to increase procurement from eligible renewable energy sources to 33 percent by 2020 and 60 percent by 2030. The default SCE energy intensity factors included in CalEEMod are based on data from 2012. Therefore, the 2012 intensity factor of 702 pounds per megawatt hour (MWh) for CO_2e was used to calculate energy intensity in 2030 in compliance with the RPS Program. As the project's GHG threshold is based upon 2030 goals (as described further below), this 2030 energy factor was included in CalEEMod for the proposed project scenario. SCE energy intensity factors that include this reduction are shown in Table 4.2-1.

Table 4.2-1 SCE Energy Intensity Factors

	2012[1] (lbs/MWh)	2030 (lbs/MWh)
Percent Procurement	20.6	60
Carbon dioxide (CO_2)	702.44	353.87
Methane (CH_4)	0.029	0.015
Nitrous Oxide (N_2O)	0.006	0.003

[1] SCE 2012

Significance Thresholds

CEQA Guidelines section 15126.2(a) clarifies that an EIR shall focus analysis on the significant effects of a proposed project on the environment. CEQA Guidelines section 15064.4 requires a lead agency to describe, calculate, or estimate the amount of GHG emissions resulting from a project. The lead agency is given discretion whether to:

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

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. Section 15064.4(b) states that a lead agency should consider the following factors when determining 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.

The lead agency has discretion to select a model or methodology it considers most appropriate to enable decision makers to intelligently account for the project's incremental contribution to climate change. Currently, neither the State of California nor the City of Goleta has established CEQA significance thresholds for GHG emissions.

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. These thresholds are summarized in Table 4.2-2.

Table 4.2-2 BAAQMD GHG Emissions Thresholds

GHG Emission Source Categories	Operational Emissions
Land Use Development Projects	1,100 Metric Ton (MT) CO2e/yr or 4.6 MT CO2e/SP/yr
Stationary Source Projects	10,000 MT CO2e /yr

Land use development projects include residential, commercial, industrial, and public land uses and facilities.

SP = Service Population (residents + employees).

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 to certain Bay Area counties (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."

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 Goleta. The City has consistently relied on these standards as the methodology for establishing a threshold for analyzing the potential greenhouse gas impacts of a project. 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 CO_2e/year threshold for commercial land uses. There is no BAAQMD threshold of significance for construction emissions.

SB 32 and Executive Order (EO) S-3-05 extend the state's GHG reduction goals to meet a state goal of reducing GHG emissions to 1990 levels by 2020, 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050. Since SB 32 requires the state to reduce GHG levels by 40 percent below 1990 levels by the year, a reasonable SB 32-based working threshold would be 40

percent below the 1,100 $MTCO_2e$ BAAQMD/Santa Barbara County Interim Threshold or 1,100 x 0.6 = 660 $MTCO_2e$. Therefore, for the purpose of evaluating the significance of GHG emissions for a project with a buildout year after 2020, a project estimated to generate 660 $MTCO_2e$ or more GHG emissions would have a significant adverse impact that is cumulatively considerable.

b. Project Impact Analysis

Threshold:	Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact GHG-1 THE PROJECT'S CONSTRUCTION AND OPERATIONAL GHG EMISSIONS WOULD NOT EXCEED ESTABLISHED GHG THRESHOLDS. IN ADDITION, THE PROJECT WOULD INDIRECTLY REDUCE REGIONAL GHG EMISSIONS AND VEHICLE MILES TRAVELED. IMPACT WOULD BE LESS THAN SIGNIFICANT (CLASS III).

Construction Emissions

Project construction would generate temporary GHG emissions primarily from diesel-powered construction equipment as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials and construction equipment. The City of Goleta nor SBCAPCD have adopted significance criteria for construction activities. Therefore, this analysis amortizes construction emissions over the project's lifetime (typically assumed to be 30 years) and adds them to the operational emissions for comparison to the 660 MT CO_2e per year identified above to determine significance. Estimated annual construction-related GHG emissions are shown in Table 4.2-3.

Table 4.2-3 Estimated Construction Emissions of Greenhouse Gases

Construction Year	Annual Emissions MT CO2e
2022	136.3
2023	77.1
Total	**213.4**
Amortized over 30 years	7.1

Notes: See Appendix C for modeling results. Some numbers may not add up precisely due to rounding considerations.

As shown in Table 4.2-3, project construction would emit approximately 213.4 MT of CO_2e over the construction period, or approximately 7.1 MT of CO_2e per year when amortized over a 30-year period (the assumed minimum project lifetime).

Combined Annual Emissions

The operation of the proposed Depot would generate long-term GHG emissions from new vehicle trips (mobile emissions) to the site, combustion of natural gas and use of electricity (energy emissions), solid waste disposal, water use, and consumer products, architectural coatings, and landscaping equipment (area emissions). Table 4.2-4 summarizes and combines the amortized construction and operational GHG emissions associated with the project.

Table 4.2-4 Estimated Combined Annual GHG Emissions

Emission Source	Emissions (MT CO_2e per year)
Construction	
Amortized over 30 years	7.1
Operational	
Area	<1
Energy	16.1
Solid Waste	4.4
Water	1.0
Mobile[1]	137.5
Total	**166.2**

[1] Includes N_2O emissions

Source: Appendix C for CalEEMod results

As shown in Table 4.2-4, the project would produce approximately 166 MT CO_2e per year, which would not exceed the established threshold of 660 MT CO_2e per year. In addition, pursuant to City of Goleta Resolution No. 12-65, the project could be required to achieve LEED Silver certification, which could result in fewer annual emissions than estimated due to increased energy savings. The Depot would also replace an existing warehouse, which currently emits GHG emissions through area, energy, solid waste, water, and mobile sources. Also, as discussed in Section 2, *Project Description*, one of the main goals of the project is to reduce regional GHG emissions through increasing train ridership and reducing vehicle miles travelled in the region. According to the Transit and Capital Rail Capital Program application from SBCAG, the project could reduce regional GHG emissions by approximately 525,000 MT CO_2e through implementation (SBCAG 2018). Therefore, the project's GHG emissions would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold:	Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact GHG-2 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH APPLICABLE POLICIES OR PLANS AND IMPACTS WOULD BE LESS THAN SIGNIFICANT (CLASS III).

The proposed project was evaluated for consistency with applicable local and State plans that were developed with the intent of reducing GHG emissions. Each applicable plan is discussed separately below.

2017 Scoping Plan

Development facilitated by the project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. As the goal of the project is to increase residents in urban areas to increase use of alternative modes of transportation for work, school, and recreational activities, it would have the effect of reducing vehicle trips and therefore GHG emissions associated with fossil fuel use. This supports 2017 Scoping Plan goals for the encouragement of alternative transportation use and VMT reduction. Therefore, the project would be consistent with the 2017 Climate Change Scoping Plan.

City of Goleta Climate Action Plan

The City's CAP is a long-range plan to reduce GHG emissions from city government operations and community activities within Goleta. The CAP is a qualified GHG reduction plan consistent with State CEQA Guidelines Section 15183.5 through year 2020. The CAP also identified an emission reduction target for 2030 and presents an emissions reductions scenario to achieve the target, under the auspices of the Executive Order S-3-05. The City's 2020 GHG forecast predicts that On-Road Transportation and Land Use will account for approximately 42 percent of the City's GHG emissions.

The City's CAP contains policies and programs targeting energy efficiency. As demonstrated in Table 4.2-5, the project would be consistent with the City's CAP Energy policies that are relevant to this project. As such, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and there would be no impact.

Table 4.2-5 Project Consistency with Applicable Climate Action Plan Policies

Policies	Project Consistency
Chapter 3.4: GHG Emission Reductions and Measures for 2020	
Policy T-4: Develop Design Guidelines for Improved Design for New Developments	**Consistent.** The project building would be designed and equipped with features that conserve and reduce energy consumption. The building would comply with the latest Title 24 standards and City of Goleta Resolution No. 12-65.
Policy T-5: Develop Design Guidelines and Incentives to Encourage Transit-Oriented Development	**Consistent.** The project would enhance train station amenities and accessibility to reduce the need for single occupancy vehicles and reduce VMT. The project would help facilitate commuters to and from work as well as other destinations. Building would be designed to implement energy conservation features.
Policy T-8: Encourage Bicycle Parking through Development of Design Guidelines and Policies	**Consistent.** The project would feature several on-site amenities to encourage ridership including bicycle racks and bicycle safety infrastructure.

Policies	Project Consistency
Policy T-11: Continue to Encourage End-of-Trip Facilities	**Consistent.** The proposed Depot building would include a lobby, a café and kitchen area for riders to purchase beverages and food, restroom facilities, indoor waiting areas, a community room, an on-site ticketing area, and luggage and storage space adjacent to the Amtrak platform.

Source: Goleta 2014

Goleta General Plan/Coastal Land Use Plan

The City of Goleta General Plan Conservation Element is intended to guide land use planning by providing goals and policies to reduce GHG emissions. As demonstrated by Table 4.2-6, the project would be consistent with applicable goals and policies.

Table 4.2-6 Project Consistency with Applicable General Plan Policies

Policies	Project Consistency
Chapter 4.4 City Policies	
CE 13.4 Energy Conservation for City Facilities and Operations: The City shall implement energy conservation requirements for City-owned facilities at the time of major improvements. Energy conservation measures may include energy-efficient interior and exterior building lighting, energy-efficient street lighting, natural ventilation and solar hot water systems, and landscaping with drought-tolerant species and deciduous trees to shade streets and the south and west sides of buildings in summer. For all City construction projects, the City shall comply with the state's energy conservation building standards set forth in Title 24. The City vehicle fleet shall use a mix of fuels that best achieves energy efficiency while meeting operational needs.	**Consistent.** The project building would be designed and equipped with features that conserve and reduce energy consumption. The building would comply with the latest Title 24 standards and City of Goleta Resolution No. 12-65.
CE 15.2 Water Conservation for City Facilities: In order to minimize water use, the City shall upgrade City-owned facilities with low water use plumbing fixtures, water conserving landscaping, low flow irrigation, and reclaimed water for exterior landscaping at the time of major improvements.	**Consistent.** Project facilities would be designed and equipped with features that increase water use efficiency by 20 percent. The building would comply with CALGreen standards.
CE 15.5 Reduction of Construction Wastes: In instances where demolitions of existing buildings and structures are authorized, it is encouraged that such structures be deconstructed and that structural components, fixtures, and materials be salvaged for future reuse. Provisions for recycling of waste materials at all construction sites, including and demolition sites shall be required	**Consistent.** In accordance with the Goleta Green Building Program, the project would divert 50 percent of construction/demolition waste from landfills through recycling and source reduction activities.
TE 1.1 Alternative Modes: The City's intent shall be to achieve a realistic and cost-effective balance between travel modes, including bikeways, pedestrian circulation, and bus transit. The City shall encourage the use of alternative modes of transportation, such as bus transit, bicycling, and walking, which have the additional beneficial effect of reducing consumption of non-renewable energy sources.	**Consistent.** The project would provide a new Depot which would increase train ridership and alternative modes and transport and commuting.
TE 1.5 Multimodal Transportation Center. The City supports consideration of a multimodal transportation center in the city to facilitate interconnection and transfers between express bus routes, automobile, bicycle and pedestrian circulation, and potentially commuter and other passenger rail services. While a proposed area in the vicinity of the current Amtrak terminal should be studied, alternative sites should also be explored; the ultimate location will depend on the results of such study.	**Consistent.** The Depot would provide a multimodal transportation center for rail users, bus uses, bikers, pedestrians, and personal vehicles.

Policies	Project Consistency
TW 8.2 Rail Terminal. Figure 7-4 identifies the location of the existing Amtrak terminal as of 2005. The City, in cooperation with Amtrak and any future commuter rail service provider, should actively explore and promote the development of an expanded multimodal transportation center that includes a rail station in the city as referenced in TE 7.3. As of 2005, facilities were limited to a passenger platform. The City supports regional funding and construction of a terminal facility that includes a building with an indoor waiting area, ticketing, information kiosks, restrooms, and other appropriate amenities; parking; and drop-off and pick-up areas. Small-scale ancillary commercial services, such as a small restaurant, may also be permitted as integral to the terminal facility.	**Consistent.** The project would develop a multimodal transportation center at the existing Amtrak Station.

Source: Goleta 2006

Goleta Green Building Program

Pursuant to City of Goleta Resolution No. 12-65, the project would be constructed to achieve LEED Silver certification, unless the exceptions under Resolution No. 12-65 are met. Therefore, the project would be consistent with this program.

Summary

As described above, GHG emissions impacts would be less than significant according to the BAAQMD/Santa Barbara County Interim Thresholds of Significance**.** In addition, GHG emissions impacts from development facilitated by the project would be less than significant by being consistent with 2017 Scoping Plan, City CAP, City General Plan, and the County Goleta Green Building Program.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.2.4 Cumulative Impacts

Cumulative development in the City of Goleta and surrounding cities and County would include residential development, warehouses, commercial, office, and public facilities. Each of the proposed developments would generate GHG emissions from vehicle trips, electrical and water use, and other sources. The analysis of GHG emissions is cumulative in nature, as emissions affect the accumulation of GHGs in the earth's atmosphere. Projects that fall below provided thresholds are considered to have a less than significant impact, both individually and cumulatively. The proposed project falls below the applicable threshold of 660 MT CO_2e per year. In addition, the project is estimated to reduce regional GHG emissions by 525,000 MT CO_2e through implementation.

The City of Goleta has a number of projects that would reduce overall GHG emissions in the City. The City's Green Building Program will reduce emissions from current and new users and the cumulative projects in the City. The City also has a number of incentive programs for residences and businesses to reduce their electricity consumption and cumulatively reduce GHG emissions from energy use. The project would comply with Title 24 Building Energy Efficiency and California Green

Building standards and would be required to comply with City Resolution No. 12-65. In addition, the proposed project is expected to reduce GHG emissions associated with fossil fuel use in the City and regionally through encouraging train use over vehicle use. Therefore, cumulative impacts would be less than significant.

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4.3 Hazards and Hazardous Materials

Based on Appendix G of the CEQA Guidelines, this section analyzes the project's potential impacts regarding hazards and hazardous materials. The Initial Study concluded the project would not have a significant impact related to hazardous material sites, airport hazards, wildland fires, and emergency response, which are discussed in Section 1, *Introduction*, and in the Initial Study (Appendix A). The analysis considers potential hazards or hazardous conditions from on-site conditions. The analysis in this section is based, in part, on the *Phase I Environmental Site Assessmen*t (ESA) prepared by Rincon Consultants, Inc. attached as Appendix D of this EIR.

4.3.1 Setting

On-Site Potential Hazards

The project site is located in an area that is primarily composed of commercial and industrial land uses. Properties in the vicinity of the subject property include light industrial and commercial businesses, an Amtrak Station and a railroad right-of-way. A Phase I Environmental Site Assessment (Phase I ESA) was completed to assess potential existing hazards on the project site. The Phase I ESA found the following conditions are present on-site or have the potential to occur:

- 6,000-gallon historic underground storage tank (UST) reported on the subject property;
- 1,800-gallon diesel UST located on the subject property;
- Soil contamination from the former Industrial use of the subject property as a bus transportation facility, as well as the presence of former sumps and "service shops;"
- The presence of railroad tracks adjacent to the north of the subject property; and
- The presence of a capped water supply well reported on the subject property.

Other potential hazards that may occur on the project site include asbestos containing materials and lead based paint, radon, and hazardous material transport. The project site setting associated with each of these potential hazards is discussed more fully below.

Residual Agricultural Chemicals

The Phase I ESA determined the project site was historically used for agricultural purposes, along with the general area around the project site. As a result, residual agricultural chemicals including pesticides, arsenic, and herbicides may be present in the soil.

Asbestos Containing Materials and Lead Based Paint

Asbestos was used as insulation in walls or ceilings or as a component in adhesives in older buildings (pre-1979). Asbestos can pose a health risk when very small particles become airborne. Lead is a highly toxic metal that was used for many years in products found in and around homes, including paint. Lead-based paint (LBP) was commonly used in residential construction prior to the enactment of federal regulations limiting its use in the late 1970s. Exposure to lead can cause a range of health effects, from behavioral problems and learning disabilities, to seizures and death. The primary source of lead exposure in residential settings is deteriorating LBP. Lead dust can form when LBP is dry scraped, dry sanded, or heated. Dust also forms when painted surfaces bump or rub together. LBP that is in good condition is usually not a hazard.

The existing warehouse structure on the project site was constructed in 1967. Due to the age of the on-site structure, asbestos and lead may be present in and near the structure.

Radon

Radon is a naturally occurring gas produced by the breakdown of uranium in soil, rock, and water. Accumulations of this gas inside structures can become a health hazard because radon is known to cause lung cancer. The threat of radon is very low in well-ventilated structures. According to the U.S. EPA, the general area of the project site has a predicted indoor screening level of less than significant per EPA guidelines. Therefore, based upon the reported subsurface characteristics of the area, the project site exhibits no potential for high-level radon exposure (Appendix D).

4.3.2 Regulatory Setting

An overview of regulatory agencies and certain key hazardous materials laws and regulations applicable to the project, and to which the project must conform, is provided below.

Federal Regulations

Several federal agencies regulate hazardous materials. These include the U.S. EPA, the United States Occupational Safety and Health Administration (USOSHA), and the United States Department of Transportation (U.S. DOT). Applicable federal regulations are contained primarily in Titles 10, 29, 40, and 49 of the Code of Federal Regulations (CFR). Some of the major federal laws and issue areas include the following statutes and implementing regulations:

- Resources Conservation and Recovery Act (RCRA) of 1976 - hazardous waste management;
- Hazardous and Solid Waste Amendments Act (HSWA) - hazardous waste management;
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) - cleanup of contamination;
- Superfund Amendments and Reauthorization Act (SARA) - cleanup of contamination; and
- Emergency Planning and Community Right-to-Know (SARA Title III) – business inventories and emergency response planning.

The U.S. EPA is the primary federal agency responsible for the implementation and enforcement of hazardous materials regulations. In most cases, enforcement of environmental laws and regulations established at the federal level is delegated to State and local environmental regulatory agencies. In addition, with respect to emergency planning, the Federal Emergency Management Agency (FEMA) is responsible for ensuring the establishment and development of policies and programs for emergency management at the federal, State, and local levels. This includes the development of a national capability to mitigate against, prepare for, respond to, and recover from a full range of emergencies.

The U.S. EPA has authorized the California Department of Toxic Substance Control (DTSC) to enforce hazardous waste laws and regulations in California. Requirements place “cradle-to-grave” responsibility for hazardous waste disposal on the shoulders of hazardous waste generators. Waste generators must ensure that their wastes are disposed of properly, and legal requirements dictate the disposal requirements for many waste streams (i.e., a ban on the disposal of many types of hazardous wastes in landfills).

Asbestos Hazard Emergency Response Act (AHERA) (1986)

This Act is the federal legislation that governs the control and abatement of asbestos hazards present in school buildings. The purpose of this Act is to also require the U.S. EPA to evaluate the extent of danger to human health posed by asbestos in public and commercial buildings and the means to respond to any identified danger.

Federal Occupational Safety and Health Administration (OSHA) - Process Safety Management Standard (29 CFR 1910.119)

This standard includes requirements for preventing or minimizing the consequences of catastrophic releases of toxic, reactive, flammable, or explosive chemicals. Requirements of this standard include providing employees with information pertaining to hazardous chemicals, training employees on the operation of equipment with hazardous materials, and employer requirements to perform a process hazard analysis.

Lead-Based Paint Elimination Final Rule 24 CFR 33

Regulations for lead-based paint (LBP) are contained in the Lead-Based Paint Elimination Final Rule 24 Code of Federal Regulations (CFR) 33, governed by the U.S. Department of Housing and Urban Development, which requires sellers and lessors to disclose known LBP and LBP hazards to prospective purchasers and lessees. Additionally, all LBP abatement activities must be in compliance with California and Federal OSHA and with the State of California Department of Health Services requirements. Only LBP trained and certified abatement personnel are allowed to perform abatement activities. All lead LBP removed from structures must be hauled and disposed of by a transportation company licensed to transport this type of material at a landfill or receiving facility licensed to accept the waste.

State Regulations

The primary State agencies with jurisdiction over hazardous chemical materials management are the DTSC and the State Water Quality Control Board (SWQCB). Other State agencies involved in hazardous materials management and oversight are the Department of Industrial Relations, California OSHA (Cal OSHA) implementation, Office of Emergency Services (OES - California Accidental Release Prevention Implementation), CARB, California Department of Transportation (Caltrans), State Office of Environmental Health Hazard Assessment (OEHHA - Proposition 65 implementation) and CalRecycle (formerly the California Integrated Waste Management Board, CIWMB). The enforcement agencies for hazardous materials transportation regulations are the California Highway Patrol (CHP) and Caltrans. Hazardous materials and waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulations.

Relevant hazardous materials management laws in California include, but are not limited to, the following statutes and implementation regulations:

- Hazardous Materials Management Act - business plan reporting;
- Hazardous Waste Control Act - hazardous waste management;
- Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65) – release of and exposure to carcinogenic chemicals;
- Hazardous Substance Act - cleanup of contamination;

- Hazard Communication; and
- Hazardous Materials Storage and Emergency Response.

California Environmental Protection Agency

The California Environmental Protection Agency (CalEPA) has broad jurisdiction over hazardous materials management in California. Within CalEPA, the DTSC has primary regulatory responsibility for hazardous waste management and cleanup. Enforcement of regulations has been delegated to local jurisdictions that enter into agreements with DTSC for the generation, transport, and disposal of hazardous materials under the authority of the Hazardous Waste Control Law.

Along with the DTSC, the SWQCB is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. SWQCB regulations are contained in Title 27 of the California Code of Regulations (CCR). Additional State regulations applicable to hazardous materials are contained in Title 22 of the CCR. Title 26 of the CCR is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.

Department of Toxic Substances Control

RCRA is the principal federal law that regulates the generation, management, and transportation of hazardous materials and other wastes. The DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA, and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. In addition, DTSC reviews and monitors legislation to ensure that the position reflects the DTSC's goals. From these laws, DTSC's major program areas develop regulations and consistent program policies and procedures. The regulations determine what those who handle hazardous waste must do to comply with the laws.

California law provides the general framework for regulation of hazardous wastes by the Hazardous Waste Control Law (HWCL) passed in 1972. DTSC is the State's lead agency in implementing the HWCL. The HWCL provides for State regulation of existing hazardous waste facilities, which include "any structure, other appurtenances, and improvements on the land, used for treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous wastes," and requires permits for, and inspections of, facilities involved in generation and/or treatment, storage and disposal of hazardous wastes.

The oversight of hazardous materials release sites often involves several different agencies that may have overlapping authority and jurisdiction. The DTSC and SWQCB are the two primary State agencies responsible for issues pertaining to hazardous materials release sites. Air quality issues related to remediation and construction at contaminated sites are also subject to federal and State laws and regulations that are administered at the local level.

Investigation and remediation activities that would involve potential disturbance or release of hazardous materials must comply with applicable federal, State, and local hazardous materials laws and regulations. The DTSC has developed standards for the investigation of sites where hazardous materials contamination has been identified or could exist based on current or past uses. The standards identify approaches to determine if a release of hazardous wastes/substances exists at a site and delineate the general extent of contamination; estimate the potential threat to public health and/or the environment from the release and provide an indicator of relative risk; determine if an expedited response action is required to reduce an existing or potential threat; and complete

preliminary project scoping activities to determine data gaps and identify possible remedial action strategies to form the basis for development of a site strategy.

California Accidental Release Prevention Program (CalARP)

The CalARP program (CCR Title 19, Division 2, Chapter 4.5) covers certain businesses that store or handle more than a certain volume of specific regulated substances at their facilities. The list of regulated substances is found in Article 8, Section 2770.5 of the CalARP program regulations. The businesses that use a regulated substance above the noted threshold quantity must implement an accidental release prevention program, and some may be required to complete a Risk Management Plan (RMP). An RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The purpose of an RMP is to decrease the risk of an off-site release of a regulated substance that might harm the surrounding environment and community. An RMP includes the following components: safety information, hazard review, operating procedures, training, maintenance, compliance audits, and incident investigation. The RMP must consider the proximity to sensitive populations located in schools, residential areas, general acute care hospitals, long-term health care facilities, and child day-care facilities, and must also consider external events such as seismic activity.

Regional

Santa Barbara County Air Pollution Control District (SBCAPCD)

The SBCAPCD establishes Rules that regulate or control various air pollutant emissions and emissions sources, including hazardous emissions sources in the County of Santa Barbara within the South Central Coast Air Basin (Basin). The SBCAPCD coordinates its actions with local, State, and federal government agencies, the business community, and private citizens to achieve and maintain healthy air quality.

Local

City of Goleta General Plan

The General Plan Safety Element establishes Goals and Policies addressing community health and safety, including potential hazards and hazardous materials concerns. Goleta Goals and Policies implemented through its General Plan support prevention and education measures acting to minimize the occurrence and effects of hazards, emergencies and disasters; and include measures to allow Goleta to respond appropriately under hazardous, emergency, or disaster conditions.

City of Goleta Emergency Operations Plan

The Emergency Operations Plan (EOP) establishes the overall approach for emergency response, including organization and task management, identification of policies and procedures, and coordination of planning efforts of the various emergency staff and service elements. The purpose of the City's EOP is to define the actions required of the City before, during, and after an emergency to guide the City's response to major emergencies and disasters pursuant to state and federal requirements.

Santa Barbara County Department of Environmental Health

Under the California Unified Hazardous Waste and Hazardous Material Management Regulatory Program, (Chapter 6.11, Division 20, Section 25404 of the Health and Safety Code), hazards/hazardous materials management is addressed locally through the Certified Unified Program Agency (CUPA). The CUPA for Santa Barbara County, including Goleta, is the Santa Barbara County Department of Environmental Health, Hazardous Materials Division. The CUPA oversees the enforcement and administration of six consolidated environmental programs:

- Hazardous Materials Release Response Plans & Inventory (Business Plan)
- Underground Storage Tanks (UST)
- Hazardous Waste Generators
- Onsite Hazardous Waste Treatment
- Aboveground Petroleum Storage Act (APSA)
- California Accidental Release Prevention (CalARP)

Santa Barbara County Airport Land Use Commission

The project site is located within the Santa Barbara Airport Influence Area. The 1993 Santa Barbara County Airport Land Use Compatibility Plan (ALUCP) establishes various policies and compatibility maps for individual ALUCP airports, including Santa Barbara Airport. Santa Barbara County Airport Land Use Commission (Santa Barbara County ALUC) review is required when a project is located within the boundaries of an Airport Influence Area and the project proposes a legislative action like a General Plan Amendment, Specific Plan Amendment, Zone Change, or Zoning Ordinance (Santa Barbara County ALUC 1993). As discussed in the Initial Study, the project is located within the Airport Influence Area but does not include a land use change.

4.3.3 Impact Analysis

a. Methodology and Significance Thresholds

Assessment of impacts is based on the Phase I ESA (Appendix D), prepared for the project site. The Phase I ESA was completed to assess potential existing hazards on the project site. The following tasks were undertaken as part of the Phase I ESA investigation:

- Performed a reconnaissance of the subject property to identify obvious indicators of the existence of hazardous materials.
- Observed adjacent or nearby properties from public thoroughfares in an attempt to see if such properties are likely to use, store, generate, or dispose of hazardous materials.
- Obtained and reviewed an environmental records database search to obtain information about the potential for hazardous materials to exist at the subject property or at properties located in the vicinity of the subject property.
- Reviewed files for the subject property and immediately adjacent properties as identified in the database report, as applicable.
- Reviewed the current United States Geological Survey (USGS) topographic map to obtain information about the subject property and regional topography and uses of the subject property and surrounding sites.

- Reviewed additional pertinent record sources (e.g., California Division of Oil, Gas, and Geothermal Resources records, online databases of hazardous substance release sites, etc.), as necessary, to identify the presence of RECs at the subject property.
- Reviewed reasonably ascertainable historical resources (e.g., aerial photographs, topographic maps, fire insurance maps, city directories, etc.) to assess the historical land use of the subject property and adjacent properties.
- Provided a user interview questionnaire to a representative of the client, the user of the Phase I ESA.
- Provided a property owner interview questionnaire to the property owner or a designated subject property representative identified to Rincon by the client.
- Conducted interviews with other property representatives (e.g., key site manager, occupants, etc.), as applicable.
- Reviewed available client-provided information (e.g., previous environmental reports, title documentation, etc.).

The following thresholds are based on Appendix G of the State CEQA Guidelines. A significant impact related to hazards and hazardous materials would occur if the project would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
2. 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;
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
4. 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, create a significant hazard to the public or the environment;
5. 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, result in a safety hazard or excessive noise for people residing or working in the project area;
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

The Initial Study (Appendix A) determined the proposed project would have no impact on handing hazardous materials near a school, being located on a hazardous material site, or risk to wildland fire (Thresholds 3-4 and 7). The Initial Study determined the project would have a less than significant impact on hazards from a nearby airport and the impairment of an emergency response plan (Thresholds 5 and 6). The Initial Study concluded the project could result in potentially significant impacts related to Threshold 1 and 2, which are analyzed in this section of the EIR. All other thresholds are discussed in the Initial Study and summarized in Table 1-2 in Section 1, *Introduction*.

Threshold:	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
Threshold:	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?

Impact HAZ-1 THE PROJECT IS LOCATED ON A SITE PREVIOUSLY USED FOR AGRICULTURAL AND INDUSTRIAL PURPOSES AND IS LOCATED ADJACENT TO ACTIVE RAILROAD TRACKS. THE SITE CONTAINS HAZARDOUS MATERIALS THAT MAY BE EXPOSED DURING CONSTRUCTION ACTIVITIES. WITH ADHERENCE TO MITIGATION MEASURES HAZ-1 AND HAZ-2, IMPACTS WOULD BE REDUCED TO LESS THAN SIGNIFICANT.

Construction-Related Impacts

During project construction, accidental conditions could occur as a result of any of the following: direct dermal contact with hazardous materials; incidental ingestion of hazardous materials, or inhalation of airborne dust released from dried hazardous materials. The transportation of hazardous materials could result in accidental spills, leaks, toxic releases, fire, or explosion. Appropriate documentation for all hazardous waste that is transported, stored, or used in connection with specific project-site activities would be provided as required for compliance with existing hazardous materials regulations codified in the CCR.

The Phase I ESA identified potential for the site to contain hazardous materials given its prior agricultural use, current and former onsite storage of hazardous materials in USTs, ASTs, and drums, and past use of a bus transportation facility as well as the presence of former sumps, trench drain, and “service shops”. Former onsite agricultural activities create the potential for residual chemicals used routinely in agricultural production such as pesticides, arsenic, and herbicides to remain onsite in the onsite soil and/or groundwater. Additionally, there is potential for agricultural products to have been transported via railcars/railroad tracks. Based on the previous uses of the site as a bus transportation facility along with sumps, trench drains, and “service shops”, there is also the potential for petroleum hydrocarbons, heavy metals, volatile organic compounds, and other vehicle fluids to be present in onsite soil or groundwater.

The Phase I ESA identified the onsite presence of three AST/USTs: a 6,000-gallon historic UST (which may remain onsite), a 3,000-gallon AST with secondary containment (and associated drum) for emergency overflow used oil, and an existing 1,800-gallon diesel UST. Spills or leaks from the USTs and AST have not been identified, however, an unreported release could have occurred that wasn’t captured in regulatory records. Given the potential for contaminated soils on the project site, there is a possible hazard for construction workers to be exposed to contaminants present in onsite soils and or groundwater. There is also a concern for potential off-site disposal of soils that may occur during project construction.

In addition, the Phase I ESA determined there is potential for hazardous building materials present in the existing warehouse structure such as lead based paint (LBP), asbestos containing materials (ACMs), and polychlorinated biphenyls (PCBs). These materials would likely be encountered during structure demolition for the project. Potential hazardous materials, such as fuel, paint products, lubricants, solvents, and cleaning products, may be used and/or stored on-site during the construction of the proposed project. However, due to the limited quantities of these materials to be used by the project, they are not considered hazardous to the public at large.

Given the potential for residual pesticides, hydrocarbons, metals, VOCs, contaminated soil and groundwater from AST and UST, and other potential contaminants to be present onsite, project construction has the potential to create a significant hazard to construction workers and/or the public and environment during routine activities such as excavation, soil transport, and ff-site soil disposal, which would be a potentially significant impact. Adherence to recommendations identified in the ESA and mitigation measures HAZ-1 and HAZ-2 below, would reduce potential impacts to less than significant. Additionally, compliance with federal, State, and local laws, regulations, and Cal/OSHA training programs, would minimize potential impacts associated with the routine transport, use, or disposal of hazardous materials during construction.

Operation-Related Impacts

Generally, maintenance and upkeep of facilities on-site, including cleaning of workspaces, parking areas, restroom facilities and maintenance of landscaping occasionally require the use of various solvents, cleaners, paints, oils/fuels, and pesticides/herbicides. Transport, use, and storage of hazardous materials during the operation of the site would be conducted pursuant to all applicable local, State, and federal laws, including but not limited to Title 49 of the Code of Federal Regulations implemented by Title 13 of the California Code of Regulations, which describes strict regulations for the safe transportation of hazardous materials, and in cooperation with the County's Department of Environmental Health. As required by California Health and Safety Code Section 25507, a business shall establish and implement a Hazardous Materials Business Emergency Plan for emergency response to a release or threatened release of a hazardous material. As required, the hazardous materials would be stored in locations according to compatibility and in storage enclosures (i.e., flammable material storage cabinets and biological safety cabinets) or in areas or rooms specially designed, protected, and contained for such storage, in accordance with applicable regulations.

Adherence to Santa Barbara County Department of Environmental Health guidelines and regulations would reduce the potential for contamination from hazardous materials through proper cleanup, disposal, and remediation. The Santa Barbara County Office of the Fire Marshall regulates and enforces the provisions of the Uniform Fire Code relating to hazardous materials, including the use and storage of hazardous materials that are ignitable, reactive, corrosive, or toxic. Businesses using such materials are subject to permitting and inspection.

Given the above considerations, impacts associated with project operation would be less than significant through compliance with existing regulations.

Mitigation Measures

HAZ-1 Assessment, Removal, and Remediation

Prior to demolition or onsite grading/site disturbance or improvements, a soil, soil vapor, and/or groundwater sampling assessment shall be completed to identify and/or define hazardous material impacts in the areas of concern. The areas of concern and associated chemicals of concern include:

- Former agricultural use of the subject property – pesticides and arsenic;
- Adjacent presence of railroad tracks along the northern site boundary which transport and produce pesticides, heavy metals, petroleum hydrocarbons, herbicides, and SVOCs (including creosote, naphthalene);
- Former and current USTs/AST onsite - historic 6,000-gallon UST, existing 1,800-gallon diesel UST, and existing 3,000-gallon AST with secondary containment and associated drum that is utilized

to store emergency overflow used oil onsite - heavy metals, petroleum hydrocarbons, and VOCs; and

- Former use of a bus 'service shop' that includes underground sumps, trench drains and possibly other features - heavy metals, petroleum hydrocarbons, and VOCs.

A geophysical survey shall be conducted to locate the historical UST prior to sampling. The sampling assessment shall be performed under the supervision of a professional geologist or other qualified environmental professional. The analytical results shall be compared to the most current applicable environmental screening levels, as recommended by Santa Barbara County Environmental Health – Hazardous Materials Unit.

A Soil Management Plan (SMP) shall be prepared and followed by the demolition/grading contractor. The SMP will identify procedures to address the current onsite features and unidentified features (USTs, clarifiers, sumps or other underground features) that are uncovered during the redevelopment of the site. If the sampling assessment analytical results are greater than the environmental screening levels, the Santa Barbara County Environmental Health – Hazardous Materials Unit shall be contacted to review and oversee the SMP and any additional assessments, site remediation, and/or health risk assessments that are deemed necessary. The onsite USTs, AST, drum, trench drains, and sumps shall be removed in accordance with local permits and guidelines as identified and required by Santa Barbara County Environmental Health – Hazardous Materials Unit.

All necessary reports, regulations and permits shall be followed to achieve remediation of the site. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation and under the direction of the lead oversight agency. The remediation program shall also be approved by a regulatory oversight agency, such as the Santa Barbara County Environmental Health – Hazardous Materials Unit. Alternatively, the Hazardous Materials Unit may determine that RWQCB or DTSC should be the lead agency for remediation oversight.

All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation, the environmental professional shall prepare a report summarizing the project, the remediation approach implemented, and the analytical results after completion of the remediation (including all waste disposal or treatment manifests) and site closure by the lead agency will be obtained.

HAZ-2 Hazardous Building Material Survey and Demolition Plan

A hazardous building material survey shall be conducted prior to demolition or removal of any onsite structures. If any ACM, LBP, or PCBs are identified, the materials shall be removed in accordance with California and Federal OSHA as well as other state and federal regulations by licensed abatement contractors. All ACM, LBP, and PCB materials removed from the site shall be hauled and disposed of by a transportation company certified to handle these materials.

Significance After Mitigation

Impacts related to the routine transport, use, or disposal of hazardous materials, and risk of upset, would be less than significant with implementation of Mitigation Measures HAZ-1 and HAZ-2.

4.3.4 Cumulative Impact Analysis

Cumulative development in Goleta and the surrounding area would modify existing land use patterns through the development of vacant lots or through redevelopment. Development of the cumulative projects would cumulatively increase the potential for exposure of people to hazards and hazardous materials, including soil contamination, pesticides, LBP, asbestos, groundwater contamination of PCE, and upset risks along major transportation routes. The proposed project would incrementally contribute to this cumulative effect. However, as discussed throughout this section, such risks of exposure are reduced through adherence to existing federal, State, and local regulations. U.S. EPA and U.S. DOT laws regulate the safe interstate transportation of hazardous materials and waste. In addition, the project would be required to comply with Mitigation Measures HAZ-1 and HAZ-2, which would reduce impacts to less than significant.

Impacts associated with hazards and hazardous materials are generally site-specific**.** Accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis and appropriate mitigation would be designed to mitigate impacts resulting from individual projects, depending upon the type and severity of hazards present. Enforcement of federal, State, and local laws and regulations would ensure that hazards to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would remain less than significant. Therefore, cumulative impacts related to hazards and hazardous materials would be less than significant.

References

California Department of Industrial Relations. 2012. Guide to California Hazard Communication Regulations. Revised May 2012. https://www.dir.ca.gov/DOSH/dosh_publications/hazcom.pdf (accessed July 2020).

Santa Barbara County Airport Land Use Commission (ALUC). 1993. Airport Land Use Plan. Adopted October 1993.

4.4 Noise

This section discusses the project's potential impacts relating to noise and groundborne vibration. The Initial Study determined the project would not have noise impacts related to the nearby Santa Barbara Airport. The purpose of this section is to analyze the project's noise and vibration impacts related to both temporary construction activity and long-term operation of the project. Sound level measurement data is included in Appendix E.

4.4.1 Setting

Environmental Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (Caltrans 2013).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz and less sensitive to frequencies around and below 100 Hertz (Kinsler et al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB decrease (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not "sound twice as loud" as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (half) as loud ([10.5x the sound energy] Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line, the path the sound will travel, site conditions, obstructions, etc.). Noise levels from a point source typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance (e.g., construction, industrial machinery, ventilation units, etc.). Noise from a line source (e.g., roadway, pipeline, railroad, etc.) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result from simply the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (i.e., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, and man-made features such as buildings and walls, can

significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time. Typically, L_{eq} is summed over a one-hour period. L_{max} is the highest root mean squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period (Crocker 2007).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. It is also measured using CNEL, which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by L_{dn} and CNEL usually differ by about 1 dBA. The relationship between the peak-hour L_{eq} value and the L_{dn}/CNEL depends on the distribution of traffic during the day, evening, and night. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 dBA, while areas near arterial streets are in the 50 to 60-plus CNEL range. Normal conversational levels are in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (FHWA 2018).

Groundborne Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (Federal Transit Administration [FTA] 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than

low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020. When a building is impacted by vibration, a ground-to-foundation coupling loss will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may actually amplify the vibration level due to structural resonances of the floors and walls.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

Existing Ambient Noise Environment

The primary noise source in the project area is vehicular traffic and train movement on the UPRR. Existing noise levels at the project site were documented during two short-term (i.e., 15 minutes) ambient noise measurements. Ambient noise levels were primarily influenced by vehicular traffic from South La Patera Lane and U.S. 101. No nearby stationary sources of noise were detectable in the project area vicinity.

Noise measurements were conducted using an Extech 407780A integrating sound-level meter positioned at a height of approximately 5 feet above ground level. The short-term noise measurements were conducted at approximately 15 feet from the center line of South La Patera Lane, approximately 50 feet from the UPRR, and approximately 270 feet from the centerline of U.S. 101. Table 4.4-1 describes the short-term sound level measurement location and results. Figure 4.4-1 depicts the sound level measurement locations in the project area vicinity from existing road and rail noise sources.

The closest public airport to the project site is the Santa Barbara Airport, about 0.5 mile south of the project site. According to the Area of Influence and Noise Contour figure in the Santa Barbara County Airport Land Use Compatibility Plan, the project site is not within the 55, 60, or 65 dBA CNEL noise contours of the airport (SBCAG 1993). Therefore, aircrafts do not substantially contribute to the existing ambient noise conditions on the project site and vicinity.

Table 4.4-1 Summary of Measured Short-Term Ambient Noise Levels

Monitoring Location	Monitoring Period	Monitoring Location	Noise Level (dBA)	
			L_{eq}	L_{max}
NM-1	8:58-9:22 AM	North side of the existing building	64.8	87.5
NM-2	9:26-9:41 AM	North side of the existing building	60.8	75.6

Noise measurement survey was conducted on July 10, 2020 using a Larson Davis Laboratories, Type I, Model 820 integrating sound-level meter positioned at a height of approximately 5 feet above ground level. Refer to Figure 4.10-1 for noise measurement locations.

Figure 4.4-1 Ambient Noise Monitoring Location

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Fig 4.4-1 Ambient Noise Monitoring Locations

As indicated in Table 4.4-1, measured ambient noise levels in the project vicinity ranged from approximately 61 to 65 dBA L_{eq} during the daytime hours. Instantaneous noise levels measured during the daytime hours ranged from approximately 76 to 88 dBA $L_{max.}$ The majority of the noise that occurred during the two measurements came from vehicles driving on U.S. 101. Secondary ambient noise sources include traffic on South La Patera Lane and noise generated from stationary sources in the project vicinity. Noise measurement 1 captured noise from a train on the UPRR. The train arrived at the depot at 9:18 AM and departed at 9:22 AM. The train was audible during its stop at the depot and was the loudest source of noise during the first noise measurement. Noise from the train included a train horn, bells, and noise generated from its operation. Sound level measurement data is included in Appendix E.

The site measurements were conducted during the COVID-19 pandemic. Many businesses and schools were closed at the time noise measurements were collected, and the number of vehicles on the local roadways was potentially reduced compared to typical conditions. Therefore, measured noise levels were estimated to be lower than under typical conditions.

Sensitive Noise Receivers

The General Plan Noise Element defines sensitive receivers as users or types of uses that are interrupted (rather than merely annoyed) by relatively low levels of noise. These include residential neighborhoods, schools, libraries, hospitals and rest homes, auditoriums, certain open space areas, and public assembly places. Uses in the immediate vicinity of the project site consist primarily of commercial and industrial development.

Sensitive receivers nearest to the project site consist of single-family residences 500 feet north of the project site across UPRR right-of-way and U.S. 101. The nearest school is La Patera Elementary School located approximately 0.7mile to the north. The nearest park is the Los Carneros Park and associated hiking trails, which is located as close as 660 feet north from the project site across UPRR right-of-way and U.S. 101. Therefore, the nearest sensitive receptors to the proposed project are the residences located to the north across U.S. 101 from the project site.

4.4.2 Regulatory Setting

Federal

Federal Transit Administration Criteria

Sections 5 and 6 of the Transit Noise and Vibration Impact Assessment Manual, adopted by the FTA in September 2018, addresses the federal guidelines used to evaluate a project for potential vibration impacts. The vibration impact analysis is a multi-step process used for determining vibration analysis level, determining vibration impact criteria, and evaluating vibration impact. FTA guidelines state that the threshold of perception for humans is approximately 65 vibration decibels (VdB). A vibration level of 85 VdB can result in strong annoyance, and a vibration level of 100 VdB is the threshold of potential damage (FTA 2018). Construction activity can result in varying degrees of ground vibration depending on the equipment and methods employed, and older and more fragile buildings must receive special consideration. These guidelines are advisory and should be used to assess the impacts of ground borne vibrations created from transit and construction sources.

State

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires each county and city to adopt a General Plan that includes a Noise Element prepared per guidelines adopted by the Governor's Office of Planning and Research. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. The California Environmental Quality Act requires all known environmental effects of a project be analyzed, including environmental noise impacts.

California General Plan Guidelines

The California General Plan Guidelines, published by the Governor's Office of Planning and Research, indicate acceptable, specific land use types in areas with specific noise exposure. The guidelines also offer adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. These guidelines are advisory, and local jurisdictions, including the City of Goleta, have the responsibility to set specific noise standards based on local conditions.

California Noise Control Act of 1973

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act, find that excessive noise is a serious hazard to public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. The act also finds that there is a continuous and increasing bombardment of noise in urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians that is free from noise that jeopardizes their health or welfare.

The California Administrative Code (CAC), Title 24, Noise Insulation Standards

Interior noise levels for habitable rooms are regulated also by Title 24 of the California Code of Regulations (CCR), California Noise Insulation Standards. Title 24, Chapter 12, Section 1207.4, of the California Building Code requires that interior noise levels attributable to exterior sources not exceed 45 CNEL in any habitable room within a residential structure. A habitable room is a room used for living, sleeping, eating, or cooking. Bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable rooms for this regulation.

Local

City of Goleta Noise Element

The Noise Element of the Goleta General Plan establishes noise standards for various land use categories based on the U.S. Department of Housing and Urban Development Guidelines and standards from the California Office of Noise Control. The City recommends 50-70 dBA as the "normally acceptable" range and 70-75 dBA as the "conditionally acceptable" range for industrial uses. According to the Goleta General Plan, industrial uses within the "normally acceptable range" are deemed satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Development of

industrial uses within the "conditionally acceptable" range 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 (Goleta 2006). Table 4.4-2 shows the normally acceptable and conditionally acceptable ranges for each land use category. According to Noise Element Policy NE 1.1, the City requires mitigation for development that would subject proposed land uses to noise levels that exceed the acceptable levels shown in Table 4.4-2.

Table 4.4-2 Goleta Noise and Land Use Compatibility Criteria

	Community Noise Exposure Ldn or CNEL, dBA			
Land Use Category	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density	50-60	60-65	65-75	75-85+
Residential – Multi-Family	50-60	60-65	65-75	75-85+
Transient Lodging – Motels, Hotels	50-65	65-70	70-80	80-85+
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-65	65-80	80-85+
Auditoriums, Concert halls, Amphitheaters	NA	50-65	NA	65-85+
Sports Arena, Outdoor Spectator Sports	NA	50-70	NA	70-85+
Playgrounds, Neighborhood Parks	50-70	NA	70-75	75-85+
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	NA	70-80	80-85+
Office Buildings, Business Commercial and Professional	50-67.5	67.5-75	75-85+	NA
Industrial, Manufacturing, Utilities, Agriculture	50-70	70-75	75-85+	NA

Normally Acceptable – Specified land uses 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, needed noise reduction requirements are made, and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Source: Goleta General Plan Noise Element, 2006

Noise Element Policy NE 6.4 restricts construction activities near or adjacent to residential buildings and other sensitive receivers to the hours of 8:00 AM to 5:00 PM Monday through Friday and 7:00 AM to 4:00 PM Monday through Friday for construction in nonresidential areas. Noise Element Policy NE 6.5 requires the following measures to be incorporated into grading and building plan specifications to reduce construction noise:

- All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system.
- Contractors shall implement appropriate additional noise mitigation measures including but not limited to changing the location of stationary construction equipment, shutting off idling equipment, and installing acoustic barriers around significant sources of stationary construction noise.

- To the extent practicable, adequate buffers shall be maintained between noise-generating machinery or equipment and any sensitive receivers. The buffer should ensure that noise at the receiver site does not exceed 65 dBA CNEL. For equipment that produces a noise level of 95 dBA at 50 feet, a buffer of 1600 feet is required for attenuation of sound levels to 65 dBA.

Goleta Municipal Code Chapter 9.09

Goleta Municipal Code (GMC) Chapter 9.09 regulates noise in the City. The purpose of the chapter is to preserve public peace and comfort for citizens of Goleta from unwarranted noise and disturbances. The GMC prohibits loud and unreasonable noise from 10:00 PM to 7:00 AM Sunday through Thursday and 12:00 AM to 7:00 AM Friday and Saturday. Loud and unreasonable noise is defined as sound which is clearly discernible at a distance of 100 feet from the property line of the property upon which it is broadcast or sound which is above 60 dBA at the edge of the property line upon which the sounds is broadcast. The City does not have any code requirements related to noise from construction activities, but the GMC noise regulations would apply to construction noise.

4.4.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Construction Noise

Short-term noise impacts associated with construction activities were analyzed based on typical construction equipment noise levels derived from the FHWA's Roadway Construction Noise Model (RCNM) and the FTA's Transit Noise and Vibration Impact Assessment Manual. Typical equipment use for various phases of construction were based on default assumptions identified in the California Emissions Estimator Model (CAPCOA 2018) for representative development projects. Predicted average-hourly construction noise levels (in dBA L_{eq}) were calculated assuming the two loudest pieces of construction equipment operating simultaneously at 500 feet from the nearest sensitive receivers. Noise levels are predicted in RCNM based on an average noise-attenuation rate of 6 dB per doubling of distance from the source.

Vibration Levels Associated with Construction Equipment

Groundborne vibration levels associated with construction activities were estimated based on the 2020 Caltrans Transportation and Construction Vibration Guidance Manual. Potential vibration levels were identified for onsite and offsite locations that are sensitive to vibration, including nearby residences.

The project does not include any substantial vibration sources associated with operation. The project would not increase and change train operations which would lead to changes in vibration levels in the area. Thus, construction activities have the greatest potential to generate ground-borne vibration affecting nearby receivers, especially during grading and excavation of the project site. The greatest vibratory source during construction in the project vicinity would be a large bulldozer. Neither blasting nor pile driving would be required for construction of the project. Construction vibration estimates are based on vibration levels reported by Caltrans and the FTA (Caltrans 2020, FTA 2018). Table 4.4.3 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration (FTA 2018).

Table 4.4.3 Vibration Levels Measured during Construction Activities

Equipment	PPV at 25 ft (in/sec)
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003

Source: FTA 2018

Vibration limits used in this analysis to determine a potential impact to local land uses from construction activities, such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation, are based on information contained in Caltrans' *Transportation and Construction Vibration Guidance Manual* and the Federal Transit Administration and the FTA *Transit Noise and Vibration Impact Assessment Manual* (Caltrans 2020; FTA 2018). Maximum recommended vibration limits by the American Association of State Highway and Transportation Officials (AASHTO) are identified in Table 4.4.4.

Table 4.4.4 AASHTO Maximum Vibration Levels for Preventing Damage

Type of Situation	Limiting Velocity (in/sec)
Historic sites or other critical locations	0.1
Residential buildings, plastered walls	0.2–0.3
Residential buildings in good repair with gypsum board walls	0.4–0.5
Engineered structures, without plaster	1.0–1.5

Source: Caltrans 2020

Based on AASHTO recommendations, limiting vibration levels to below 0.1 PPV in/sec for historic sites and 0.2 PPV in/sec at residential structures would prevent structural damage. These limits are applicable regardless of the frequency of the source. However, as shown in Table 4.4.5 and Table 4.4.6, potential human annoyance associated with vibration is usually different if it is generated by a steady state or a transient vibration source.

Table 4.4.5 Human Response to Steady State Vibration

PPV (in/sec)	Human Response
3.6 (at 2 Hz)–0.4 (at 20 Hz)	Very disturbing
0.7 (at 2 Hz)–0.17 (at 20 Hz)	Disturbing
0.10	Strongly perceptible
0.035	Distinctly perceptible
0.012	Slightly perceptible

Source: Caltrans 2020

Table 4.4.6 Human Response to Transient Vibration

PPV (in/sec)	Human Response
2.0	Severe
0.9	Strongly perceptible
0.24	Distinctly perceptible
0.035	Barely perceptible

Source: Caltrans 2020

As shown in Table 4.4.5, the vibration level threshold at which steady vibration sources are considered to be distinctly perceptible is 0.035 in/sec PPV. This is roughly equivalent to the FTA identified threshold of 78 VdB for assessing impacts to residential land uses from infrequent events. This threshold is used for assessing passing trains in the FTA Manual. However, as shown in Table 4.4.6, the vibration level threshold at which transient vibration sources (such as construction equipment) are considered to be distinctly perceptible is 0.24 in/sec PPV. This is roughly equivalent to 94 VdB. This analysis uses the distinctly perceptible threshold for purposes of assessing vibration impacts.

Although groundborne vibration is sometimes noticeable in outdoor environments, groundborne vibration is almost never annoying to people who are outdoors; therefore, the vibration level threshold for human perception is assessed at occupied structures (FTA 2018).

Traffic Noise

Noise levels affecting the proposed project site would be primarily influenced by traffic noise from South La Patera Lane and U.S. 101. The project would primarily generate additional traffic on South La Patera Lane, which abuts the project site to the north and east. Future noise levels affecting the compatibility of the project site were estimated using the FHWA's Traffic Noise Model (TNM). Project trip generation is based on a Traffic Impact Report (TIA) completed by Linscott, Law & Greenspan Engineers, included as Appendix F. Table 4.4-7 shows that existing uses around the project site generate 149 daily trip ends on South La Patera Lane. The proposed project would generate an additional 202 daily trip ends, for a total of 351 daily trip ends on South La Patera Lane.

Table 4.4-7 Project Trip Generation

Land Use	Size	Daily Trip Ends Volumes[2]	AM Peak Hour Volumes[2]			PM Peak Hour Volumes[2]		
			In	Out	Total	In	Out	Total
Proposed Project								
Train Depot[3]	126 Spaces	351	42	11	53	14	40	54
Subtotal Project Driveway Trips		**351**	**42**	**11**	**53**	**14**	**40**	**54**
Existing Site								
Warehouse[4]	30,000 GSF	(52)	(4)	(1)	(5)	(2)	(4)	(6)
Office[5]	10,000 GSF	(97)	(10)	(2)	(12)	(2)	(10)	(12)
Subtotal		**(149)**	**(14)**	**(3)**	**(17)**	**(4)**	**(14)**	**(18)**
Net Increase Driveway Trips		202	28	8	36	10	26	36

[1] Source: Linscott, Law & Greenspan Engineers. ITE "Trip Generation Manual", 10th Edition, 2017. Trips are one-way traffic movements, entering or leaving.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 90 (Park-and-Ride Lot with Bus or Light Rail Service) trip generation average rates.

- Daily Trip Rate: 2.81 trips/parking space; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.42 trips/parking space; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: 0.43 trips/parking space; 25% inbound/75% outbound

[4] ITE Land Use Code 150 (Warehousing) trip generation average rates.

- Daily Trip Rate: 1.74 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.17 trips/1,000 SF of floor area; 77% inbound/23% outbound
- PM Peak Hour Trip Rate: 0.19 trips/1,000 SF of floor area; 27% inbound/73% outbound

[5] ITE Land Use Code 710 (General Office Building) trip generation average rates.

- Daily Trip Rate: 9.74 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

Significance Thresholds

The following criteria are based on Appendix G of the State CEQA Guidelines. An impact would be considered potentially significant if the project would result in one or more of the following conditions:

- 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;
- Generation of excessive groundborne vibration or groundborne noise levels; or
- 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 airport or public use airport, exposure of people residing or working in the project area to excessive noise levels.

As discussed in the Initial Study (Appendix A), the project is located outside the Noise Exposure Range of the Santa Barbara Airport, Airport Land Use Plan and was determined to be less than significant. The analysis in this EIR evaluates the potential impacts of the project on the environment. The compatibility of future land uses within the project area with the existing noise environment would be addressed through compliance with applicable city noise regulations and the city's permit approval process.

Short-Term/Construction Noise

The City of Goleta Noise Element restricts construction activities near or adjacent to residential buildings and other sensitive receivers to the hours of 8:00 AM to 5:00 PM Monday through Friday and 7:00 AM to 4:00 PM Monday through Friday for construction in nonresidential areas. Construction activities would generally be considered to have a potentially significant noise impact if average daytime noise levels would exceed 65 dBA CNEL when averaged over an 8-hour period.

Long-Term Operational Noise Impacts

The GMC prohibits loud and unreasonable noise between the hours of 10:00 PM and 7:00 AM Sunday through Thursday and between 12:00 AM and 7:00 AM Friday and Saturday. Loud and unreasonable noise is defined as sound which is clearly discernible at a distance of 100 feet from the property line of the property upon which it is broadcast or sound which is above 60 dBA at the edge of the property line upon which the sounds is broadcast.

For traffic-related noise, impacts would be considered significant if project-generated traffic would result in exposure of sensitive receivers to an unacceptable increase in noise levels. For purposes of this analysis, a significant impact would occur if project-related traffic increases the ambient noise environment of noise-sensitive locations by 3 dBA or more if the locations are subject to noise levels in excess of the conditionally acceptable noise levels in Table 4.4-2, or by 5 dBA or more if the locations are not subject to noise levels in excess of the aforementioned standards.

Exposure to non-transportation noise sources would be considered potentially significant if noise levels at existing noise-sensitive receptors would exceed the City's noise exposure standards for stationary noise sources.

Groundborne Vibration Impacts

To minimize the potential for cosmetic damage to buildings, AASHTO has established vibration thresholds of 0.1 in/sec PPV for sensitive historic structures and 0.2 in/sec PPV for buildings of normal conventional construction. Additionally, the FTA has established a vibration threshold 0.24 in/sec PPV for human annoyance.

b. Project Impacts

Threshold:	Would the project result in generation of a substantial temporary 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? (Construction)

Impact N-1 SHORT-TERM CONSTRUCTION OF THE PROJECT WOULD TEMPORARILY INCREASE LOCAL NOISE LEVELS. THE ANTICIPATED INCREASE IN CONSTRUCTION NOISE WOULD BE LESS THAN SIGNIFICANT TO NEARBY SENSITIVE RECEIVERS.

Construction Noise

Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., land clearing, grading, excavation, and paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels and be disruptive at nearby noise-sensitive receptors. Although noise ranges are generally similar for all construction phases, the initial site preparation or grading phases tends to involve the most heavy-duty equipment having a higher noise-generation potential. Noise levels associated with individual construction equipment are summarized in Table 4.4-8.

Table 4.4-8 Construction Equipment Noise Levels

	Noise Level (dBA) at 50 feet from Source Center	
Equipment	**L_{max}**	**L_{eq}**
Air Compressor	78	74
Backhoe	78	74
Front End Loader	79	75
Compactor (Ground)	83	76
Concrete Mixer Truck	79	75
Concrete Saw	90	83
Crane	81	73
Dozer	82	78
Grader	85	81
Excavator	81	77
Scraper	84	80
Generator	81	78
Gradall	83	79
Hydraulic Break Ram	90	80
Jack Hammer	89	82
Impact Hammer/Hoe Ram (Mounted)	90	83
Roller	80	73
Paver	77	74

Equipment	Noise Level (dBA) at 50 feet from Source Center	
	L_{max}	L_{eq}
Pneumatic Tools	85	82
Tractor	84	80
Dump Truck	77	73

Based on measured equipment noise levels. Actual noise levels are typically lower, particularly if the equipment is fitted with exhaust mufflers and engine shrouds. Sources: FTA 2018, FHWA 2008

As shown in Table 4.4-8, maximum noise levels generated by individual pieces of construction equipment typically range from approximately 77 dBA to 90 dBA L_{max} at 50 feet and average-hourly noise levels for individual construction equipment generally range from approximately 73 to 83 dBA L_{eq} (FTA 2018).

The nearest sensitive receptors to the project site are residential areas northwest 500 feet north of the project site across UPRR right-of-way and U.S. 101. A dozer and backhoe were analyzed together for construction noise impacts due to their likelihood of being used in conjunction with one another and therefore a reasonable scenario for the greatest noise generation during construction. At a distance of 500 feet, a dozer and a backhoe would generate a noise level of 59.1 dBA L_{eq}. Converting this noise level to CNEL would result in a lower estimate because construction noise would be restricted to an 8-hour day and would not occur during the evening and nighttime hours. Therefore, noise generated from construction would be below the threshold of 65 dBA CNEL for an 8-hour period. Additionally, noise levels at other nearby receivers would be lower than 59.1 dBA L_{eq} because they are farther away. In accordance with City of Goleta Noise Element Policy NE 6.5, Best Management Practices (BMPs) would also be implemented during the construction phase. Therefore, because construction would not occur outside of the allowed hours and noise levels would be below 65 dBA CNEL, impacts from construction equipment would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold:	Would the project generate a substantial 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? (Operation)

Impact N-2 THE PROJECT WOULD INCLUDE STATIONARY SOURCES THAT WOULD INCREASE NOISE LEVELS. HOWEVER, NOISE LEVELS GENERATED BY THE PROJECT WOULD NOT EXCEED 60 DBA AT THE NEAREST PROPERTY LINE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

On-Site Operational Noise

On-site noise source would include general conversations, landscape maintenance, waste hauling, and heating, ventilation, air conditioning (HVAC) equipment. Due to the distances and low noise levels associated with general site activities, on-site traffic, and landscape maintenance, these sources are not considered substantial and are not analyzed further. The primary noise source of concern would be associated with the project's mechanical equipment.

Based on combined data from Trane, Carrier, and Rheem HVAC manufacturing companies, noise from HVAC equipment would typically generate a noise level of 70 dBA L_{eq} at a reference distance of three feet from the source (Carrier Corp 2010). The GMC states that sound over 60 dBA between the hours of 10:00 PM and 7:00 AM Sunday through Thursday and between 12:00 AM and 7:00 AM Friday and Saturday would be considered significant. The shortest distance between the project building and the property line is approximately 25 feet. At this distance, noise levels from HVAC equipment would be approximately 51.6 dBA. Additionally, rooftop HVAC units would be shielded from surrounding land uses with parapets and roofs that block line-of-sight to sensitive receivers would typically provide at least a 5-dBA noise reduction. Therefore, rooftop-mounted equipment would generate approximate noise levels of 46.6 dBA at the nearest property line. Therefore, operational noise impacts associated with HVAC equipment would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold:	Would the project generate a substantial 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? (Operation)

Impact N-3 THE PROJECT WOULD GENERATE NEW VEHICLE TRIPS THAT WOULD INCREASE NOISE LEVELS ON NEARBY ROADWAYS. HOWEVER, AMBIENT NOISE WOULD NOT EXCEED THE CONDITIONAL NOISE LEVELS FOR THE SITE OR AFFECTED RECEPTORS, AND PROJECT-RELATED CHANGES IN NOISE LEVELS WOULD NOT EXCEED 5 DBA. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Off-Site Traffic Noise

The project would generate new vehicle trips that would increase noise levels on nearby roadways. These trips would occur on South La Patera Lane. As shown in Table 4.4-7, the proposed project would increase the number of trip ends on South La Patera Lane from 149 to 351, an increase of 202 daily trip ends. As shown in the Table 4.4-9, noise levels related to the additional trips would increase of 3.8 dBA.

Table 4.4-9 Predicted Increases in Traffic Noise Levels – Existing Conditions

	Noise Level (dBA CNEL/L_{dn}) at 50 Feet from Near-Travel-Lane Centerline			
Roadway Segment	Existing	Existing Plus Project	Change	Significant Impact? [1]
South La Patera Ln., Lindmar Dr. to Dead End	45.9	49.7	3.8	No

[1] A significant impact would occur if project-related traffic increases the ambient noise environment of noise-sensitive locations by 3 dBA or more if the locations are subject to noise levels in excess of 75 dBA, or by 5 dBA or more if the locations are not subject to noise levels in excess of 75 dBA.

Note: Traffic noise levels were calculated using the FHWA roadway noise prediction model based on traffic data obtained from the traffic analysis prepared by Linscott, Law & Greenspan Engineers.

The project site is not located near a noise-sensitive location. In addition, ambient noise measured on the project site does not exceed the City Noise Land Use Compatibility Criteria for conditionally compatible noise level of 75 dBA for commercial and industrial uses, as detailed in Table 4.4-2. Therefore, a noise increase of more than 5 dBA would be considered significant for the area. As shown in Table 4.4-9, the project would result in an increase of approximately 3.8 dBA, which would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold:	Would the project generate excessive groundborne vibration or groundborne noise levels?

Impact N-4 THE PROJECT WOULD RESULT IN GROUNDBORNE VIBRATION IN THE PROJECT AREA VICINITY, DURING THE CONSTRUCTION PHASE. VIBRATION LEVELS DURING PROJECT CONSTRUCTION WOULD NOT CAUSE DAMAGE TO NEARBY STRUCTURES OR SUBSTANTIALLY IMPACT RESIDENTS IN NEARBY DWELLINGS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted by the project. The greatest anticipated source of vibration during general project construction activities would be from a dozer which would be used as close as 150 feet during construction from nearby land uses and buildings, including the historic Daniel Hill Adobe. A dozer would create a vibration level of approximately 0.089 PPV in/sec. at a distance of 25 feet (Caltrans 2020). This would equal a vibration level of approximately 0.012 PPV in/sec. at a distance of 150 feet.[1] The nearest residential structures are located 500 feet north across U.S. 101 and would experience a lower vibration level, which would be lower than what is considered a distinctly perceptible impact for humans at 0.24 PPV in/sec. In addition, 0.012 PPV in/sec. would be lower than the structural damage impact to historic structures of 0.1 PPV in/sec. Therefore, temporary impacts associated with the dozer (and other potential equipment) would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.4.4 Cumulative Impacts

Planned, proposed, and approved projects in and around the city would expose additional people and property to noise and groundborne vibration. Noise impacts from individual projects would depend upon the location, type, and size of development and the proposed uses, and would be primarily addressed through compliance with the City's land use compatibility requirements and enforcement of the city's maximum noise exposure standards for stationary noise sources. Cumulatively, increasing traffic noise is the primary noise concern associated with continued long-term development in Goleta. The project's contribution to cumulative traffic noise in the Project area vicinity is evaluated quantitatively in Impact N-3 above and has been determined to be less than significant. Therefore, the project's overall contribution to long-term cumulative noise impacts would not be cumulatively considerable.

Construction and operation of other projects in the vicinity of the project area would not generate noise levels in excess of existing measured noise levels and would not affect sensitive receptors in the Project area vicinity. As described in Impact N-1, the nearest residences are located 500 feet to the north of the project area. Construction and operational noise is localized and generally does not contribute to cumulative noise impacts. None of the projects in the cumulative project list in Section 3, *Environmental Setting*, are located adjacent to the project site and would lead to cumulative noise impacts.

[1] $PPVEquipment = PPVRef (25/D)^n$ (in/sec), PPVRef = reference PPV at 25 feet, D = distance ,and n = 1.1

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4.5 Transportation

This section evaluates the potential transportation impacts of the project. The analysis in this section is based on the Transportation Impact Study (TIS) prepared by Linscott, Law, & Greenspan engineers (LLG) included as Appendix F. The analysis approach used in the TIS was developed based on the City of Goleta's City Council Resolution No. 20-44, which identifies vehicle miles traveled (VMT) as the primary metric for evaluating a project's transportation impacts in addition to a Level of Service (LOS) analysis at the local level. LOS analysis is provided for informational purposes only.

4.5.1 Setting

This section describes the existing transportation system and current operating conditions in the study area shown in Figure 4.5-1.

Regional Road Network

Regional access to the Project Site is provided by the State Route 217 (SR 217) and U.S. 101, which are detailed below:

- SR 217 is an east-west state highway connecting the U.S. 101 to UCSB. In the project vicinity, two mixed-flow lanes are generally provided in each direction on SR 217. Eastbound and westbound ramps are provided on SR 217 at Hollister Avenue in the and are located approximately 1.5 miles east of the project site.
- U.S. 101 is a north-south oriented freeway that extends across northern and southern California. In the project area, two to three mixed-flow lanes are generally provided in each direction on the U.S. 101 with auxiliary merge/weave lanes provided between some interchanges. Northbound and southbound ramps are provided on the U.S. 101 at Los Carneros Road and Fairview Avenue, and are located approximately 0.6 miles west and 0.7 miles east of the project site, respectively

Local Roadway Network

The project study area includes seven roadway facilities which have the potential to be impacted by the project. Three of the facilities are within the City of Goleta jurisdiction and four are within the California Department of Transportation (Caltrans) jurisdiction, as detailed below:

1. Los Carneros Road/Hollister Avenue (City of Goleta)
2. South La Patera Lane/Hollister Avenue (City of Goleta)
3. Fairview Avenue/Hollister Avenue (City of Goleta)
4. Los Carneros Road/U.S. 101 Northbound ramps (Caltrans)
5. Los Carneros Road/U.S. 101 Southbound ramps (Caltrans)
6. Fairview Avenue/U.S. 101 Northbound ramps (Caltrans)
7. Fairview Avenue/U.S. 101 Southbound ramps (Caltrans)

Figure 4.5-1 Project Study Area and Analysis Locations

Roadway Descriptions and Operations

The City of Goleta utilizes the roadway categories recognized by regional, state, and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways,with the highest capacity, to two-lane undivided roadways, with the lowest capacity. The roadway categories are summarized as follows:

- Freeways are limited-access and high-speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of 1 mile or greater. No local access is provided to adjacent land uses.
- Arterial roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: major and minor arterials. Major arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two to-four lane streets that service local and commuter traffic.
- Collector roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through-travel lanes (i.e., one through-travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.
- Local roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as through-streets or as links between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

Los Carneros Road is a north-south oriented roadway located west of the project site. Within the project study area, Los Carneros Road is designated as a Principal Arterial by the City of Goleta. Two through lanes are generally provided in each direction on Los Carneros Road. Separate exclusive left-turn lanes are provided in each direction on Los Carneros Road at the Hollister Avenue intersection, and a separate exclusive left-turn lane is provided in the northbound direction at the US 101 Northbound ramps intersection. Los Carneros Road is posted for a speed limit of 45 miles per hour within the project study area.

South La Patera Lane is a north-south oriented roadway that borders the project site to the east. Within the project area, South La Patera Lane is designated as a Major Collector by the City of Goleta. One through travel lane is provided in each direction on South La Patera Lane within the project area. A separate exclusive left-turn lane is provided in the southbound direction on South La Patera Lane at the Hollister Avenue intersection. There is no speed limit posted on South La Patera Lane within the project area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code Section 22352(b)(1).

Fairview Avenue is a north-south oriented roadway located east of the project site. North of Hollister Avenue, Fairview Avenue is designated as Principal Arterial by the City of Goleta. South of Hollister Avenue, Fairview Avenue is designated as a Major Collector by the City of Goleta. Two through travel lanes are generally provided in each direction on Fairview Avenue within the project study area. Separate exclusive left-turn lanes are provided in each direction on Fairview Avenue at the Hollister Avenue intersection. Separate exclusive left-turn lanes are provided in the northbound

direction at the U.S. 101 Northbound ramps intersection and in the southbound direction at the U.S. 101 Southbound ramps intersection. Fairview Avenue is posted for a speed limit of 35 miles per hour within the project area.

Hollister Avenue is an east-west oriented roadway located south of the project site. Within the project area, Hollister Avenue is designated as a Principal Arterial by the City of Goleta. Two through travel lanes are generally provided in each direction on Hollister Avenue within the area. Separate exclusive left-turn lanes are provided in each direction on Hollister Avenue at the Los Carneros Road intersection and at the Fairview Avenue intersection. A separate exclusive left-turn lane is provided in the eastbound direction at the South La Patera Lane intersection. West of Fairview Avenue, Hollister Avenue is posted for a speed limit of 45 miles per hour within the project study area. East of Fairview Avenue, Hollister Avenue is posted for a speed limit of 25 miles per hour.

Pedestrian and Bicycle Facilities

Pedestrian facilities include sidewalks, crosswalks, multi-use paths, and pedestrian signals at signalized intersections. Bicycle facilities consist of Class I, II, and III bikeways. Class I shared-use paths or bike paths are facilities with a separate right-of-way with crossflows by vehicles minimized. Class II bike lanes provide a striped lane for one-way bicycle travel on the side of the street adjacent to vehicle traffic. Class III bike routes consist of a roadway that is shared between bicycle and vehicle traffic with supplemental bike signage. The pedestrian and bicycle facilities near the project site include:

- La Patera Lane: Intermittent sidewalk on the east and west side of this road and no bicycle facilities.
- Hollister Avenue: Continuous sidewalk on the north side of the road near South La Patera Lane with a signalized intersection and crosswalk at the Hollister Avenue/South La Patera Lane intersection. Class II bike lanes exist in each direction on Hollister Avenue.

Transit Services

The Santa Barbara Metropolitan Transit District (MTD) provides public bus transit services in the City and throughout Santa Barbara County. MTD operates 24 lines throughout the County with three of these lines being express lines. The nearest stop to the project site is located at Hollister Avenue and La Patera Lane, which is served by MTD Route 6 and Route 12x.

The Ventura County Transportation Commission (VCTC) also operates public transit services within the City through its Coastal Express service on Routes 85, 85C, 86, and 88. The nearest stops of these routes to the project site are located at Hollister Avenue/Nectarine Avenue and Hollister Avenue/Cremona Drive, located approximately one mile southeast and southwest respectively.

Vehicle Miles Traveled

“Vehicle miles traveled” refers to the amount and distance of automobile travel “attributable to a project.” VMT re-routed from other origins or destinations as the result of a project would not be attributable to a project except to the extent that the re-routing results in a net increase in VMT. Daily VMT per resident is the average number of vehicle miles that a resident in a given area travels per day. One factor that leads to a higher relative daily VMT per resident is an imbalance of jobs and housing availability in an area. Existing VMT in the project area was estimated in the City of Goleta VMT Threshold Study. On average, each resident near the project site drives 19.8 miles per day to

and from their home and each employee drives 16.8 miles per day to and from their work (Goleta 2020).

Existing Level of Service

Due to the COVID-19 pandemic, traffic count data could not be collected at the study intersections to determine existing traffic conditions at the study area roadway facilities. In consultation with City staff, historical data (2007 and 2019 data) at the study intersections was utilized to represent current (pre-pandemic) traffic volume conditions. Field observations were conducted to observe traffic operating conditions and signal timings. A detailed explanation of the traffic count methodology and the traffic count sheets are included in Appendix F.

The existing operation of the City intersections were measured based on methodologies established I the Intersection Capacity Utilization (ICU) method. The existing operations of the Caltrans intersections were established using the Highway Capacity Manual (HCM 6th Edition). Existing operations used the historical data to determine more accurate existing conditions than would be determined during the COVID-19 pandemic. LOS is a qualitative measure of traffic operating conditions ranging from LOS A to LOS F. LOS A is the highest functioning and LOS F is the lowest functioning. Existing traffic flow analyses focus on operating conditions of critical intersections and segments during peak travel periods, which are typically the AM and PM peak hours. The AM peak hour is defined as the highest one hour of traffic flow counted between 7:00 AM and 9:00 AM on a typical weekday, the PM peak hour is defined as the highest one hour of traffic flow counted between 4:00 PM and 6:00 PM on a typical weekday. Table 4.5-1 and Table 4.5-2 presents the existing study area intersection operations for the City and Caltrans study intersections, respectively.

Table 4.5-1 Existing City of Goleta Intersection Level of Service (LOS)

Intersection	Peak Hour	V/C[1]	Level of Service
1. Los Carneros Road/Hollister Avenue	AM	0.406	A
	PM	0.587	A
2. South La Patera Lane/Hollister Avenue	AM	0.441	A
	PM	0.599	A
3. Fairview Avenue/Hollister Avenue	AM	0.545	A
	PM	0.633	B

[1] Volume to Capacity ratio

Source: TIS, Appendix F

Table 4.5-2 Existing Caltrans Intersection Level of Service (LOS)

Intersection	Peak Hour	Delay (sec/veh)	Level of Service
1. Los Carneros Road/U.S. 101 Northbound ramps	AM	18.0	B
	PM	20.3	C
2. Los Carneros Road/U.S. 101 Southbound ramps	AM	13.9	B
	PM	14.8	B
3. Fairview Avenue/U.S. 101 Northbound ramps	AM	10.0	A
	PM	13.4	B
4. Fairview Avenue/U.S. 101 Southbound ramps	AM	15.8	B
	PM	21.6	C

Source: TIS, Appendix F

As shown in Table 4.5-1, the three study intersections located within the City are presently operating at LOS B or better during the weekday AM and PM peak hours under existing conditions. As shown in Table 4.5-2, the four study intersections located within Caltrans jurisdiction are presently operating at LOS C or better during the weekday AM and PM peak hours under existing conditions.

4.5.2 Regulatory Setting

State Regulations

California Department of Transportation

Caltrans manages the operation of state highways, including U.S. 101 and SR 217, which pass through the City.

Senate Bill (SB) 743

To further the state's commitment to the goals of SB 375, Assembly Bill (AB) 32, and AB 1358, SB 743 adds Chapter 2.7, Modernization of Transportation Analysis for Transit-Oriented Infill Projects, to Division 13 (Section 21099) of the Public Resources Code. Key provisions of SB 743 include reforming CEQA analysis for aesthetics and parking for urban infill projects and replacing the measurement of automobile delay with vehicle miles traveled (VMT) as a metric that can be used for measuring environmental impacts. Under SB 743, the focus of the environmental impacts of transportation shifts from driver delay to reduction of GHG emissions, creation of multimodal networks, and promotion of a mix of land uses, and LOS standards become local policy thresholds as adopted among individual agencies.

Regional

Santa Barbara County Association of Governments Regional Transportation Plan and Sustainable Community Strategy (SBCAG RTP and SCS)

The SBCAG RTP and SCS, titled Fast Forward 2040, is a long-range planning document for the region's transportation system. The RTP analyzes the transportation needs of the region into the future and identifies project priorities in order to improve the transportation system. The Plan offers

a mix of mobility options and commits to a more sustainable transportation system through investments in public transportation, active transportation, highways, streets, and roads, and system efficiency. SBCAG is currently preparing its updated RTP/SCS Connected 2050 with anticipated completion August 2021.

Local Regulations

City of Goleta General Plan

The City of Goleta General Plan is intended to guide the land use and transportation networks by providing goals, policies, and action items to specify how the transportation system in the City will grow and improve into the future. Policies and Action Items that are applicable to the project in relation to transportation include:

Policy TE 1: Integrated Multi-Modal Transportation System

TE 1.1 Alternative Modes. The City's intent shall be to achieve a realistic and cost-effective balance between travel modes, including bikeways, pedestrian circulation, and bus transit. The City shall encourage the use of alternative modes of transportation, such as bus transit, bicycling, and walking, which have the additional beneficial effect of reducing consumption of non-renewable energy sources.

TE 1.2 Transportation and Land Use. The design of the City's transportation infrastructure and services, and investments in future improvements, shall be supportive of the land use plan set forth in the Land Use Element and responsive to the transportation impacts of development located in nearby areas outside the city boundary. The design of and improvements to the City's transportation system should accommodate not only existing conditions, but also projected growth based on the Land Use Element of this plan and planned growth in adjacent jurisdictions, including UCSB, the County, and the City of Santa Barbara.

TE 1.3 Improved Connectivity in Street, Pedestrian, and Bikeway Systems. In developing the future transportation system, the City will place priority on creating one or more additional non-interchange crossings of U.S. 101 to connect the community from north to south. The intent shall be to facilitate cross-town traffic, improve bicycle and pedestrian flow and safety, and to relieve traffic congestion on cross-routes with freeway interchanges.

TE 1.5 Multimodal Transportation Center. The City supports consideration of a multimodal transportation center in the city to facilitate interconnection and transfers between express bus routes, automobile, bicycle and pedestrian circulation, and potentially commuter and other passenger rail services. While a proposed area in the vicinity of the current Amtrak terminal should be studied, alternative sites should also be explored; the ultimate location will depend on the results of such study.

TE 2.2 Land Use Strategies to Reduce Automobile Travel Demand. The City supports the following land use strategies, as provided in the Land Use and Housing Elements, which may enable greater reliance by commuters, shoppers, and others, on alternative modes of travel:

d. The provision of onsite commercial services for employees in new non-residential development, such as but not limited to cafeterias, childcare, financial services, convenience retail services, concierge services, and others as appropriate.

TE 2.3 Diversion of Automobile Trips to Alternative Modes. The City encourages investment in alternative modes of travel that will make those modes more competitive with auto travel in terms of convenience, accessibility, costs, and safety. These may include, but are not limited to, improvements in the bus transit system, the bikeway system, pedestrian circulation system, and potentially commuter rail services, if the region should determine to pursue this option.

Policy TE 4: Target Level of Service Standards

TE 4.1 General Level of Service Standard. A traffic LOS standard C shall apply citywide to major arterials, minor arterials, and collector roadways and signalized and unsignalized intersections, except as provided in TE 4.2. The standard shall apply to daily traffic volumes and both AM and PM peak hours for intersections, and to average daily traffic volumes (ADT) for roadway segments.

Policy TE 7: Public Transit (Bus Transportation)

TE 7.3 Intermodal Transportation Center/Bus Transfer Areas. There are significant opportunities for transfer from one route to another. Two bus transfer locations are identified:

(1) Hollister Avenue in Old Town and

(2) Adjacent to the Camino Real Marketplace.

The City, MTD, and other transit providers should identify and plan for facilities in these areas to facilitate and accommodate such transfers. In addition to these designated areas the City shall also consider potential opportunities for park-and-ride facilities, especially any opportunities that offer shared parking facilities with other uses. The public transportation plan map designates a generalized location for an intermodal transportation center near the existing Amtrak station. The purpose of the transportation center would be to provide a convenient and safe hub for transfers between bus, shuttle, train, automobile, bicycle, and pedestrian modes. The specific site selected for a transportation center should allow convenient and safe drop-off and pick-up areas without adversely affecting surrounding traffic flows.

TE 7.8 Hollister Avenue Transit Corridor. Hollister Avenue from the eastern city boundary west to Pacific Oaks Road is designated as the Hollister Avenue Transit Corridor. The highest concentration of transit routes and greatest frequency of service occur in this area. The land areas along this corridor include existing and planned future retail commercial and employment centers as well as higher-density housing. These higher-intensity uses are transit oriented; the City supports efforts by MTD and other providers to expand express and local bus services along this corridor as ridership levels warrant.

Policy TE 8: Rail Transportation

TE 8.1 Commuter Rail Service. If the region should determine that it is cost effective to implement commuter rail service along the UPRR corridor, the City shall consider new facilities, such as (but not limited to) track sidings or a turnaround, as may be appropriate to accommodate the service. Any improvements should be limited to areas within the existing railroad right-of-way to the extent feasible.

TE 8.2 Rail Terminal. Figure 7-4 identifies the location of the existing Amtrak terminal as of 2005. The City, in cooperation with Amtrak and any future commuter rail service provider, should actively explore and promote the development of an expanded multimodal transportation center that includes a rail station in the city as referenced in TE 7.3. As of 2005, facilities were limited to a passenger platform. The City supports regional funding and construction of a terminal facility that includes a building with an indoor waiting area, ticketing, information kiosks, restrooms, and other appropriate amenities; parking; and drop-off and pick-up areas. Small-scale ancillary commercial services, such as a small restaurant, may also be permitted as integral to the terminal facility.

TE 8.3 Coordination of Bus Service with Commuter Rail. If the region should determine to implement commuter rail service along the UPRR corridor, the City encourages MTD, private providers, and/or employers to consider scheduled and/or demand-responsive shuttle bus service between the train station and local employment centers, including but not limited to UCSB.

TE 8.4 Linkage of Land Use With Potential Commuter Rail. The land-use plan map designates land areas along and near the railroad corridor in the mid-Hollister area for business park and medium-density multi-family residential development. It is the intent that these higher-intensity uses support and not prevent potential passenger rail service as well as support existing and potential expanded bus commute services along the Hollister Corridor.

TE 8.5 Amtrak and Caltrans-Supported Passenger Rail Services. The City encourages that existing Amtrak services and Caltrans supported passenger rail services be maintained, with expansion or increased frequency of service when warranted by ridership levels.

TE 8.7 Retention of Railroad Right-of-Way. In the event that any portion of the existing railroad right-of-way is proposed to be abandoned by UPRR in the future, the City supports efforts to secure an ownership interest by a regional or local entity. The intent shall be to reserve the right-of-way for future use, including but not limited to commuter rail service, park-and-ride lots, or other appropriate transportation facilities.

4.5.3 Impact Analysis

a. Methodology and Significance Thresholds

To implement SB 743, the CEQA Guidelines have been updated to change the criteria for determining what constitutes a significant traffic-related environmental impact to rely upon quantification of vehicle miles traveled (VMT) instead of LOS. As of July 1, 2020, the VMT-based approach in Section 15064.3 of the CEQA Guidelines applies statewide for the purpose of assessing traffic-related impacts under CEQA. As a result, this analysis uses the metric of VMT to determine the project's traffic-related impact.

On July 7, 2020, the Goleta City Council adopted Resolution No. 20-44 which set locally applicable CEQA thresholds of significance for VMT (Goleta 2020). Under SB 743, cities can retain automobile LOS as a local policy, unrelated to CEQA, to measure a project's effect of local traffic operations. Pursuant to Resolution No. 20-44, the City continues to utilize LOS standards outlined in General Plan Policy TE 4 and the City's Environmental Review Guidelines, and will retain discretion to impose conditions of approval as necessary to bring a project into consistency with adopted LOS policies. However, exceedances of LOS standards are no longer considered an impact under CEQA.

Methodology

Project VMT

The VMT assessment criteria for the project were determined in consultation with City of Goleta staff, in accordance with the technical advisory issued by the Governor's Office of Planning and Research, and the VMT thresholds and methodology adopted in Resolution No. 20-44.

Transit Facilities

The study area roadway facilities were evaluated under the following scenarios:

- Existing Conditions reflect recent traffic counts and the existing transportation network.
- Existing Condition plus Project adds project generated traffic to existing volumes.
- Future Cumulative Baseline.
- Future Cumulative Baseline plus Project.

Vehicle Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition was used to estimate project trip generation. ITE Land Use Code 90 (Park-and-Ride Lot with Bus or Light Rail Service) trip generation average rates were used to forecast the traffic volumes expected to be generated by the project. An adjustment was made to the trip generation forecast based on the existing warehouse structure on-site. ITE Land Use Code 150 (Warehousing) and ITE Land Use Code 710 (General Office Building) trip generation average rates were used to estimate the trip reduction related to the removal of the existing structure from the project site. While the existing warehouse structure is only partially occupied, the analysis assumed typical capacity of the structure that could occur under the existing development conditions of the site. As shown in Table 4.5-3, the project is expected to generate 36 net new vehicle trips during AM and PM peak hour and 202 daily new trips.

Table 4.5-3 Goleta Train Depot Trip Generation

				AM			PM		
Land Use	**Size**	**Unit[1]**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Proposed Use									
Train Depot[2]	125	spaces	351	42	11	53	14	40	54
Existing Uses									
Warehouse[3]	30,000	sf	52	4	1	5	2	4	6
Office[4]	10,000	sf	97	10	2	12	2	10	12
Total Net Increase Trips			**202**	**28**	**8**	**36**	**10**	**26**	**36**

[1] DU – dwelling unit; sf = square foot of gross leasable area.

[2] ITE Land Use Code #90

[3] ITE Land Use Code #150

[4] ITE Land Use Code #710

Source: TIS; Appendix F

Trip Distribution and Assignment

The project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Los Carneros Road, Fairview Avenue, Hollister Avenue, U.S. 101 Freeway, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the Project Site assuming the site access and circulation scheme described in Section 3.0;
- The location of existing and proposed parking areas;
- Nearby population and employment centers as well as adjacent residential neighborhoods;
- Input from City staff

Future Cumulative Baseline

To forecast future cumulative conditions, City staff were consulted, and an ambient traffic growth factor was applied. The existing traffic volumes were increased at an annual rate of 2.0 percent per year to the year 2024, which is the anticipated year of project build-out. The ambient growth factor was estimated from existing 2019 peak hour traffic volumes and future 2022 peak hour traffic volumes for a related transportation project. The traffic growth projections are derived from the Goleta Travel Model, which forecasts future year 2042 traffic volumes based on build out of the Goleta General Plan, buildout of the County of Santa Barbara's adjacent specific and community plans, buildout of the UCSB Long Range Plan, and buildout of the Santa Barbara Airport Master Plan. The approximate annual traffic growth on the streets located in the project study area is expected to be one percent per year. Therefore, the use of a two percent annual traffic growth factor would be a conservative estimate.

Significance Thresholds

The following thresholds are based on Appendix G of the State CEQA Guidelines. Impacts would be significant if the project would:

- Conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- Substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

VMT

Based on the City's recently adopted VMT guidelines, the following are the recommended VMT thresholds for the City:

- Work daily VMT per employee: 14.3
- Residential daily VMT per capita: 16.8

In addition, the following development projects are presumed to have a less than significant impact on VMT:

- Small projects that are consistent with the Sustainable Communities Strategy (SCS) or General Plan and generate or attract fewer than 110 daily trips.
- Residential and office projects located in low VMT areas.
- Projects within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor, if they meet screening criteria standards.
- Affordable housing infill projects meeting screening criteria.
- Locally serving retail projects typically less than 10,000 square feet.
- Transportation project that would not likely lead to a measurable or substantial increase in VMT.

Transit Facilities

CITY OF GOLETA

For informational purposes, the potential effects of project-generated traffic on the City of Goleta intersections were evaluated using the traffic operations criteria set forth in the City of Goleta Environmental Review Guidelines. The operations criteria would be exceeded if the project-related increase in the v/c ratio or number of peak hour trips is equal to or exceeds the thresholds presented in Table 4.5-4 for intersections located within the City.

Table 4.5-4 City of Goleta Intersection Operations Criteria

Final v/c	LOS	Project-Related v/c Increase	Project-Related Peak Hour Trip Increase
<= 0.60	A	Equal to or greater than 0.20	–
0.61-0.70	B	Equal to or greater than 0.15	–
0.71-0.80	C	Equal to or greater than 0.10	–
0.81-0.90	D	–	Equal to or greater than 15 trips
0.91-1.00	E	–	Equal to or greater than 10 trips
> 1.00	F	–	Equal to or greater than 5 trips

STATE FACILITIES

For informational purposes, for intersections located within Caltrans jurisdiction, traffic effects were assessed based on the target LOS (i.e., the transition between stable and unstable flow) established by the Caltrans Guide for the Preparation of Traffic Impact Studies. Table 4.5-5 provides the LOS criteria, type of flow, and thresholds of significance for study intersections under Caltrans jurisdiction.

Table 4.5-5 Caltrans LOS and Intersection Operations Criteria

Control Delay (sec/veh)	Type of Flow	LOS	Project-Related Increase in Delay
<= 10	Stable Flow	A	–
10-20	Stable Flow	B	–
20-25	Stable Flow	C	–
35-55	Approaching Unstable Flow	D	–
55-80	Unstable Flow	E	Equal to or greater than 5 seconds
>80	Forced Flow	F	Equal to or greater than 5 seconds

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact T-1 THE PROJECT'S TRAFFIC WOULD NOT AFFECT TRANSPORTATION FACILITIES IN A WAY WHICH WOULD CONFLICT WITH ANY CIRCULATION PLANS OR POLICIES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Roadway Facilities

As discussed above under Methodology, pursuant to SB 743, automobile delay is no longer a metric that can be used for measuring environmental impacts under CEQA. However, for informational purposes and consistent with Resolution No. 20-44, a LOS analysis is included pursuant to Policy TE-4 of the City's General Plan. The TIS estimated the effect of project-generated vehicle trips on traffic volumes and LOS at the study area intersections using the ICU method of analysis for intersections under City of Goleta jurisdiction. The analysis used the project's trip generation shown in Table 4.5-3 and the City's current policy for evaluating changes to intersection operations criteria discussed in Table 4.5-4. Table 4.5-6 summarize the vehicle AM and PM peak hour intersection operations for City of Goleta intersections with the addition of traffic generated by the proposed project. As shown, traffic from the project would not exceed City of Goleta intersection operation criteria and would not exceed LOS criteria at the three City of Goleta intersections.

Table 4.5-6 Existing Plus Project City of Goleta Intersection LOS

Intersection	Peak Hour	LOS	Change in V/C[1]	Criteria Exceeded?
1. Los Carneros Road/Hollister Avenue	AM	A	0.003	No
	PM	A	0.003	No
2. South La Patera Lane/Hollister Avenue	AM	A	0.016	No
	PM	B	0.014	No
3. Fairview Avenue/Hollister Avenue	AM	A	0.007	No
	PM	B	0.001	No

[1] Volume to Capacity ratio

Source: TIS, Appendix F

The TIS also estimated the effect of project-generated vehicle trips on traffic volumes and LOS at the study area intersections using the HCM 6th Edition for intersections under Caltrans jurisdiction. Table 4.5-7 summarizes the vehicle AM and PM peak hour intersection operations for Caltrans intersections with the addition of traffic generated by the proposed project.

Table 4.5-7 Existing Plus Project Caltrans Intersection LOS

Intersection	Peak Hour	LOS	Change in Delay	Criteria Exceeded?
4. Los Carneros Road/U.S. 101 Northbound ramps	AM	B	0.0	No
	PM	C	0.0	No
5. Los Carneros Road/U.S. 101 Southbound ramps	AM	B	0.0	No
	PM	B	0.0	No
6. Fairview Avenue/U.S. 101 Northbound ramps	AM	A	0.0	No
	PM	B	0.1	No
7. Fairview Avenue/U.S. 101 Southbound ramps	AM	B	0.0	No
	PM	C	0.1	No

Source: TIS, Appendix F

As shown in Table 4.5-7, traffic from the project would not exceed targeted LOS established by the Caltrans Guide for the Preparation of Traffic Impact Studies and would not exceed operational criteria for the four Caltrans intersections.

Transit Facilities

The project involves the construction of a train depot, which would be a new transit facility in the City. SBCAG RTP and SCS includes the Goleta Train Depot as a local project supported by SBCAG (SBCAG 2017). According to the RTP and SCS, the proposed project would enhance trail service as well as provide an improved means of ground connections for passengers flying from the Santa Barbara Airport. Construction of the project would not impact train schedule or stops at the adjacent Amtrak Station. Therefore, the project would not impact any plans related to transit facilities.

Bicycle and Pedestrian Facilities

There are no bicycle facilities located South La Patera Lane near the project site that would be impacted by the proposed project. In addition, South La Patera Lane has intermittent sidewalks from Hollister Avenue to the project site. According to the City's Bicycle and Pedestrian Master Plan, Capital Improvement Project 9073 would include infilling missing sidewalk areas and implementing bicycle facilities on South La Patera Lane to the terminus near the project site (Goleta 2018). The project would replace existing sidewalks and driveways near the project site. In addition, the project would include a crosswalk near the relocated turnaround at the terminus of South La Patera Lane. The project would not inhibit the planned sidewalk and bicycle improvements from occurring along South La Patera Lane.

Therefore, the project would not conflict with a program, plan, ordinance, or policy addressing transit, roadway, bicycle, and pedestrian facilities.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 2:	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Impact T-2 THE PROJECT WOULD DEVELOP A NEW TRAIN DEPOT, A PRIMARY OBJECTIVE OF WHICH IS TO REDUCE REGIONAL VEHICLE MILES TRAVELED (VMT). IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The project site currently generates VMT from the use of the existing warehouse. The proposed project may increase VMT over existing conditions. However, any VMT increase to the project site would be fully offset by the reduction of regional VMT by the project through increasing train ridership. According to SCBAG's Transit and Capital Rail Program application, it is estimated that approximately 5.8 million VMT will be displaced as a result of the proposed project (SBCAG 2018).

Also, in accordance with the City's adopted VMT guidelines and thresholds and OPR's Technical Advisory, certain projects would not result in a substantial VMT increase and may be screened from requiring a VMT analysis based on location, or other characteristics anticipated to result in low rates of VMT (OPR 2018). The City's VMT guidelines specifies that Transit and Active Transportation Projects would not likely lead to a measurable or substantial increase in VMT and therefore are presumed to cause a less than significant impact. The proposed project consists of the development of a train depot with a main objective of reducing regional GHG emissions through reducing VMT, as discussed above and in Section 2, *Project Description.* Therefore, in accordance with the State of California's technical advisory and the City of Goleta's VMT guidelines presented in Resolution No. 20-44, the project would not result in a substantial increase in VMT. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 3:	Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

Impact T-3 CONSTRUCTION OR OPERATION OF THE PROJECT WOULD NOT RESULT IN A SIGNIFICANT INCREASE IN TRANSPORTATION HAZARDS IN THE AREA OR ON THE PROJECT SITE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction of the project would include construction-related traffic and equipment. The project could require up to 15,000 square-feet of material exported off-site, which would require large haul trucks traveling from the project site on City roadways. However, construction equipment and operations would be typical of construction projects throughout the City and would be temporary. In addition, the site is located at the terminus of South La Patera Lane and not near a major roadway or land use that could be in conflict with construction.

The project would relocate the existing turnaround at the northern terminus of South La Patera Lane southward out of UPRR right-of-way and into alignment with the entrance and exit driveways of the proposed Depot, as shown in Figure 2-5 in Section 2, *Project Description*. The turnaround would not increase hazards in the area and would be designed to accommodate the turnaround for large vehicles, buses, and trucks. In addition, crosswalks would be provided near the turnaround and throughout the Depot parking lot for train passengers accessing or leaving the Depot and Amtrak Station. All site plans, access points, parking areas, and roadway improvements would be developed in compliance with roadway standards and reviewed by the Public Works Department. Impacts would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 4:	Would the project result in inadequate emergency access?

Impact T-4 IMPLEMENTATION OF THE PROJECT WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Construction of the project would not result in the closure of local roadways which would impede emergency access. A portion of South La Patera Lane would be reconfigured, but the area is at the terminus of the road and would not impact emergency access to other adjacent properties or areas of the City. The relocated turnaround at the northern terminus of South La Patera Lane would be designed to provide an adequate area for arriving emergency vehicles. Vehicle access to the project site would be reconfigured from its existing ingress/egress pattern and would include a one-way entrance driveway and a one-way exit driveway, which would be located off South La Patera Lane at the northeastern and southeastern corners of the site. The driveway widths and parking lot accessway would comply with emergency access standards and be reviewed by the Santa Barbara County Fire Department for consistency with applicable fire safety codes and emergency access requirements. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.5.4 Cumulative Impacts

VMT

As discussed in Impact T-2, the project would have a less than significant impact related to VMT because the project consists of the development of a train depot, which is a transit facility that would reduce VMT by discouraging regional trips by motor vehicles. Therefore, it would not have a considerable contribution to a cumulative VMT impact. In addition, cumulative VMT from projects listed in Table 3-1 in Section 3, *Environmental Setting*, would be reduced by the project because the project would reduce regional VMT by approximately 5.8 million VMT due to increases in train ridership.

Roadway Facilities

Pursuant to General Plan Policy TE 4 and the City's Environmental Review Guidelines, the project's impacts on roadway facilities were analyzed for informational purposes under Future Cumulative Plus Project conditions based on growth in traffic due to the combined effects of continuing development, intensification of existing developments, and ambient growth factors from the Goleta Travel Model. The TIS estimated the effect of project-generated vehicle trips on City of Goleta and Caltrans intersection under Future Cumulative Plus Project conditions, which are summarized in Table 4.5-8 and Table 4.5-9 below.

Table 4.5-8 Future Cumulative Plus Project City of Goleta Intersection LOS

Intersection	Peak Hour	LOS	Change in V/C[1]	Criteria Exceeded?
1. Los Carneros Road/Hollister Avenue	AM	A	0.003	No
	PM	B	0.003	No
2. South La Patera Lane/Hollister Avenue	AM	A	0.015	No
	PM	B	0.014	No
3. Fairview Avenue/Hollister Avenue	AM	A	0.007	No
	PM	B	0.001	No

[1] Volume to Capacity ratio

Source: TIS, Appendix F

Table 4.5-9 Future Cumulative Plus Project Caltrans Intersection LOS

Intersection	Peak Hour	LOS	Change in Delay	Criteria Exceeded?
1. Los Carneros Road/U.S. 101 Northbound ramps	AM	B	0.1	No
	PM	C	0.0	No
2. Los Carneros Road/U.S. 101 Southbound ramps	AM	B	0.1	No
	PM	C	0.0	No
3. Fairview Avenue/U.S. 101 Northbound ramps	AM	B	0.0	No
	PM	B	0.1	No
4. Fairview Avenue/U.S. 101 Southbound ramps	AM	B	0.0	No
	PM	C	0.2	No

Source: TIS, Appendix F

As shown in Table 4.5-8 and Table 4.5-9, traffic from the project would not exceed City of Goleta or Caltrans intersection operation criteria under Future Cumulative plus Project conditions. Also, the objective of the project is to increase train ridership and reduce regional VMT, which would improve cumulative traffic conditions in the City and region.

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4.6 Tribal Cultural Resources

This section analyzes the effects of the proposed project on tribal cultural resources. The following discussion and analysis include findings about tribal cultural resources from the Initial Study, included in its entirety as Appendix A. This analysis is based on the Phase I Cultural Resources Assessment, which is appended to the Initial Study and included in Appendix A. Additionally, the discussion and analysis contained herein is informed by comments received during the NOP public review period and by Tribal discussions completed between the City and Native American tribes in the vicinity of the project site.

4.6.1 Setting

Existing Tribal Resource Setting

The project site lies within Chumash ethnographic territory, which extends from the current city of Malibu, north beyond San Luis Obispo, and inland as far as 68 kilometers (42 miles) (Glassow 1996). The Cultural Resources Assessment (Appendix A) provide an ethnographic overview of the Chumash.

Review of previously recorded resources and results of a pedestrian field survey by an archaeologist did not reveal findings of significant tribal cultural resources present on the project site (Appendix A). Though there are no known tribal cultural resources present on the project site, the project requires discretionary review by the City of Goleta and includes a request for a General Plan land use designation amendment. Therefore, notification of Native American tribes in the vicinity of the project site was required for this project under both Senate Bill (SB) 18 and Assembly Bill (AB) 52.

In present day, there are 7 Native American tribes in the vicinity of the project site, including:

- Barbareno/Ventureno Band of Mission Indians
- Chumash Council of Bakersfield
- Coastal Band of the Chumash Nation
- Northern Chumash Tribal Council
- San Luis Obispo County Chumash Council
- Santa Ynez Band of Chumash Indians
- Yak tityu tityu yak tilhini - Northern Chumash Tribe

4.6.2 Regulatory Setting

Federal

Native American Involvement

Several federal and state laws address Native American involvement in the development review process. The most notable of these are the federal Native American Graves Protection and Repatriation Act (1990) and the California Native American Graves Protection and Repatriation Act (2001). These acts ensure that Native American human remains and cultural items be treated with respect and dignity.

State

Senate Bill 18

Enacted on March 1, 2005, SB 18 (California Government Code Sections 65352.3 and 65352.4) requires cities and counties to notify and consult with California Native American tribal groups and individuals regarding proposed local land use planning decisions for the purpose of protecting traditional tribal cultural places (sacred sites), prior to adopting or amending a General Plan or designating land as open space. Tribal groups or individuals have 90 days to request consultation following the initial contact.

Assembly Bill 52

California AB 52 of 2014 was enacted in 2015, expanding the California Environmental Quality Act (CEQA) by defining a new resource category: "tribal cultural resources." AB 52 establishes that "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (Public Resource Code [PRC] Section 21084.2). It further states the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3). PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and that are either:

- 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)
- 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 PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments, and to respect the interests and roles of project proponents, it is the intent of AB 52 to:

- Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.
- Establish a new category of resources in CEQA called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation.
- Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible.
- Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.

- In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources, at the earliest possible point in CEQA environmental review process, so that tribal cultural resources can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision making body of the lead agency.
- Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA.
- Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to tribal cultural resources and to reduce the potential for delay and conflicts in the environmental review process.
- Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources.
- Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. AB 52 requires lead agencies to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

Local

City of Goleta General Plan

The City of Goleta does not currently have a historic preservation/historic resources ordinance. The City of Goleta's 2006 General Plan describes objectives pertaining to historic resources, lists current historic resources in the City, and describes the criteria which should be used to evaluate a resource for local significance.:

> **Policy VH 5.2 Locally Significant Historic Resources:** Structures or sites, including landscaping, having special historic, aesthetic, or cultural value to Goleta shall be designated as *locally significant historic resources.* A locally significant historic resource may include those resources listed, or eligible for listing, in the National Register for Historic Places, State Historic Landmarks, or the Santa Barbara County Landmarks/Places of Historical Merit inventories, as well as resources designated by the City. The City shall use the following eligibility criteria when considering a site or structure, including landscaping, for designation as a locally significant historic resource:
>
> a. It exemplifies or reflects special elements of the city's cultural, social, economic, political, aesthetic, architectural, landscape architectural, or natural history.
>
> b. It is identified with persons or events of local, state, or national history.

c. It embodies distinctive characteristics of a style, type, period, or method of construction or is an example of the use of indigenous materials or craftsmanship.

d. It represents works of a notable builder, designer, architect, or landscape architect.

e. It includes a geographically definable area possessing a concentration of historic, prehistoric, or scenic properties that are unified aesthetically.

f. It has a location with unique physical characteristics, including landscaping, or is a view or vista representing an established visual feature of a neighborhood or community.

g It embodies elements of design, detail, materials, or craftsmanship representing a significant structural, architectural, or landscape architectural achievement.

h. It reflects significant geographical patterns associated with different eras of settlement and growth.

i. It is one of a few remaining examples possessing distinguishing characteristics of an architectural, landscape architectural, or historical type.

j. It includes rare or specimen plant materials associated with a particular period or style of landscape history

Policy VH 5.7 New Construction: Development approved in proximity to an identified historic resource shall respect and be aesthetically compatible with the structures or sites in terms of scale, materials, and character.

4.6.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Potential impacts on tribal cultural resources are analyzed based on the potential for the project to impact any tribal cultural resources during construction or operation. The significance of a tribal cultural resource and subsequent significance of any impact is determined by, among other things, consideration of whether or not that resource has heritage value to California Native Americans. Further, this impact analysis is also based on consultations with the interested tribe leaders.

Rincon Archaeologist Mary Pfeiffer, BA, contacted the Native American Heritage Commission (NAHC) on December 10, 2019, to request a search of the Sacred Lands File (SLF) and a contact list of Native Americans culturally affiliated with the project site. A response was received from the NAHC on December 17, 2019, stating the SLF search had been completed with “positive” results. The NAHC did not give a specific tribe to contact and recommended Rincon contact all the tribes on the list the NAHC provided. The NAHC identifies sacred lands by quadrangle and although the SLF results were positive, sacred lands could exist anywhere within the Goleta quadrangle. Sacred lands within the project site were not clarified by any of the listed tribal contacts.

On December 19, 2019, Rincon sent letters to the ten Native American contacts identified by the NAHC in the area to request information on potential cultural resources in the project vicinity that may be impacted by project development. This outreach was not intended to constitute formal Assembly Bill (AB) 52 consultation as required by CEQA. AB 52 consultation is performed between the lead government agency and California Native American tribes who have requested notification of projects in their traditional area. Appendix G provides the results of the outreach effort.

On January 9, 2020, Chairperson Freddie Romero of the Santa Ynez Band of Chumash Indians (on the behalf of Kenneth Kahn) stated the project site is located within an extremely sensitive archaeological area. Chairperson Romero requested construction plans for the project and recommended archaeological and Native American monitoring during ground disturbing activities.

On January 15, 2020, Ms. Pfeiffer replied to Chairperson Romero via email and stated that the construction plans had not yet been prepared and design options were still being considered.

In February 2020, the City of Goleta distributed AB 52 consultation letters for the proposed project, which included project information, a draft site plan, and a map, to seven tribes and tribal representatives listed by NAHC as having interest in the project area (Appendix G). During the 30-day period to request consultation, no tribes requested consultation.

On May 25, 2020, the City posted the Notice of Preparation to the Office of Planning and Research State Clearinghouse to notify the public and agencies on the scope and content of the EIR. During this time, a number of tribes or members of tribes reached out to the City asking about the project, expressed concerns, and provided recommendations to avoid impacting potential tribal resources. The tribal representatives or tribal members were from the following tribes:

- Santa Ynez Band of Chumash Indians
- Barbareno/Ventureno Band of Mission Indians

The information and recommendations which resulted from discussions from these tribes is included in the analysis below.

Significance Thresholds

In accordance with Appendix G of the *State CEQA Guidelines*, an impact to Tribal Cultural Resources from the proposed project would be significant if the project would:

1. 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:
    a. 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)
    b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe

The Initial Study concluded there could be potentially significant impacts to tribal cultural resources because the origin of potential resources is unknown. Grading and ground-disturbing activity could impact currently unknown subsurface cultural resources of tribal or Native American importance. Therefore, impacts associated with the thresholds above are analyzed below.

b. Impacts and Mitigation Measures

Threshold 1:	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or 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 PRC 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.

Impact CR-1 GRADING AND OTHER GROUND-DISTURBING ACTIVITIES ON THE PROJECT SITE COULD RESULT IN IMPACTS TO PREVIOUSLY UNIDENTIFIED TRIBAL CULTURAL RESOURCES. THEREFORE, THIS IMPACT WOULD BE SIGNIFICANT BUT MITIGABLE.

The site has been previously developed and ground disturbing activities have already occurred. As of the date of this EIR, no tribal cultural resources have been identified on the project site. However, additional grading and other ground-disturbing activities on the project site may encounter previously undiscovered cultural resources of Native American origin that could be considered tribal cultural resources, which was identified as a major concern by tribal representatives. Ground disturbance activities during construction include demolition of the on-site warehouse, clearing and grubbing, grading and excavation of existing UST, revegetation, and installation of signs and other project features. These activities resulting from implementation of the project, including construction-related and earth-disturbing actions, could damage or destroy undiscovered tribal cultural resources on-site. As a result, impacts to tribal cultural resources would be potentially significant, requiring mitigation to ensure documentation of known archaeological sites, monitoring for unknown sites during construction, and continued consultation with local Native Americans if resources of Native American origin are unearthed during construction.

Mitigation Measures

The following measure would reduce potential impacts to tribal cultural resources to a less than significant level.

TCR-1 Archaeological and Native American Monitoring

Prior to the issuance of a Grading Permit, or ground-disturbing activities, the developer shall obtain a qualified archaeological and Native American monitor for the ground disturbing activities of the project. Archaeological monitoring should be performed under the direction of the qualified archaeologist, defined as an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (NPS 1983). The qualified archaeologist, in consultation with the City of Goleta and the Native American monitor, may recommend the reduction or termination of monitoring depending upon observed conditions (i.e., no resources encountered within the first 50 percent of ground disturbance).

TCR-2 Unanticipated Discovery of Tribal Cultural Resources

In the event that cultural resources of Native American origin are identified during construction activity all work shall be halted in the vicinity of the discovery until the significance of the resource can be assessed. The city shall begin or continue Native American consultation procedures, in coordination with a qualified archaeologist, if appropriate. If the city, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and thus significant, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with local Native American group(s). The mitigation plan may include but would not be limited to capping and avoidance, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measure.

Significance After Mitigation

Implementation of Mitigation Measure TCR-1 and TCR-2 would reduce potential impacts to tribal cultural resources to a less than significant level.

4.6.4 Cumulative Impacts

Past, present, and reasonably foreseeable projects in and around the City would contribute to loss of tribal cultural resources. Impacts to tribal cultural resources are generally site-specific. For other projects in the vicinity of the project area that would impact tribal cultural resources, similar conditions and mitigation measures described herein would be required through site-specific investigations and surveys as well as the consultation with tribal groups, assessment of potential impacts, and prescription of appropriate mitigation. As with the project, other cumulative development that would result in potential impacts to tribal cultural resources would be subject to applicable federal and state laws, and local goals and policies. Accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis.

As described in Section 4.6.3, the project would not result in the loss of any historic resources; however, the project could incrementally contribute to the cumulative loss of tribal cultural resources if resources are found on-site during construction. Implementation of Mitigation Measure TCR-1 and TCR-2 would reduce potential impacts if resources are discovered. With the implementation of these measures the project would not contribute substantially to the cumulative loss of tribal cultural resources in the vicinity. Therefore, the project would result in a less than significant cumulative impact to cultural resources.

References

Glassow, Michael A. 1996. Purisimeño Chumash Prehistory: Maritime Adaptations along the Southern California Coast. Fort Worth, Texas: Harcourt Brace College Publishers.

Goleta, City of. 2006. City of Goleta Visual and Historic Resources Element. Available at: https://www.cityofgoleta.org/home/showdocument?id=580

4.7 Utilities and Service Systems

This section analyzes the proposed project's potential to impact water supplies as it relates to utilities and service systems. Water estimates are included in the Estimated Water Use Memorandum, included as Appendix H. Impacts related to stormwater and stormwater facilities, solid waste and wastewater were determined to be less than significant and are discussed in Section 1, *Introduction*, and in the Initial Study (Appendix A).

4.7.1 Setting

Water Supply

The Goleta Water District (GWD) provides water service in the south coast portion of Santa Barbara County. The service area encompasses approximately 29,000 acres, which includes the City of Goleta, University of California Santa Barbara, the Santa Barbara Airport, and unincorporated areas of Santa Barbara County. The GWD has approximately 16,125 municipal water connections throughout its service area, which services a population of 87,000 (GWD 2017a). GWD has multiple sources of water supply, which are detailed below.

Water Supply Sources

CACHUMA PROJECT (LAKE CACHUMA)

The Cachuma Project consists of Bradbury Dam, Tecolote Tunnel, South Coast Conduit, Lake Cachuma, and various water conveyance facilities. Lake Cachuma captures seasonal flows from the Upper Santa Ynez River system, which originates in the San Rafael Mountains in the Los Padres National Forest and is fed by local precipitation. Lake Cachuma has an estimated capacity of approximately 190,000 acre-feet (AF) and is operated by the Cachuma Operation and Maintenance Board (COMB) under contract with the United States Bureau of Reclamation (USBR) (GWD 2017a).

Water is provided to Cachuma Project Member Units for irrigation, domestic, and municipal and industrial water uses, which include the GWD, City of Santa Barbara, Montecito Water District, Carpinteria Valley Water District, and Santa Ynez River Water Conservation District Improvement District #1. There are three categories of Cachuma Project water: regular entitlement water, carryover water from unused entitlement water from the previous year, and spill water. GWD's regular entitlement water yield is 9,322 acre-feet per year (AFY) for the Cachuma Project. When Lake Cachuma spills, GWD can use as much water as it needs (GWD 2017b).

STATE WATER PROJECT

Treated water from the State Water Project (SWP) is delivered to GWD by the Central Coast Water Authority (CCWA) using the Coastal Branch of the California Aqueduct, which terminates into Lake Cachuma. GWD has an SWP allocation of 7,000 AFY and a drought buffer amount of 450 AFY for a total of 7,450 AF of SWP water entitlement available per year. However, the GWD only purchased 4,500 AFY of capacity in the Coastal Branch of the California Aqueduct and is limited to this amount in any given year.

The amount of SWP water delivered to the GWD in each year depends on several factors, including the demand for the supply, rainfall, snowpack, runoff, water in storage, pumping capacity from the Delta, and legal/regulatory constraints on SWP operation.

GROUNDWATER

The Goleta Groundwater Basin is divided into three sub-basins: the Central sub-basin, where the majority of the extractions occur; the West sub-basin, which is generally shallower and has the least extractions; and the North sub-basin (GWD 2016).

The GWD has a current adjudicated, appropriative right to extract and use up to 2,350 AFY of groundwater from the Goleta Groundwater Basin under the terms of a court judgment that determined the relative rights to the groundwater in the Basin known as the "Wright Judgment (GWD 2017a)." The Wright Judgment also provides the District with the right to inject surface water supplies and claim the recharged water as the District's stored water, in addition to its annual entitlement. GWD currently has eleven operational groundwater production wells located in the North and Central sub-basins, which can be used for extraction or injection.

RECYCLED WATER

The GWD provides recycled water to customers produced by the Goleta Wastewater Treatment Plant for landscape irrigation uses as well as a minor amount for toilet flushing. The recycled water production capacity at the plant operated by Goleta Sanitary District (GSD) is approximately 3,300 AFY based upon the tertiary treatment plant capacity of 3.0 million gallons per day (GWD 2017a). The ability to fully utilize recycled water is limited by outdoor irrigation recycled water demand patterns and infrastructure. Currently, GWD is delivering approximately 1,000 to 1,150 AFY to customers and would require additional infrastructure to deliver more.

Water Demand

Water use or demand in the GWD is characterized by deliveries made to each sector, which include single family residential, multifamily residential, commercial, institutional, landscape and agricultural irrigation. In addition, GWD has historically participated in the use of excess surface water from Lake Cachuma spill events by injecting and storing those wet year seasonal supplies in the Goleta Groundwater Basin for later use. In 2015 potable and raw water demand comprised of 46 percent residential, 30 percent agricultural irrigation, 22 percent commercial and institutional, and less than one percent landscape irrigation (GWD 2017a).

Water demand projections for the GWD were developed in the 2015 Urban Water Management Plan (UWMP) using population projections, long range plans for various jurisdictions, including the City of Goleta, commercial area specific plans, and University of California, Santa Barbara Long Range Development Plan. Normal baseline demand was determined using 2011 to 2013 totals because of significant demand reduction requirements in 2014 and 2015 due to drought conditions. The 2015 UWMP and the 2017 Water Supply Management Plan analyzed available supplies and water demand for GWD's service area under three scenarios: a normal water year, single-dry year, and multiple-dry years. Table 4.7-1 shows GWD's estimated water supply and demand under these three scenarios. The demand for groundwater and SWP water is lower in average years and increases in dry years to make up for reductions in Cachuma Project water. The normal year supply projections are based on annually available supplies while the single-dry year and multiple-dry year supply values are based on an optimized water supply strategy that meets dry year demand.

Table 4.7-1 GWD's Projected Demands and Supply Projections

	2020	2025	2030	2035
Normal Year				
Water Demand (AFY)	15,069	15,700	16,096	16,391
Water Supply (AFY)[1,2]	15,171	15,755	16,137	16,391
Difference	**102**	**55**	**41**	**0**
Single Dry Year				
Water Demand (AFY)	16,033	16,731	17,169	17,495
Water Supply (AFY)	16,033	16,731	17,169	17,495
Difference	**0**	**0**	**0**	**0**
Multiple Dry Year				
Year 1 Water Demand (AFY)	16,033	16,731	17,169	17,495
Year 1 Water Supply (AFY)	16,033	16,731	17,169	17,495
Difference	**0**	**0**	**0**	**0**
Year 1 Water Demand (AFY)	16,033	16,731	17,169	17,495
Year 2 Water Supply (AFY)	16,033	16,731	17,169	17,495
Difference	**0**	**0**	**0**	**0**
Year 3 Water Demand (AFY)	16,033	16,731	17,169	17,495
Year 3 Water Supply (AFY)	14,155	14,901	15,369	15,717
Difference	**-1,878**	**-1,830**	**-1,800**	**-1,778**

[1] While the GWD's annual entitlement to Cachuma Project Water is 9,322 AFY, the long-term average reflected in the water supply above includes unused carryover supplies from previous years and excess water that becomes available when Cachuma Reservoir spills.

[2] Total supplies projected for use in a normal year is lower than the average supply discussed under Water Supply above, since a portion of some supplies are reserved for dry years.

Source: GWD 2017a; 2017b

As shown in Table 4.7-1, the GWD is projecting a shortfall in water supply during the third year of a dry spell. GWD's 2015 UWMP contains demand reduction strategies and measures to be implemented to reduce demand and maintain adequate water supply during drought conditions. On August 13, 2019 the GWD terminated its Stage I Water Shortage Emergency and required reduction strategies in response to receiving their full allocation of surface water from Lake Cachuma (GWD 2019).

4.7.2 Regulatory Setting

State

Urban Water Management Planning Act (Water Code Section 10610 et seq.)

The Urban Water Management Planning Act was developed to address concerns regarding potential water supply shortages throughout California. It requires urban water suppliers (providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 AFY of water) to adopt and submit an UWMP at least once every five years to the Department of Water Resources. The city's most recent UWMP was adopted on June 14, 2016, to help guide the city's water management efforts for the following 20 years. The 2015 UWMP was prepared in accordance with

the requirements of the Urban Water Management Planning Act (California Water Code Sections 10608 – 10656) and the Water Conservation Act of 2009, commonly referred to as SB X7-7 (California Water Code Sections 10608 - 10608.64). The UWMP details the water provider's service area, demographics, multi-source water supply, water treatment, water conveyance and distribution facilities, as well as the GWD's historic and future water demand based on population projections and development and land use plans prepared by the City of Goleta, County of Santa Barbara, and University of California, Santa Barbara.

Senate Bill X7-7

California adopted Senate Bill (SB) X7-7, or the Water Conservation Act of 2009, in November 2009. The legislation requires urban water retailers to set urban water use targets to achieve a 20 percent reduction in per capita urban water use by December 31, 2020. Additionally, the law requires agricultural water suppliers to prepare, adopt, and regularly update agricultural water management plans. Agricultural and urban water providers are ineligible for certain state grants and loans if they do not adhere to water conservation requirements outlined in the law.

Senate Bills 610 and 221

In 2001, California adopted SB 610 and SB 221, thereby amending the California Water Code. Under these new laws, certain types of development projects are now required to provide detailed water supply assessments (WSAs) to planning agencies. Thresholds requiring the preparation of a WSA include residential developments of more than 500 dwelling units, shopping centers or business establishments employing more than 1,000 persons or having more than 500,000 square feet of floor space, commercial office buildings employing more than 1,000 persons or having more than 250,000 square feet of floor space, and projects that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project. The proposed project does not meet these thresholds and is not required to prepare a WSA.

The primary purpose of a WSA is to determine if the identified water supply or water supplier will be able to meet projected demands for the project, in addition to existing and planned future uses, over a 20-year projection and with consideration to normal, dry, and multi-dry water years. A WSA was not required to be prepared for the project.

Regional Water Management Planning Act

Adopted by the state legislature in 2002, the Regional Water Management Planning Act, or SB 1672, authorizes preparation of integrated regional water management plans. Such plans are developed by regional water management groups, defined as three or more local public agencies, at least two of which have statutory authority over water supply. Integrated regional water management plans address qualified programs and projects relating to water supply, water quality, flood protection, or other water-related topics undertaken by the participating public agencies. Qualified projects, as detailed in the legislation, include but are not limited to groundwater, urban, and agricultural water management planning efforts, levee or flood control infrastructure maintenance or construction, water recycling projects, and water conservation programs. The City of Goleta and the GWD are both cooperating partners in the Santa Barbara County Regional Water Management Group and party to the Santa Barbara County Integrated Regional Water Management Plan (updated in 2019).

Sustainable Groundwater Management Act

During the 2014 drought the California Legislature passed the Sustainable Groundwater Management Act (SGMA). The primary function of this law was to establish a more uniform statewide program aimed at sustainable groundwater management. Provisions in the law to accomplish this goal included:

- Requiring the development and reporting of data necessary to support sustainable management
- Allowing the state to develop and implement an interim sustainable groundwater management plan until local agencies can assume management of a basin or sub-basin/subarea
- Granting the authority to local and regional agencies to develop and implement sustainable groundwater management plans

Specific deadlines for local agencies to manage groundwater basins under a groundwater sustainability plan (GSP) depend on the status of each basin, as defined in the prioritization by the DWR in Bulletin 118. For basins considered subject to critical overdraft, the plan adoption deadline is January 31, 2020. For basins designated as high or medium priority basins, the deadline is January 31, 2022. For other basins (low and very low priority), local agencies are encouraged to manage groundwater under a groundwater sustainability plan, but no specific mandate or deadline for management is established in the SGMA. Due to the Goleta Groundwater Basin's adjudication under the Wright Judgment described in Section 4.14.1a, *Water Supply*, the basin is identified as a very low priority basin by the Department of Water Resources (DWR 2020) and will not require preparation of a GSP pursuant to SGMA.

The SGMA did not alter existing proprietary rights to groundwater consistent with Section 1200 of the Water Code (addressing certain sub-surface flows associated with riparian waters) and did not affect groundwater in adjudicated basins. The SGMA also recognized the authority of local governments to manage groundwater consistent with their police powers (through local ordinances).

California Green Building Standards Code (2019) - California Code of Regulations Title 24, Part 11

California's Green Building Code, referred to as CALGreen, was developed to provide a consistent approach to green building in the state. The CEC adopted updates to the 2016 CALGreen Standards in 2019 that will take effect on January 1, 2020. These changes include indoor water conservation measures for fixtures.

Regional/Local

Santa Barbara County Integrated Water Management Plan (IWMP)

The IWMP for Santa Barbara County is a water management plan with cooperative partners of cities, special districts, and other entities, and is intended to increase the level of coordination among agencies and districts responsible for water resources planning, nongovernmental organizations, and interested members of the public to facilitate the optimal management of water resources within Santa Barbara County over the next 20 years.

GWD 2015 Urban Water Management Plan

The California Water Code requires any municipal water supplier serving over 3,000 connections or 3,000 AFY to prepare a UWMP. Water suppliers are required to update their UWMPs every five years. GWD's 2015 UWMP forecasts demand through 2035 and details normal, dry year, and multiple dry year supplies needed to meet demand. Additionally, the UWMP describes water supply reliability, conservation and demand management strategies, and GWD's current and anticipated water infrastructure projects.

GWD Goleta Groundwater Basin Groundwater Management Plan

The Groundwater Management Plan was adopted by the GWD and La Cumbre Water Company, which details current adjudication and voter-passed components of groundwater management, addresses Basin hydrogeography and groundwater elevation, and analyzes groundwater quality in the Basin. In addition, the Groundwater Management Plan outlines management strategies for the Basin, and recommends future strategies and timelines for implementation, which includes recommendations regarding GWD implementation of the SGMA.

GWD SAFE Water Supply Ordinance (SAFE Ordinance)

In 1991 voters of the GWD passed the SAFE Water Supplies Ordinance, which sets forth conditions the District must meet in order to approve new or additional water connections. The SAFE Ordinance directs how the GWD manages groundwater and specifies under what conditions groundwater is either pumped or stored. In addition, the SAFE Ordinance establishes an Annual Storage Commitment, which is a groundwater recharge requirement when the Central sub-basin of the Goleta Groundwater Basin drops below 1972 levels.

The SAFE Ordinance prohibits the District from releasing potable water to new or additional service connections except when all of the following conditions are met:

1. The District is receiving 100% of its deliveries normally allowed from the Cachuma Project
2. The District has met legal obligations in the Wright Judgment
3. There is no water rationing
4. The District has met its obligation to the Annual Storage Commitment to the Drought Buffer

Currently, the GWD is unable to make its annual commitment of water to the Drought Buffer in the groundwater basin. Therefore, the GWD remains prohibited from providing new or additional potable service connections under the SAFE Ordinance.

Pursuant to the SAFE Water Supplies Ordinance, the District was directed to deny applications for new water service allocations unless the project falls within one of the following exceptions:

1. Customers who are currently receiving water from the District and who are not seeking to expand or change the use or development on their property
2. Customers with preexisting water use history that is recognized in the District Code and that is equal to or greater than the water use that is needed for the Proposed Project
3. Customers who have already paid a new water supply charge for a Proposed Project
4. Customers with a pre-existing water service contract or agreement with the District.

Goleta General Plan

The Goleta General Plan guides land use, development, and strategic planning decision-making in the City. The Conservation Element includes goals policies intended to support water supply and water conservation in the City. Goals and policies applicable to water service and supply are presented below:

CE 15.3 Water Conservation for New Development: In order to minimize water use, all new development shall use low water use plumbing fixtures, water-conserving landscaping, low flow irrigation, and reclaimed water for exterior landscaping, where appropriate.

4.7.3 Impact Analysis

a. Significance Thresholds

In accordance with Appendix G of the CEQA Guidelines, the project would result in a significant impact to city utilities and/or service systems if it would result in any of the following conditions:

1. 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?
2. Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
3. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
4. 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?
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The Initial Study (Appendix A) determined the proposed project would have a less than significant impact on wastewater treatment and facilities, stormwater, and solid waste (Thresholds 1 and 3-5). The Initial Study concluded the project could result in potentially significant impacts related to Threshold 2. Impacts pertaining to water supplies (Threshold 2) are analyzed in this section of the EIR. All other thresholds are discussed in the Initial Study and summarized in Table 1-2 in Section 1, *Introduction*.

b. Project Impacts and Mitigation Measures

Threshold 2:	Would the project have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Impact U-1 THE GWD HAS ADEQUATE SUPPLIES AND WATER DEMAND REDUCTION STRATEGIES TO SERVE THE PROJECT AND FORESEEABLE DEVELOPMENT UNDER NORMAL AND DRY YEARS. THE WATER USE FROM THE DEPOT WOULD NOT EXCEED AVAILABLE ON-SITE CREDITS AND WOULD COMPLY WITH THE SAFE WATER SUPPLIES ORDINANCE. IMPACTS ON WATER SUPPLIES WOULD BE LESS THAN SIGNIFICANT.

The project site currently uses potable water for operations within the existing on-site warehouse. Because only a portion of the warehouse is occupied by low-demand uses such as the local food bank, the proposed project would increase potable water use on-site for restrooms, the on-site café area, and landscaping. All plants and landscaping would use drought-tolerant, low-water usage plant varieties, and restroom and café facilities would comply with California Code of Regulations, Title 24, Part 11, referred to as CALGreen, which would require water conservation fixtures for indoor water use.

As shown in Table 4.7-1 above, the GWD has sufficient water supplies to meet existing and future water demands under normal and dry years but is projecting a shortfall in water supply during the third year of a dry spell. The GWD's 2015 UWMP contains demand reduction strategies and measures to be implemented to reduce demand and maintain adequate water supply during drought conditions (GWD 2017a). In addition, the GWD Drought Preparedness and Water Shortage Contingency Plan adds a stage of water shortage and demand reduction measures (GWD 2014). In addition to demand reduction strategies in the UWMP that would occur during a drought or water shortage, the SAFE Water Supplies Ordinance would prohibit allocating new or additional water connections if water supply conditions are not met. This would limit increases in water demand from new development or growth in additional to measures in the UWMP during a water shortage.

As discussed above under Water Demand setting, as of August 2019 the GWD is not under any stage of water shortage emergency. The GWD is currently not meeting all of the conditions needed in order to approve new or additional water connections, pursuant to the SAFE Water Supplies Ordinance. However, the project site has a preexisting water use history associated with the on-site warehouse and, therefore, would be allowed water service under Exception 2: customers with preexisting water use history that is recognized in the District Code and that is equal to or greater than the water use that is needed for the Proposed Project. According to the GWD, the available water credit for the project site per the District Code Section 5.16.041 is 0.96 AFY. The Estimated Water Use Memorandum prepared for the project determined the Depot building would require approximately 0.6 AFY, which is below the available water credit (Appendix H). The project would also require water for on-site landscaping, which is estimated to be approximately 0.3 AFY (Appendix H). Combined with the Depot water demand, overall water demand would not exceed 0.96 AFY. Additionally, water demand for on-site landscaping could be met by water trucks, which are available through the GWD Recycled Water Hauling Program. The recycled water would not impact available water supplies and would provide additional flexibility for water demand in the Depot building.

The project would also be required to submit an Application for Water Service with the GWD for the proposed new use on-site, which would be reviewed and approved by the GWD for compliance with their available water credit. Once the GWD is meeting all of the conditions under the SAFE Water

Supplies Ordinance, the GWD would have sustainable water supplies available for additional water credits for the project site if needed.

Because the GWD has sufficient water supplies and demand reduction measures to meet existing and projected growth under normal, dry, and multiple-dry years, the estimated water use for the Depot building would not exceed the existing water credits for the site under the SAFE Water Supplies Ordinance, and recycled water is available to supplement landscaping water demand, there are sufficient water supplies to serve the project and foreseeable development. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.7.4 Cumulative Impacts

Planned and pending development would increase water demand in the City. As described in Table 3-1 of Section 3, *Environmental Setting*, planned and pending projects in the City would add residential units, commercial and industrial space, educational facilities, oil facilities, and hotels. Large-scale residential, commercial, office, industrial, and mixed-use developments subject to the requirements of SB 610 would be required to prepare project-specific WSAs to ensure adequate water availability. This level of project-specific analysis would be required prior to approval of the largest planned and pending projects described in Section 3, Environmental Setting, and would compare anticipated water demand to the most currently-available GWD supply and demand projections.

The GWD's UWMP shows a deficit in multiple-dry year 3, as shown in Table 4.7-1. However, the 2015 UWMP includes a water shortage contingency plan which includes stages of supply reduction, demand reduction measures, penalties, and financial actions that would be taken during a water shortage. The project and other planned and pending development would be subject to these measures if there is a water shortage or need. In addition, projects would be subject to GWD's SAFE Water Supplies Ordinance, which includes specific criteria for allocation of new water service to ensure GWD will maintain a drought buffer and ensure adequate available water supplies to meet projected demand prior to granting new water service. As discussed above, the GWD 2015 UWMP demonstrates there are adequate supplies to meet anticipated demand into the future and identifies specific supplies and strategies to meet existing and anticipated demand. In addition, the project site has existing water credits of 0.96 AFY available and would be required to remain within the existing credits.

Given the information in GWD's 2015 UWMP, the requirements of the SAFE Water Supplies Ordinance, and because there are sufficient water supplies available to serve the project, the project's contribution to cumulative impacts would be less than significant.

References

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5 Other CEQA Required Discussions

This section discusses growth-inducing impacts, irreversible environmental impacts, and energy impacts that would be caused by the proposed project.

5.1 Growth Inducement

Section 15126(d) of the CEQA Guidelines requires a discussion of a proposed project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The proposed project's growth inducing potential is therefore considered significant if project-induced growth could result in significant physical effects in one or more environmental issue areas.

5.1.1 Population Growth

As discussed in Section 13, Population and Housing, of the Initial Study (Appendix A), the proposed project would not directly generate population growth because it does not include residential uses. Also, the project would not indirectly generate population growth because the proposed train depot would serve existing residents in Goleta and residents throughout California that utilize Amtrak's Pacific Surfliner passenger rail service. Therefore, the project would not induce a substantial unplanned population growth in the area either directly or indirectly.

Moreover, as discussed in Section 4.1 and 4.2, *Air Quality* and *Greenhouse Gas Emissions*, of the EIR, development and operation of the project would not generate air quality or GHG emissions that would result in a significant impact. Additionally, the project involves redevelopment within a fully urbanized area that lacks significant scenic resources, native biological habitats, known cultural resource remains, surface water, or other environmental resources. Therefore, the project would not result in significant long-term physical environmental effects.

5.1.2 Economic Growth

The proposed project would generate temporary employment opportunities during construction. Because construction workers would be expected to be drawn from the existing regional work force, construction of the project would not be growth-inducing from a temporary employment standpoint. The operation of the proposed train depot would not create significant long-term employment growth. The Depot could require on-site Amtrak staff to assist with ticketing and passenger needs and would be maintained and upkept by either an Amtrak caretaker or City staff. A limited number of new employees may be needed for the required maintenance and to staff the on-site amenities, but these employees would also be expected to be drawn from the existing regional workforce and would not create a significant increase in jobs in the area.

The proposed project would not be expected to induce substantial economic expansion to the extent that direct physical environmental effects would result. Moreover, the environmental effects associated with any future development in or around Goleta and Santa Barbara County would be addressed as part of the CEQA environmental review for such development projects.

5.1.3 Removal of Obstacles to Growth

The proposed project is located in a fully urbanized area that is well served by existing infrastructure. As discussed in Section 18, *Utilities and Service Systems*, of the Initial Study (Appendix A) and Section 4.5, *Transportation* of this EIR, existing infrastructure in Goleta would be adequate to serve the project. Minor improvements to water, sewer, and drainage connection infrastructure could be needed, but would be sized to specifically serve the proposed project. Although the proposed project would relocate an existing turnaround at the end of South La Patera Lane to the south, as discussed in Section 2, *Project Description*, the new location would not present a significant change to existing circulation and is intended to relocate the turnaround outside UPRR right-of-way and provide site access for vehicles to the proposed train depot. No new roads would be required. Because the project constitutes redevelopment within an urbanized area and does not require the extension of new infrastructure through undeveloped areas, project implementation would not remove an obstacle to growth.

5.2 Irreversible Environmental Effects

The CEQA Guidelines require that EIRs contain a discussion of significant irreversible environmental changes. This section addresses non-renewable resources, the commitment of future generations to the proposed uses, and irreversible impacts associated with the proposed project.

The proposed project involves infill development on a currently developed lot in the City of Goleta. Construction and operation of the project would involve an irreversible commitment of construction materials and non-renewable energy resources. The project would involve the use of building materials and energy, some of which are non-renewable resources, to construct the approximately 9,000 square-foot Depot structure (not including parking areas or operating equipment or machinery). Consumption of these resources would occur with any development in the region and are not unique to the proposed project. In addition, the project be designed and constructed to meet LEED Silver standards, as discussion in Section 2.0, *Project Description*.

The proposed project would also irreversibly increase local demand for non-renewable energy resources such as petroleum products and natural gas. However, increasingly efficient building design would offset this demand to some degree by reducing energy demands of the project. As discussed in Section 2.0, *Project Description*, the proposed project's design features would meet LEED Silver or equivalent standards, using less water and energy and reducing greenhouse gas emissions when compared to a commercial building that is not built to LEED standards. In addition, the project would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6, of the California Code of Regulations, *California's Energy Efficiency Standards for Residential and Nonresidential Buildings*) and the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations). The California Energy Code provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California, and the Green Building Standards Code requires solar access, natural ventilation, and stormwater capture. Consequently, the project would not use unusual amounts of energy or construction materials and impacts related to consumption of non-renewable and slowly renewable resources would be less than significant. Consumption of these resources would occur with any development in the region and is not unique to the proposed project.

Additional vehicle trips associated with the proposed project would incrementally increase local traffic and regional air pollutant and GHG emissions. However, as discussed in Section 4.1, *Air*

Quality, and Section 4.2, *Greenhouse Gas Emissions*, development and operation of the proposed Train Depot would not generate air quality or GHG emissions that would result in a significant impact. Additionally, one of the main objectives of the project is to reduce regional GHG emissions and vehicle miles traveled by increasing train ridership and the use of alternative transit.

The project would also require a commitment of law enforcement, fire protection, water supply, wastewater treatment, and solid waste disposal services. However, as discussed in *Public Services*, and *Utilities and Service Systems* in the Initial Study, impacts to these service systems would not be significant.

CEQA requires decision makers to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. The analysis contained in this EIR concludes that the proposed project would not result in significant and unavoidable impacts. All project impacts were determined to be less than significant, or less than significant with mitigation.

5.3 Energy Effects

Public Resources Code Section 21100(b)(2) and Appendix F of the CEQA Guidelines require that EIRs include a discussion of the potential energy consumption and/or conservation impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful or unnecessary consumption of energy. The project's less than significant impacts on energy resources are discussion in Section 5, *Energy*, in the Initial Study included in Appendix A.

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6 Alternatives

As required by Section 15126.6 of the *CEQA Guidelines*, this EIR examines a range of reasonable alternatives to the proposed project that would attain most of the basic project objectives (stated in Section 2.0 of this EIR) but would avoid or substantially lessen the significant adverse impacts.

As discussed in Section 2.0, *Project Description*, the objectives for the proposed project, are as follows:

- Build a full-service, multi-modal train depot for the Goleta Rail Station that provides sufficient amenities for train riders.
- Develop a Depot that creates civic pride and identity through design and community education.
- Increase train ridership along the Pacific Surfliner train corridor, especially during peak rail service, to help implement State and regional transit plans.
- Reduce regional greenhouse gas emissions from transportation sources by improving transit use and reducing vehicle miles travelled.
- Improve connectivity with the local transit system and the Depot to connect passengers with their destinations and create a regional transit hub.

Included in this analysis are two alternatives, including the CEQA-required "No Project" alternative, that involve changes to the project that may reduce the project-related environmental impacts as identified in this EIR. Alternatives have been developed to provide a reasonable range of options to consider that would help decision makers and the public understand the general implications of revising or eliminating certain components of the proposed project.

The following alternatives are evaluated in this EIR:

- Alternative 1: No Project/Existing Warehouse
- Alternative 2: Reduced Depot Footprint and On-site Amenities

Detailed descriptions of the alternatives are included in the impact analysis for each alternative. The potential environmental impacts of each alternative are analyzed in Sections 6.1 through 6.2.

6.1 Alternative 1: No Project/Existing Warehouse Alternative

6.1.1 Description

The No Project Alternative assumes that the proposed depot building with indoor waiting areas, café, and restroom facilities, parking lot area, and City and Amtrak signage are not constructed. Current uses on the project site consist of a mostly vacant warehouse structure, with only a portion occupied by a local food bank, a parking lot, and an outdoor storage area. The existing site and uses would remain under this alternative. However, the No Project Alternative would not fulfill any Project Objectives because the existing warehouse would not provide a train depot to improve train ridership or City identity, improve transit connectivity, or reduce greenhouse gas emissions. This Alternative is feasible as the existing structure has remained and the site has not been redeveloped since 1967.

6.1.2 Impact Analysis

a. Air Quality

As discussed in Section 4.1, Air Quality, the proposed project would generate emissions during construction and operational activities of the proposed project. Construction and operational emissions would not exceed established thresholds and would be less than significant. Under the No Project alternative, there would be no construction activities which would impact air quality or release toxic air contaminants (TACs). In addition, there would be no additional vehicle trips to the project site which would increase emissions in the area. Therefore, the No Project Alternative would impact air quality **less than** the proposed project.

b. Greenhouse Gas Emissions

As detailed in Section 4.2, Greenhouse Gas Emissions, construction of the proposed project would generate greenhouse gas (GHG) emissions during the construction and operation of the project. Construction and operational GHG emissions were determined to be less than significant as the project would not exceed the appropriate GHG thresholds and because the proposed project would reduce regional GHG emissions by encouraging and increasing train ridership and reducing passenger vehicle use. The proposed project was also determined to not impact policies or regulations established to reduced GHG emissions. The No Project Alternative would not generate any construction GHG emissions or increase operational GHG emissions over existing conditions. However, the No Project Alternative would not seek to increase train ridership. Impacts to GHG emissions under the No Project Alternative GHG emissions would be **greater than** those of the proposed project.

c. Hazards and Hazardous Materials

As discussed under Section 4.3, the project site has the potential to contain hazardous materials given its prior agricultural use, current and former onsite storage of hazardous materials in storage tanks and drums, past use as a bus transportation facility, adjacent railroad tracks, and hazardous building materials. Project construction could result in the release of these hazardous materials. Implementation of Mitigation Measures HAZ-1 and HAZ-2 would reduce potential impacts to less than significant.

Under the No Project Alternative, there would be no ground disturbance in the project site which would potentially uncover contaminated soils or hazardous material. Therefore, the No Project Alternative would have hazardous impacts that are **less than** the proposed project.

d. Noise

The No Project Alternative would not include any form of construction noise and would not increase operational noise associated with the use of the warehouse or traffic accessing the warehouse. Although the proposed project's impacts related to temporary construction and vibration and long-term operation would be less than significant, the No Project Alternative's noise impacts would be **less than** those of the proposed project.

e. Transportation

Under the No Project Alternative, transportation and traffic would remain at current conditions. Temporary traffic associated with construction activities and the increase in average daily trips from

the operation of the project would be eliminated. However, as discussed in Section 2, *Project Description,* and Section 4.5, *Transportation*, one of the main objectives of the project is to reduce regional VMT through increasing train ridership. The No Project Alternative would seek to reduce regional VMT. Therefore, overall traffic impacts under the No Project Alternative would be **greater than** under the proposed project

f. Tribal Cultural Resources

Construction of the proposed project would involve ground-disturbing activities with the potential to unearth or adversely impact previously unidentified tribal cultural resources. Implementation of Mitigation Measures TCR-1 and TCR-2 would reduce potential impacts to less than significant through construction monitoring and tribal resource treatment requirements. However, the No Project Alternative would have no ground-disturbing activities and there would be no potential for adversely impacting tribal cultural resources and implementation of mitigation measures would not be required. The No Project Alternative would have **less** impact than the proposed project.

g. Utilities

As discussed in Section 4.7, Utilities and Service Systems, the proposed project would increase water use on-site over the existing use from the on-site warehouse. However, the project site has an existing water credit of 0.96 AFY, which the project would be required to comply with. Under the No Project Alternative, there would be no increase in water use over existing water use from the on-site warehouse. Therefore, the No Project Alternative would have **less** impacts than to proposed project.

6.2 Alternative 2: Reduced Depot Footprint and On-site Amenities

6.2.1 Description

Similar to the proposed project, this alternative would involve demolition of the existing warehouse to develop the site with a train depot which would support the adjacent Amtrak passenger train platform. However, the depot under this alternative would be reduced in size to approximately 2,000 square feet and would not include a café or kitchen area, meeting room, or formal lobby. The size of the Depot under Alternative 2 was estimated using the waiting area space requirements in Amtrak's Station Programs and Planning Guidelines (Amtrak 2013). The alternative would still provide on-site parking, passenger drop-off areas, bicycle parking, and landscaping. Alternative 2 would meet most of the project objective, except for proving a full-service train depot since the amenities on site would be reduced and limited under this alternative. This Alternative is feasible as the existing Amtrak Train Station has no Depot structure and a 2,000 square-foot structure would improve on-site amenities and still meet most of the objectives of the project.

6.2.2 Impact Analysis

a. Air Quality

Construction air quality impacts would be similar to the proposed project during demolition, site preparation, grading and paving construction activities. Emissions related to building construction would be reduced due to the reduction in size of the depot structure and reduction of amenities

within the depot. Operational air quality impacts would also be similar to the proposed project as the number of train riders and vehicle trips to the station is not expected to be substantially reduced compared to the proposed project. Therefore, it is anticipated that air quality impacts under Alternative 2 would be **similar to** the proposed project.

b. Greenhouse Gas Emissions

Similar to the air quality discussion, construction GHG emissions would be similar to the proposed project because demolition, site preparation, grading and paving construction activities would be similar. GHG emissions related to building construction would be reduced due to the reduction in size of the depot structure and time it would take to building the depot. Therefore, construction GHG emissions would be less than significant, similar to the proposed project. Operational GHG emissions would also be similar to the proposed project as the number of train riders is not expected to be substantially reduced compared to the proposed project. Therefore, vehicle trip mobile emissions, which are the predominant emissions generated by the project, would be similar. In addition, development under Alternative 2 would also seek to improve train ridership and reduce regional GHG emissions, similar to the proposed project Therefore, it is anticipated that GHG emission impacts under Alternative 2 would be **similar to** the proposed project.

c. Hazards and Hazardous Materials

Alternative 2 would involve the redevelopment of the same project site as the proposed project. Therefore, the potential hazardous materials on the proposed project site which consist of pesticides and heavy metals associated with the historic agriculture use of the site, remaining traces of chemicals from the previous and current use of the site, the presence of a historic underground storage tank (UST) along with the presence of an existing 1,800-gallon diesel UST, hazardous building materials in the existing warehouse structure, and chemicals or compounds along the adjacent railroad tracks, would also be a potential hazard under Alternative 2. Therefore, Mitigation Measures HAZ-1 and HAZ-2 would also be required for Alternative 2, which would reduce potential impacts to less than significant. Impacts would be **similar to** the proposed project.

d. Noise

Construction noise impacts would effectively be the same as the proposed project. The length of construction noise impacts may be reduced due to the smaller depot building under Alternative 2, but noise levels during construction would be similar. Noise on local roadways generated from traffic under Alternative 2 would also be similar to the proposed project because a smaller depot footprint and reduced amenities would not necessarily reduce people driving to the Amtrak station since Alternative 2 would still provide on-site parking and drop-off areas. Impacts would be **similar to** the proposed project.

e. Transportation

Alternative 2 would develop the project site with a similar site plan as the proposed project but with fewer on-site amenities. The reduction in amenities could reduce train ridership over the proposed project. This reduction in train riders would generate fewer daily trips to the project site as the proposed project because less passengers would be accessing the site. However, Alternative 2 would not reduce regional VTM to as great of an extent as the proposed project because it would generate fewer train riders. Overall, Alternative 2 would have no significant transportation impacts and transportation impacts would be **similar to** the proposed project.

f. Tribal Cultural Resources

Development under Alternative 2 would involve ground-disturbing activities, such as grading and surface excavation, with the potential to unearth or adversely impact unidentified tribal cultural resources. Similar to the proposed project, Alternative 2 would be subject to Assembly Bill 52. Therefore, because Alternative 2 is on the same project site and would involve similar amounts of ground disturbing activities, it is presumed that similar mitigation measures as the proposed project would arise from consulting with local tribes under Alternative 2. Impacts under Alternative 2 would be **similar to** the proposed project.

g. Utilities

As discussed in Section 4.7, Utilities and Service Systems, the proposed project would increase water demand on site but would not exceed the existing GWD credit of 0.96 AFY. Development under Alternative 2 would not include the development of a café or, meeting room, or formal lobby area. Therefore, Alternative 2 would have a reduced water demand than the proposed project and impacts would be **less than** the proposed project.

6.3 Alternatives Considered but Rejected

Other alternatives considered include the potential to relocate a train depot to another location in the City. However, a different train depot location was not feasible because the City had already purchased the project site and the depot should be adjacent to the Amtrak platform. Because the project does not include the Amtrak platform, which is in UPRR right-of-way, changes or new locations of the platform is not feasible. Therefore, this scenario was rejected from further consideration.

Redevelopment of the project site with a light industrial or research and development office use was also considered as an alternative to the proposed project. However, this alternative would likely worsen any environmental impacts compared to the proposed project and would not meet any of the project objectives which are tied to increasing train ridership and reducing greenhouse gas emissions. Therefore, this option was not included as an alternative in the analysis.

6.4 Environmentally Superior Alternative

CEQA requires the identification of the environmentally superior alternative among the options studied. The environmentally superior alternative must be an alternative to the proposed project that reduces some of the environmental impacts of the proposed project, regardless of the financial costs associated with that alternative. Identification of the environmentally superior alternative is an informational procedure and the alternative identified as environmentally superior may not be the one that best meets the goals or needs of the proposed project.

Table 6-1 indicates whether each alternative's environmental impact is greater than, less than, or similar to that of the proposed project for each of the issue areas studied. Based on the alternatives analysis provided above, Alternative 1: No Project Alternative, would be the environmentally superior alternative. The No Project Alternative would either lessen the severity of five out of seven environmental issue areas, while Alternative 2: Reduce Footprint and On-site Amenities would have similar impacts on all issue areas. However, the No Project Alternative would not fulfill the objectives of the proposed project.

When the "No Project" alternative is determined to be environmentally superior, State CEQA Guidelines also requires identification of the environmentally superior alternative among the development options. Since no significant and unavoidable impacts were identified in the proposed project or Alternative 2: Reduce Footprint and On-site Amenities, either the proposed project or alternative could be considered environmentally superior. In addition, Alternative 2 would have a reduced water demand and its impacts would be less than the proposed project. Therefore, Alternative 2: Reduce Footprint and On-site Amenities, is determined to be the environmentally superior alternative. However, this alternative would not meet all of the project objectives, including objectives established under SBCAG grant funding for the proposed project. Since Alternative 2 would not meet objectives needed to meet funding requirements of the project, Alternative 2 would likely not have the funds needed to complete the project and would not be feasible.

Table 6-1 Impact Comparison of Alternatives

Issue	Proposed Project Impact Classification	Alternative 1: No Project/Existing Warehouse	Alternative 2: Reduced Depot Footprint and On-site Amenities
Air Quality	Less than Significant	+	=
Greenhouse Gas Emissions	Less than Significant	-	=
Hazards and Hazardous Materials	Less than Significant with Mitigation Incorporated	+	=
Noise	Less than Significant	+	=
Transportation	Less than Significant	-	=
Tribal Cultural Resources	Less than Significant with Mitigation Incorporated	+	=
Utilities		+	+

+ Superior to the proposed project (reduced level of impact)

- Inferior to the proposed project (increased level of impact)

= Similar level of impact to the proposed project

References

Amtrak. 2013. Station Program and Planning Guidelines. May 1, 2013.

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7 Responses to Comments

This section includes responses to comments received during the circulation of the Draft Environmental Impact Report (Draft EIR) prepared for the Goleta Train Depot (project).

The Draft EIR was circulated for a 45-day public review period that began on June 3, 2021 and ended on July 19, 2021. In addition, the City held a public hearing by the Environmental Hearing Officer on June 30, 2021 to gather comments on the Draft EIR.

There were no comments provided by the public during the June 30, 2021 public hearing. The City of Goleta received one comment letter on the Draft EIR during the public review period. The commenter and the page number on which the commenter's letter appears is listed in Table 7-1.

Table 7-1 Comment Letters Received

Letter No. and Commenter		Page No.
1	Michael T. Bennett	7-2

The comment letter and responses follow. Each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.2, for example, indicates that the response is for the second issue raised in comment Letter 1).

Revisions to the Draft EIR necessary in light of the comments received and responses provided, or necessary to amplify or clarify material in the Draft EIR, are included in the responses. Underlined text represents language that has been added to the Draft EIR; text with ~~strikeout~~ has been deleted from the Draft EIR. Page numbers cited in this section correspond to the page numbers of the Final EIR where the change was made.

Ryan Russell

Sent: Monday, July 19, 2021 7:01 PM
To: Ryan Russell
Cc: Gerald Comati; Gerald Comati - COM3 Consulting Inc. [redacted]
Subject: [EXT] DEIR Comments received via phone

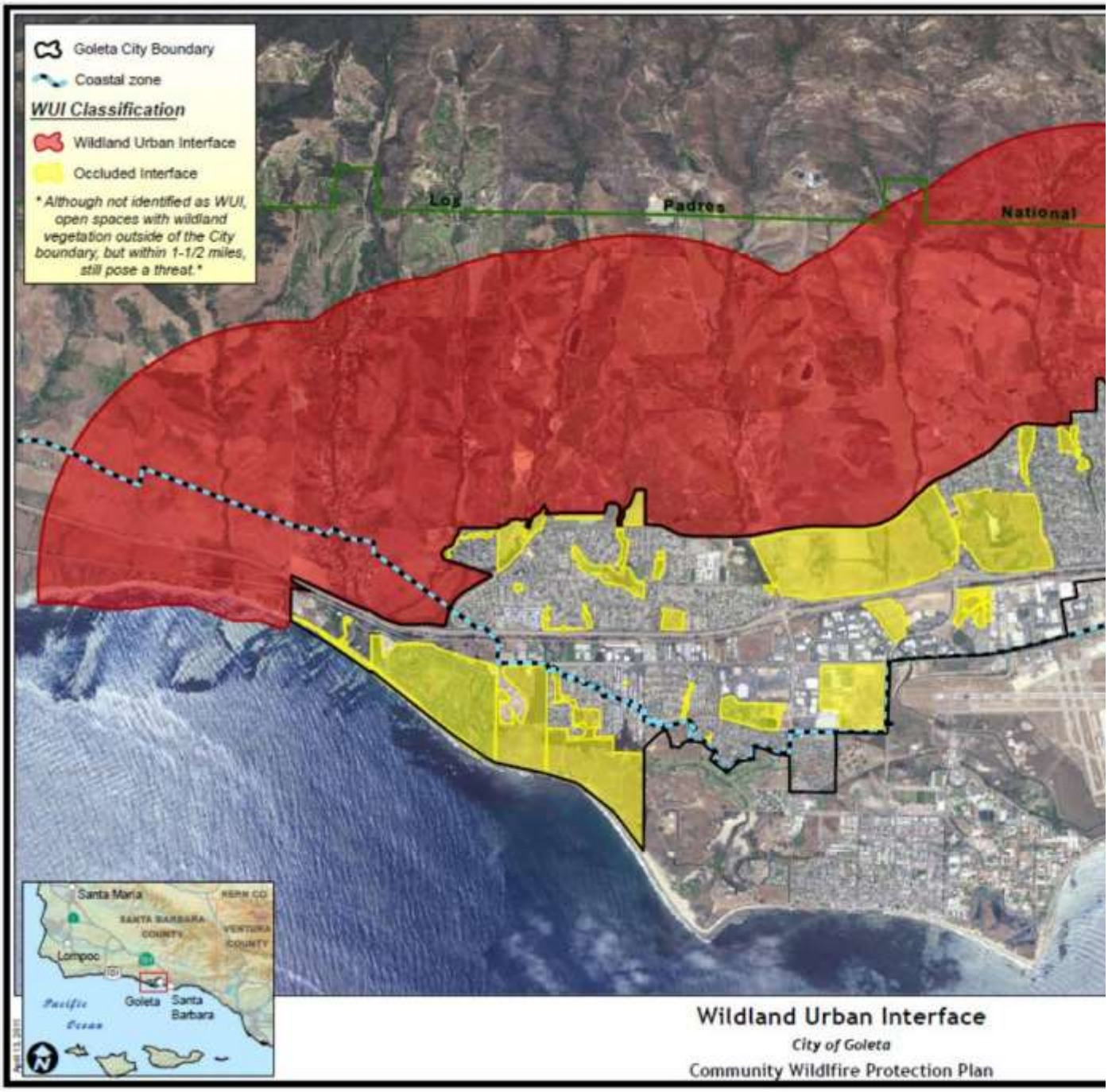
Ryan,

I received the following comments from Michael T. Bennett, a retired Santa Barbara County Fire Department employee and former City of Goleta Council member and mayor. He provided the following via phone on 6/29/2021:

Page 1-5, "Hazards and Hazardous Materials" EIR indicates Fire Station 11 is the closest fire station to the Train Depot. He disagrees and believes it is Fire Station 14 on Los Carneros that is the closest fire station to the Train Depot. How is the determination made (as the crow fly's or expected drive time)? 1.1

Page 1-7, "Wildfire" EIR states "…with the nearest high fire zone being approximately 0.9 miles to the *southwest*. Therefore, there would be no potentially significant impact to the risk of wildfire." Southwest of the site would put the fire risk in the Santa Barbara airport. Did you mean 0.9 miles due north (north of Cathedral Oaks Road) which would make sense as that is where the wildland urban interface lands. 1.2

Figure 5 City of Goleta Wildland Urban Interface



1.2

Section 2.5.8 "Utilities". Why is Law Enforcement *and* Fire Services in the utilities section? Neither are a utility and both are listed under "Public Services" on page 1-7. Also, the City does not contract with SBCFD for fire services. Fire services are provided via Santa Barbara County Fire Department through the Santa Barbara County Fire Protection District which covers the City of Goleta—we do not "contract" for services it is provided through property taxes.

1.3

2.5.8 Utilities

Electricity to the project site would continue to be provided by Southern California Edison (SCE) and natural gas would continue to be provided by the Southern California Gas Company (SoCalGas). Potable water would be supplied by the GWD and sanitary sewer services would be provided by the Goleta Sanitary District (GSD). Law enforcement would be provided by the Santa Barbara County Sheriff's Department, which is contracted by the City to provide police services. Fire services would be provided by Santa Barbara County Fire Department (SBCFD), which is also contracted by the City to provide fire emergency services.

In general, the project would connect to and use all of the different existing utilities, infrastructure, and other facilities that are currently providing services to the project site and other surrounding development.

1.3

The project site and surrounding area are served by existing internet, telephone, and television providers operating in the City. Due to the nature of the proposed project, internet services would be the main need for the project. There are a number of internet providers that can serve the project site, including but not limited to Frontier, Spectrum, Cox Communications, and Viasat. The internet provider would be chosen at a later date.

Best,

Jaime A. Valdez
Interim Neighborhood Services and Public Safety Director
Department of Neighborhood Services & Public Safety
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Letter 1

COMMENTER: Michael T. Bennett

DATE: June 29, 2021

Response 1.1

The commenter states that the Draft EIR incorrectly listed the closest fire station, which would be Fire Station 14 on Los Carneros.

In response to this comment, Table 1-2 on Page 1-5 in Section 1, *Introduction,* of the Draft EIR is revised as follows:

> The project site is located within a 5-minute response time of Fire Station #1411. Additionally, the site is not located near areas designated to have risks to wildland fires. Therefore, there would be no impacts related to wildland fires.

This comment and the subsequent revision to the Draft EIR do not affect the analysis completed or conclusions provided in the Draft EIR.

Response 1.2

The commenter states that the Draft EIR incorrectly identified that nearest high fire zone to the southwest when it should be north.

In response to this comment, Table 1-2 on Page 1-7 in Section 1, *Introduction,* of the Draft EIR is revised as follows:

> The proposed project site is located within an urbanized area of the City of Goleta and is surrounded by existing urban development, including industrial, commercial, interstate highway, and railway development. The project is not located within a high fire hazard severity zone with the nearest high fire zone being approximately 0.9 miles to the north ~~southwest~~. Therefore, there would be no potentially significant impact to the risk of wildfire.

This comment and the subsequent revision to the Draft EIR do not affect the analysis completed or conclusions provided in the Draft EIR.

Response 1.3

The commenter notes that law enforcement and fire services do not belong in the utilities section of the project description. The commenter also notes that the fire services discussion incorrectly lists services contracted with the County of Santa Barbara, when services are in fact provided by Santa Barbara County Fire Department through the Santa Barbara County Fire Protection District.

In response to this comment, Page 2-10 in Section 2, *Project Description,* of the Draft EIR is revised as follows:

2.5.4 Lighting and Safety Features

On-site lighting would be low intensity, hooded, directed downward, and fully cut-off. The proposed lighting would be installed throughout the project site within the parking lot, along pedestrian walkways, and outside the Train Depot building in order to improve on-site wayfinding and public safety. Lighting would be designed in compliance with the City's General Plan policies and development standards within Title 17, Zoning Ordinance relating to outdoor lighting. In addition to on-site lighting, the project would also provide designated crosswalk areas between the Depot's parking lot and the proposed Train Depot building, as shown in Figure 2-5.

Law enforcement would be provided by the Santa Barbara County Sheriff's Department, which is contracted by the City to provide police services. Fire services would be provided by Santa Barbara County Fire Department (SBCFD).

In addition, Page 2-11 in Section 2, *Project Description,* of the Draft EIR is revised as follows:

2.5.8 Utilities

Electricity to the project site would continue to be provided by Southern California Edison (SCE) and natural gas would continue to be provided by the Southern California Gas Company (SoCalGas). Potable water would be supplied by the GWD and sanitary sewer services would be provided by the Goleta Sanitary District (GSD). ~~Law enforcement would be provided by the Santa Barbara County Sheriff's Department, which is contracted by the City to provide police services. Fire services would be provided by Santa Barbara County Fire Department (SBCFD), which is also contracted by the City to provide fire emergency services.~~