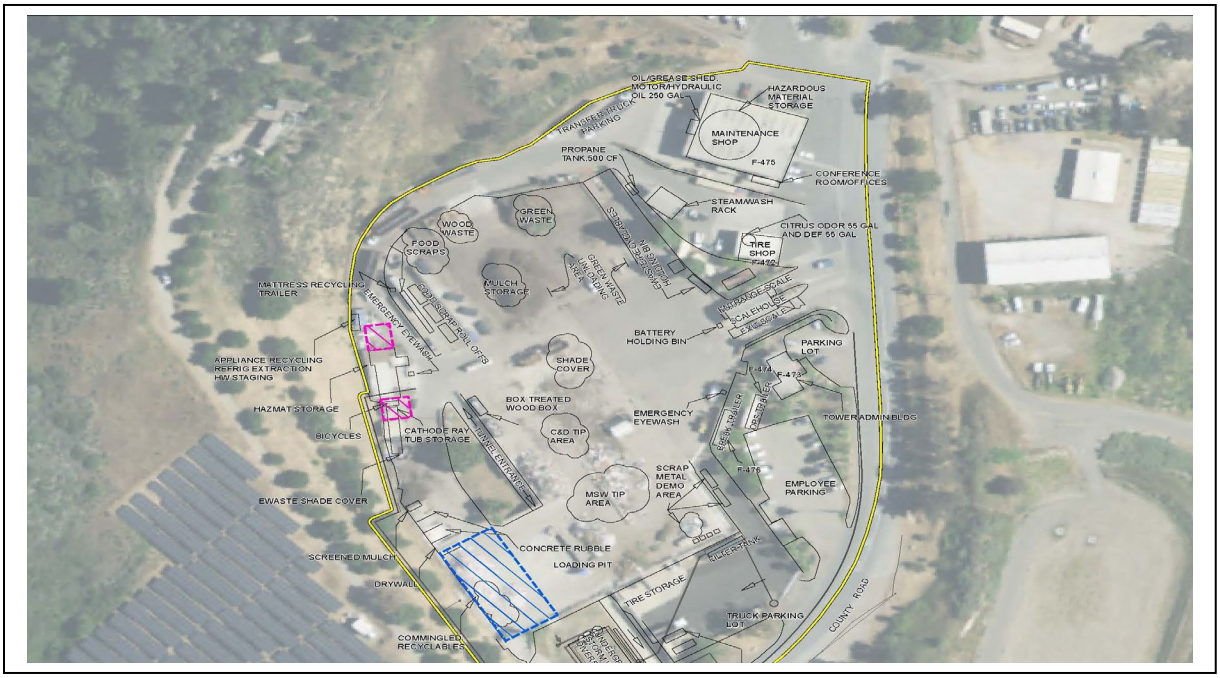
SANTA BARBARA COUNTY
Resource Recovery & Waste Management Division
Innovative Environmental Solutions

Draft
Mitigated Negative Declaration
South Coast Recycling and Transfer Station (SCRTS) Commingled Recyclables, White Goods and Mattress Cover Structures (21NGD-00000-00007)
January 19, 2022



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1.0 REQUEST/PROJECT DESCRIPTION

The County of Santa Barbara Public Works Department, Resource Recovery and Waste Management Division (RRWMD) operates the South Coast Recycling and Transfer Station (SCRTS), located at 4430 Calle Real in Santa Barbara, California (Figure 1). The SCRTS has been in operation since 1967. A portion of the site overlays the former Foothill Landfill which operated from the 1940s to 1960s. The SCRTS operations area is located on 8.3 acres in the central portion of a larger 143.48 acre publicly owned parcel (APN 059-140-023). The site has a permitted area of 8.3 acres of which 5.5 acres are used for industrial operations including uncovered areas used for storage of commingled recyclables (collected in the County's blue bins), other recyclables (e.g., white goods, mattresses, electronics, metals), self-haul municipal solid waste, green waste and mulch (collected in the County's green bins) (Figure 2), and buildings used for maintenance and weighing activities. The materials are collected onsite, consolidated and transferred off-site for processing.

RRWMD proposes to construct a cover structure for the 7,500 square-foot (0.17 acre) commingled recyclables storage area[1]. The commingled recyclables cover structure would be located in the southwest portion of the SCRTS operations area and is intended to protect the commingled recyclables from rain and wind, which would maximize the amount of material that can be recovered and processed as recyclables. The cover would also benefit storm water quality by reducing contact of storm water with the stockpiled material.

The SCRTS collects white goods (domestic appliances such as air conditioners, fridges, freezers, dryers and dishwashers) and participates in the Bye Bye Mattress program to divert used mattresses from landfill disposal. Both materials contain components that can be recycled into other consumer products. Currently, mattresses accepted at SCRTS are stored in a 53-foot enclosed semi-trailer that is hauled away on a regular schedule. Increased volume has resulted in the mattress trailer reaching its capacity before the regularly scheduled pick up. As a result, SCRTS operators have been required to find other locations to store the excess mattresses in exposed areas. SCRTS is also experiencing an increased volume of white goods being delivered to the facility and, as a result of the increased volume, the existing cover structure is not adequate to cover all the white goods. RRWMD may also install two smaller covers (approximately 750 and 700 square feet, respectively) to protect white goods and mattresses. Construction of these two covers is included in the project description.

No change to the permitted capacity or operation of the SCRTS would occur in association with the proposed cover structures.

A vicinity map, conceptual site plan, and map of the area of potential effect for the Project are shown in Figures 1, 2, and 3. A photo of the commingled recyclables storage area is contained in and a photo of an example cover to protect white goods and mattresses is shown in Photos 1 and 2, respectively below. Visual simulations of the cover structure for the commingled recyclables storage area are contained in Figure 4.

Design for Commingled Recyclables Storage Area Cover

The cover structure for the commingled recyclables storage area would be a tensioned fabric structure comprised of energy-efficient industrial strength fabric, and a rigid frame made of galvanized steel. It is expected that the structure would last a minimum of 25 years, up to 50 years, with maintenance and replacement of materials as-needed during its life. Design dimensions would be 125-feet wide by 60-feet deep, with heights of about 30 feet on the north and south sides, and about 50 feet at the gable. The top of the structure and the west side of the structure would have a fabric cover, while the north, south, and east

[1] A 28,380 square foot, 38 foot high metal cover structure was previously approved for the SCRTS site in 1995, but that structure was never constructed (95-ND-05, Santa Barbara County, May 1995).

sides of the structure would be open without fabric. The fabric on the west side of the structure would be anchored into an existing 6-foot high concrete retaining wall; above this wall, the fabric would have louvre-type ventilation (i.e., fabric with angled slits). The fabric cover would be of a neutral/natural color or a color that would match the surroundings.

Roof gutters for the structure would route drainage to existing slot drains on the facility. Other associated improvements would include bollards, steel plates, or concrete blocks to protect the structural frame columns from heavy equipment, and anti-perching spikes to deter birds. Maintenance would be performed including cleaning of the cover using a low pressure water sprayer and non-abrasive cleaner as needed.

Design for White Goods and Mattresses Covers

The mattress overflow cover structure would be pre-manufactured steel with dimensions of 25 feet by 28 feet (700 square feet) and a height of 15 feet consisting of a gabled roof and sides with one side open for access. The additional white goods cover structure would be pre-manufactured steel with the dimensions of 25 feet by 30 feet (750 square feet) and a height of 15 feet in the same style as the mattress cover structure with two sides open.

Construction

The cover structure foundations would consist of deep foundations, commonly helical piles, installed up to 25 feet in depth, with concrete pile caps ranging from 2-foot by 2-foot and 4-foot by 4-foot square. The dimensions of the cover structure, in particular the vertical clearance, is designed to accommodate loaders that will manage the commingled pile. Additional improvements to the cover structure would include inside lighting and a fire suppression system. Lights within the structure would be on during operating hours (Monday through Saturday from 7:00 a.m. to 5:00 p.m.) and off outside of operating hours. Installation of electrical and water lines to the new structure would consist of connecting above-ground laterals to a nearby existing electrical panel and existing fire water lateral, both within 5 to 10 feet of the proposed structure, on the SCRTS facility.

It is anticipated that construction of the foundations and structure for the commingled recyclables storage area would take approximately 14 days to complete and is planned for the Fall of 2022. Construction would be limited to weekdays between 8 a.m. and 4 p.m. Construction equipment would include a telehandler, manlifts, a front-end loader, an excavator, concrete truck (for the concrete pile caps and structures protecting the structural frame columns), concrete saw-cutting machine, 50 horsepower generator, and laborer or contractor work trucks. Deep foundations would be installed by screwing or drilling into the ground with a truck-mounted auger or an auger drive mounted to a loader or excavator. No pile driving is proposed. During peak construction activity, a labor force of approximately 10 people would be required. The southwest corner of the SCRTS would be utilized as a laydown and construction staging area, as well as for storage of commingled recyclables during construction. One to two coast live oak trees located adjacent to the southwest side of the structure would need to be trimmed/limbed during construction of the new cover structure.

During construction, the stockpiled commingled material would be relocated from the southwest corner to the northeast area of the SCRTS and would be loaded onto trucks from this location.

Installation of each cover for the white goods and mattresses would take about 30 days. The covers would be prefabricated and installed at the SCRTS in existing developed areas adjacent to where the materials are currently stored. The covers would be anchored in place with concrete footings. The footings for the covers would not extend below the existing 18-inch concrete pad/base. Construction equipment would include a concrete saw-cutting machine, 50 horsepower generator, and laborer or contractor work trucks and possibly a concrete truck. A labor force of approximately 4 people would be required. No vegetation removal or clearing would be required for installation of these covers.

Photo 1 Existing Typical Commingled Recyclables Stockpile
(Looking East, Commingled Stockpile in foreground)

Photo 2 Example Cover for White Goods and Mattresses

2.0 PROJECT LOCATION

The project site is located on APN 059-140-023 (Second Supervisorial District) at site address 4430 Calle Real in the Eastern Goleta Valley Community Plan area, Santa Barbara, California. Access to the site is from Calle Real to County Road. The SCRTS operational area is located on 8.3 acres in the central portion of the larger 143.48 acre publicly owned parcel that include other public and non-profit uses (e.g., County Road Yard, a Corporation Yard which serves General Services and Flood Control, and Hearts Therapeutic Equestrian Center)). The closed Foothill Landfill encompasses a portion of the 143.48 parcel east and partially below the SCRTS. and was used for debris sorting of material from the 2019 Montecito debris flow and is proposed to continue to be used for debris management in emergencies and is an upland disposal location for County Flood Control maintenance projects. Public land uses bordering the 143.48 acre parcel include the Santa Barbara County Jail, Santa Barbara County Health and Social Services and training buildings. The closest residential area is the El Sueno neighborhood approximately 680 feet east of the SCRTS. The project site has a permitted area of 8.3 acres of which 5.5 acres are used for industrial operations as noted above.

2.1 Site Information	
Comprehensive Plan Designation	Institution/Government Facility (non-coastal, urban area)
Zoning District, Ordinance	Recreation (REC) (Open Land Uses) (Chapter 35-1 Land Use & Development Code [LUDC])
Site Size	8.3 acre area within larger 143.48 acre parcel (commingled recyclables storage area 0.17 acre; white goods and mattresses storage area 0.03 acre)
Present Use & Development	Areas used for storage of commingled recyclables, other recyclables (metals, white goods, mattresses etc.), e-waste, green waste, mulch and appurtenant structures/facilities at the SCRTS
Surrounding Uses/Zoning	North: Residential - Single Family/Maximum Dwelling Units- 1.0/acre (RES-1.0)/ Residential - Single Family/Maximum Dwelling Units- 1.0/acre (1-E-1) South: Institutional Government Facility / Recreation (REC) East: Residential - Single Family/Minimum Lot Size- 10,000 sq. feet net (10-R-1)/Residential Inland: 3.3 units/acre (RES-3.3) West: Multiple Family Residential/Design Residential (DR-8) & Residential - Single Family/Maximum Dwelling Units- 1.0/acre (RES-1.0)/Design Residential 1 unit/acre gross (DR-1)
Access	County Road
Public Services	Water Supply: Goleta Water District Sewage: Goleta Sanitary District Fire: Santa Barbara County Fire Department Electric: Southern California Edison

3.0 ENVIRONMENTAL SETTING

3.1 PHYSICAL SETTING

Permitted Uses

Under Solid Waste Facility Permit No. 42-AA-0014 issued by the Local Enforcement Agency of CalRecycle, the SCRTS is permitted to transfer up to 550 tons of waste per day and serves as a central collection point for a large portion of the non-hazardous waste generated on the South Coast. The SCRTS receives commercial roll-off containers, as well as waste brought in by residents and small, non-franchised haulers (e.g. landscapers). The permitted operating hours are Monday through Saturday from 7:00 a.m. to 5:00 p.m. with the exception of New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. The facility is operated by a daily staff of 26 employees

consisting of supervisors, truck drivers, checkers, maintenance workers, shop and scale personnel, mulch personnel, contract laborers and a contract falconer.

Surrounding Land Uses

The project site is surrounded by single family residential and design residential uses to the north, east and west (Attachment 1). County facilities exist to the south with a land use designation of Institutional/Government Facility and zoning designation of Recreation (REC), including the Hearts Therapeutic Equestrian Center (riding stables) to the southeast of the SCRTS facility. The project site is accessed via a County Road, extending off of Calle Real.

Biological Resources

The larger 143.48 acre parcel also includes the closed Foothill Landfill (also referred to as the Foothill Open Space). A portion (approximately 7 acres) of the larger parcel encompassing the closed Foothill Landfill has been the subject of a grant funded native plant restoration project. The portion of the SCRTS site where the cover structures would be constructed is paved and has no vegetation or wildlife habitat. Some ornamental vegetation is interspersed throughout the 8.3 acre site and around the site perimeter, including several coast live oak trees that have been planted on the slopes on the southwest perimeter of the SCRTS. The relatively steep slope at the northwest corner of the SCRTS site supports sparse coastal sage scrub consisting primarily of California sagebrush with an understory of non-native annual grasses. Landscaping (including planted oak trees) may provide nesting habitat for birds habituated to higher levels of disturbance. No Environmentally Sensitive Habitat, riparian corridors, floodplains, or sensitive view corridors are mapped on the project site.

Cultural Resources

The proposed location of the cover structures is within the developed SCRTS site and has been significantly disturbed and is currently paved. However, the general area is considered to have high cultural resource sensitivity. Ten archaeological sites are recorded within a 0.5-mile radius and prehistoric human remains were found at two of these sites.

Drainage

Surface water occurs in the vicinity of the SCRTS as intermittent flow within small drainages. These drainages typically contain water during, and for a short period after, rainfall events. Larger drainages in the project area are Hospital Creek to the west and Atascadero Creek to the east. The nearest drainage to the SCRTS site is a small unnamed drainage located to the east, between the inactive Foothill Landfill and the residential areas along Sherwood Road and El Sueno Road. Run-off from the industrial areas of the SCRTS site is collected, filtered and then stored in an underground storage tank until it is discharged off-peak to the Goleta Sanitary District.

Circulation and Access

The SCRTS site is located at the north end of County Road on the north side of U.S. Highway 101 between the U.S. Highway 101/Turnpike Road interchange and the U.S. Highway 101/State Route (SR) 154 interchange. Calle Real, the frontage road that extends along the north side of U.S. Highway 101, provides access to County Road and the project site.

3.2 ENVIRONMENTAL BASELINE

The environmental baseline from which the project's impacts are measured consists of the physical environmental conditions on and in the vicinity of the project site, as described above.

4.0 POTENTIALLY SIGNIFICANT EFFECTS CHECKLIST

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

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

Significant but Mitigable: Incorporation of mitigation measures has reduced an effect from a Potentially Significant Impact to an Insignificant Impact.

Insignificant Impact: An impact is considered adverse but does not trigger a significance threshold.

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

Beneficial Impact: There is a beneficial effect on the environment resulting from the project.

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

4.1 AESTHETICS/VISUAL RESOURCES

Will the proposal result in:	Potent. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. The obstruction of any scenic vista or view open to the public or the creation of an aesthetically offensive site open to public view?			X		
b. Change to the visual character of an area?			X		
c. Glare or night lighting which may affect adjoining areas?			X		
d. Visually incompatible structures?		X			

Existing Setting:

The SCRTS site is located in the eastern portion of the unincorporated Goleta Valley, which is situated on a broad coastal plain that extends from the base of the Santa Ynez Mountains to the north, to the Pacific Ocean to the south. The Santa Ynez Mountains are a prominent visual feature in the Goleta area, and their undeveloped slopes form a backdrop for the transition from urban and semi-urban to rural land uses.

The SCRTS has been in operation at the site since 1967 following closure of the Foothill Landfill. The site consists of industrial operations including uncovered areas used for storage of self-haul municipal solid waste, commingled recyclables, other recyclable materials, green waste and buildings used for, offices, maintenance and weighing activities. The SCRTS site consists of a flat pad at an elevation of approximately 265 feet above mean sea level (amsl) bounded by steep slopes ranging from 35 to 90 feet in height on the western and northern boundaries of the site. A berm (600 feet in length and ranging in height from 25 to 30 feet)[2], constructed by RRWMD, is present east of the SCRTS, on the east side of County Road. The existing slopes, other existing development, and berm limit views of the Transfer Station from surrounding land uses. While there is currently limited structural development at the site, SCRTS activities/facilities currently visible from County Road include the operations trailers, operations tower, scale house, storage bins, green waste pile and commingled recyclables pile.

[2] The berm was constructed to address visibility of the SCRTS from private residences primarily to the east.

The SCRTS is located on the County's Calle Real Campus, which includes other County facilities and buildings. Other facilities in the immediate vicinity of the SCRTS include the two-story 6,000 sf Elections Records Storage Building and the approximate 2.4 acre Calle Real Photovoltaic Project (solar energy panels). The area to the east of the SCRTS on the closed Foothill Landfill is an approved upland disposal site for sediment from Flood Control maintenance activities and other public works activities.

The SCRTS is located approximately 0.3 mile north of the intersection of County Road and Calle Real The closest scenic highways are U.S. Highway 101 to the south and State Highway 154 also known as San Marcos Pass. Other roads used by the general public in the vicinity of the site include Calle Real to the south and Cathedral Oaks to north. County Road is also a public road, however the road dead ends at the County General Services facility and use of the road is primarily by persons doing business at the County facilities or for access to the non-profit use located on the County campus. Per the County's Eastern Goleta Valley Community Plan, the SCRTS is not located within a designated view corridor.

The primary public viewshed in the project area is a view of the Santa Ynez mountains on the horizon from County Road. Public views of the project site also occur from local roadways in areas at higher elevations than the SCRTS, including areas from a distance. Views from these areas generally comprise views of valleys and mountains dominated by vegetated areas interspersed with building rooftops.

Environmental Thresholds:

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

Impact Discussion:

The following analysis focuses on the commingled recyclables cover structure. The mattress and white goods covers would not be visible from off-site locations (except County Road) due to their locations, smaller footprints and significantly lower heights.

To assist in determining the visibility of the commingled recyclables cover structure, a story pole for the maximum height of the structure was erected and a survey of its visibility from neighboring public streets was conducted. In addition, visual simulations were created of the structure and a visual impact analysis was performed using LiDAR data (digital elevation data) to evaluate the visibility of the structure from public roads in the surrounding community. Representative "worst-case" visual simulations from this analysis are shown in(see Figure 4).

(a) Based on the visual impact analysis and modeling, only the top of the cover structure would be visible from most off-site public viewing locations and the cover would not obstruct important public views of the Santa Ynez foothills and mountains from area public viewing locations (Figure 4). As shown in Figure 4, the commingled recyclables cover structure could partially obstruct views of the mountains from one location along County Road. However, views of the mountains from County Road would largely be unaffected from the proposed cover structure and County Road is a not a designated scenic road, is not considered an important public viewing location since the road dead ends at the County General Services facility and use of the road is primarily by persons doing business at the County facilities or for access to the non-profit use located on the County campus. The cover structure would not require the removal of significant amounts of vegetation (only a minor amount of trimming of planted oak trees may be required for installation), would not substantially alter the natural character of the landscape which is an existing waste management facility, or involve extensive grading visible from public areas as the cover would be on the existing paved SCRTS site. Therefore, construction of the cover structure would not result in aesthetically offensive site open to public view. Impacts due to obstruction of public views and due to the creation of an aesthetically offensive site open to public view would be less than significant. As indicated by the LiDAR analysis, the cover may be visible from some private viewing

locations. The proposed commingled recyclables cover structure may be partially visible to nearby residences located at elevations higher than the SCRTS. However, their views would either be partially or completely blocked by adjacent structures and vegetation or would be from over a mile away. Similar to public views, the cover would not obstruct scenic vistas and the view would consist of the new cover in the context of the existing industrialized SCRTS site.

(b) The SCRTS is an existing waste management facility, with an industrial appearance and utilitarian buildings that has been in operation since 1967 and is located on a property with a County Comprehensive Plan designation of Institution/Government Facility, and is developed with other County facilities including the County jail. The current character of the SCRTS site consists of open, uncovered waste storage areas including the commingled recyclables material pile and other supporting operational areas and buildings. The addition of the commingled recyclables cover structure would not significantly change the visual character of this existing industrial facility. Therefore, impacts associated with changes to the visual character would be less than significant.

(c) Lights within the cover structure would be on during operating hours (Monday through Saturday from 7:00 a.m. to 5:00 p.m.) and off outside of operating hours. Because the internal lighting would only occur during the operating hours of the SCRTS, the project would not result in glare or night lighting which would affect surrounding areas.

(d) As noted, under discussions (b) the installation of the commingled recyclables cover structure is consistent with the existing industrial use/appearance of the SCRTS site. However, due to equipment operating needs associated with managing the commingled recyclables pile, the cover structure height (50 feet at the gable) would be taller than other structures at the SCRTS pad. The gable of the cover structure would also extend above the adjacent slopes slightly. Other structures of a similar building footprint (i.e the SCRTS maintenance facility and the Elections Storage building) are located in proximity to the proposed cover structure but these two-story buildings are generally less than 30 feet in height. Because the majority of the structure would consist of a frame and only the top and one side of the structure would be covered, the massing of the structure would be reduced as compared to construction of a solid building at a similar height. However, as shown in Figure 4, the structure could be visually incompatible if the cover used for the structure had a color that is highly visible and contrasted with the natural background color of the site/area. Construction of a potentially visibly incompatible structure would be a potential significant visual impact.

However, implementation of mitigation measures AES-1 would be required to ensure that the color of the commingled recyclables cover structure would match the color of the background native vegetation.

Cumulative Impacts:

According to the County's latest cumulative projects list dated May 2021, other proposed projects or projects under construction within the area involve residential development located several miles from the SCRTS. Implementation of the project is not anticipated to result in any substantial change in the aesthetic character of the area since public views are limited and mitigation measure AES-1 would ensure that the color of the commingled recyclables cover structure would match the color of the background native vegetation.. Thus, the project would not cause a cumulatively considerable effect on aesthetics/visual resources.

Mitigation and Residual Impact:

The following mitigation measures would reduce the project's aesthetic impacts to an insignificant level:

AES-1 Color. The color of fabric used for the commingled recyclables cover structure shall be an earthtone or other appropriate color designed to match the background color of the native vegetation surrounding the area.

Plan Requirements and Timing: This measure shall be printed on final construction plans.

Monitoring: RRWMD shall confirm the cover color prior to installation and conduct a final inspection following construction.

With implementation of this measure, residual visual impacts would be reduced to less than significant levels.

4.2 AGRICULTURAL RESOURCES

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

Impact Discussion:

The project site does not contain a history of agricultural production or a combination of acreage and/or soils which render the site an important agricultural resource. The site does not adjoin and/or will not impact any neighboring agricultural operations.

Mitigation and Residual Impact:

No impacts are identified. No mitigation measures are necessary.

4.3a AIR QUALITY

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

Environmental Thresholds:

Chapter 5 of the Santa Barbara County Environmental Thresholds and Guidelines Manual (as revised in July 2015) addresses the subject of air quality. The thresholds provide that a proposed project will not have a significant impact on air quality if operation of the project will:

- emit (from all project sources, mobile and stationary), less than the daily trigger for offsets for any pollutant (currently 55 pounds per day for NOx and ROC, and 80 pounds per day for PM_{10});
- emit less than 25 pounds per day of oxides of nitrogen (NOx) or reactive organic compounds (ROC) from motor vehicle trips only;
- not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone);
- not exceed the APCD health risk public notification thresholds adopted by the APCD Board; and
- be consistent with the adopted federal and state Air Quality Plans.

No thresholds have been established for short-term impacts associated with construction activities. However, the County's Grading Ordinance requires standard dust control conditions for all projects involving grading activities. Long-term/operational emissions thresholds have been established to address

mobile emissions (i.e., motor vehicle emissions) and stationary source emissions (i.e., stationary boilers, engines, and chemical or industrial processing operations that release pollutants).

Impact Discussion:

The construction of the commingled recyclables cover structure and the two smaller covers would not result in significant new operational vehicle emissions (i.e., the project would not change the operating parameters of the SCRTS or the permitted waste volumes or permitted daily trips). It would not involve new stationary sources (i.e., equipment, machinery, hazardous materials storage, industrial or chemical processing, etc.) that would increase the amount of pollutants released into the atmosphere. The project would also not generate additional smoke, ash, odors, or long term dust after construction.

(a-c) Potential Air Quality Impacts

Short-Term Construction Impacts. Project-related construction activities would not require grading, but would require saw cutting and excavation of the existing concrete pad, drilling for the concrete piles, erection of the cover frame and installation of infrastructure to the cover structure. Construction equipment expected to be used would include a telehandler, manlifts, a front-end loader, an excavator, concrete truck (for the concrete pile caps and structures protecting the structural frame columns), concrete saw-cutting machine, 50 horsepower generator, and laborer or contractor work trucks. Emissions of ozone precursors (NO_x and ROC) during project construction would result primarily from the on-site use of this equipment.. Due to the limited period of time that construction activities would occur on the project site (less than one month), construction-related emissions of NO_x and ROC would not be significant on a project-specific or cumulative basis. However, due to the non-attainment status of the air basin for ozone, the project should implement measures recommended by the APCD to reduce construction-related emissions of ozone precursors to the extent feasible. Compliance with these measures is routinely required for all new development in the County and are required in mitigation measure AIR-1. With implementation of this measure, short-term air quality impacts would be less than significant.

Long-Term Operation Emissions. Long-term emissions are typically estimated using the CalEEMod computer model program. However, the proposed project would not generate any new vehicle trips during long-term operation of the project and would utilize electricity for lighting of the cover structure for the commingled recyclables storage area. There would be no Area Source emissions associated with the project. Therefore, the proposed project would have no long-term impact on air quality.

Cumulative Impacts:

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

Mitigation and Residual Impact:

The following mitigation measure would reduce the project's air quality impacts to an insignificant level:

AIR-1 Equipment Exhaust. The following measures shall be implemented to minimize particulate emissions from diesel exhaust:

- All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program or shall obtain an APCD permit;
- All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, California Code of Regulations (CCR), §2449(d)(3) and §2485, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

Plan Requirements and Timing: This measure shall be printed on final construction plans.

Monitoring: RRWMD shall conduct inspections during construction.

Since the proposed project would not have a significant impact on air quality, no additional mitigation measures are required. Therefore, residual impacts would be insignificant.

4.3b AIR QUALITY - Greenhouse Gas Emissions

Greenhouse Gas Emissions - Will the project:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		

Existing Setting:

Greenhouse gases (GHG) include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3) (California Health and Safety Code, § 38505(g)). These gases create a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as "the greenhouse effect," human activities have accelerated the generation of GHG emissions above pre-industrial levels (U.S. Global Change Research Program 2018). The global mean surface temperature increased by approximately 1.8°F (1°C) in the past 80 years and is likely to reach a 2.7°F (1.5°C) increase between 2030 and 2050 at current global emission rates (IPCC 2018).

The largest source of GHG emissions from human activities in the United States is from fossil fuel combustion for electricity, heat, and transportation. Specifically, the *Inventory of U.S. Greenhouse Gasses and Sinks: 1990-2017* (U.S. Environmental Protection Agency 2019) states that the primary sources of GHG emissions from fossil fuel combustion in 2017 included electricity production (35%), transportation (36.5%), industry (27%), and commercial and residential end users (17-19%, respectively). Factoring in all sources of GHG emissions, the energy sector accounts for 84% of total emissions in addition to agricultural (8%), industrial processes (5.5%), and waste management (2%) sources.

The County of Santa Barbara's Final Environmental Impact Report (EIR) for the Energy and Climate Action Plan (ECAP) (PMC 2015) and the *2016 Greenhouse Gas Emissions Inventory Update and Forecast* (County of Santa Barbara Long Range Planning Division, 2018) contain a detailed description of the proposed project's existing regional setting as it pertains to GHG emissions. Regarding non-stationary sources of GHG emissions within Santa Barbara County specifically, the transportation sector produces 38% of the total emissions, followed by the building energy (28%), agriculture (14%), off-road equipment (11%), and solid waste (9%) sectors (County of Santa Barbara Long Range Planning Division 2018).

The overabundance of GHG in the atmosphere has led to a warming of the earth and has the potential to substantially change the earth's climate system. More frequent and intense weather and climate-related events are expected to damage infrastructure, ecosystems, and social systems across the United States (U.S. Global Change Research Program 2018). California's Central Coast, including Santa Barbara County, will be affected by changes in precipitation patterns, reduced foggy days, increased extreme heat days, exacerbated drought and wildfire conditions, and acceleration of sea level rise leading to increased coastal flooding and erosion (Langridge, Ruth 2018).

Global mean surface warming results from GHG emissions generated from many sources over time, rather than emissions generated by any one project (IPCC 2014). As defined in CEQA Guidelines Section 15355, and discussed in Section 15130, "'Cumulative impacts' refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Therefore, by definition, climate change under CEQA is a cumulative impact.

CEQA Guidelines Section 15064.4(b) states that a lead agency "should focus its analysis on the reasonably foreseeable incremental contribution of the project's [GHG] emissions to the effects of climate change." A project's individual contribution may appear small but may still be cumulatively considerable. Therefore, it is not appropriate to determine the significance of an individual project's GHG emissions by comparing against state, local, or global emission rates. Instead, the Governor's Office of Planning and Research recommends using an established or recommended threshold as one method of determining significance during CEQA analysis (OPR 2008, 2018). A lead agency may determine that a project's incremental contribution to an existing cumulatively significant issue, such as climate change, is not significant based on supporting facts and analysis [CEQA Guidelines Section 15130(a)(2)].

Environmental Thresholds:

Santa Barbara County adopted the ECAP in 2015 as a GHG emission reduction plan. The County has been implementing the plan's emission reduction measures since 2016. However, the County is not projected to meet the 2020 GHG emission reduction goal contained within the plan, and the plan is going to be updated beginning in fiscal year 2019-2020. Therefore, at this time, a significance threshold is more appropriate for project-level GHG emission analysis, rather than tiering off the ECAP's Environmental Impact Report (EIR).

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

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

A numeric significance threshold is applicable to development projects of various land use types, such as residential, commercial, and mixed-use. The numeric threshold is the emissions level below which a project's incremental contribution to global climate change is less than "cumulatively considerable" and, therefore, the project would have an insignificant impact.

On January 26, 2021, the Board adopted interim GHG emissions thresholds of significance (interim thresholds) for non-exempt discretionary land use projects and plans that do not contain industrial stationary sources of GHG emissions. In January 2021, the Santa Barbara County Board of Supervisors adopted a numeric Screening Threshold of 300 metric tons of CO2 equivalents per year (MTCO2e/year) for non-industrial stationary source projects and plans (County of Santa Barbara Planning and Development Department 2021). The recommended Screening Threshold results in approximately 15 percent of all applicable future projects, and 87 percent of all applicable future land use emissions, being subject to the Significance Threshold. Approximately 85 percent of future projects will fall below the Screening Threshold and, therefore, will not require further analysis. This interim Screening Threshold is approximately equivalent to the operational GHG emissions associated with a 62,000 square foot residential housing development or a 12,000 square foot regional shopping center according to the size-based project

screening criteria contained in Table 1 of the Greenhouse Gas Emissions section of the County of Santa Barbara's *Environmental Thresholds and Guidelines Manual* (County of Santa Barbara Planning and Development Department 2021).

Threshold Applicability

- The interim thresholds apply to the following GHGs, per the California Health and Safety Code § 38505(g), and any other gas that the California Air Resources Board recognizes as a greenhouse gas in the future, including but not limited to: carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulfur hexafluoride (SF6), nitrogen trifluoride (NF3). The County recognizes that environmental documents will primarily focus on the first three chemicals because the latter four are unlikely candidates to be associated with projects subject to this threshold.
- The interim thresholds apply to all non-exempt projects and plans, other than industrial stationary source projects, subject to discretionary approvals by the County, where the County is the CEQA lead agency. The County shall request other CEQA lead agencies and NEPA lead agencies to use the interim thresholds when the County is a CEQA responsible agency for a project.
- The interim thresholds apply to both direct and indirect emissions of GHGs, where protocols to support the calculation of such emissions are available.
- Direct emissions encompass the project's complete operations, including GHGs emitted from all on-site (e.g., natural gas combustion in appliances) and mobile sources, involved in the operation, including off-road equipment, as well as the removal of trees and other vegetation.
- Indirect emissions encompass GHGs that are emitted to:
    - Provide the project with electricity, including generation and transmission; and
    - Supply the project with water, including water treatment;
- The interim thresholds apply to the emissions from the (1) transportation and treatment of solid and liquid waste produced from the project's operations and water for the project's operations, and (2) transportation and processing of solid waste.
- Construction-related emissions are to be amortized across the lifetime of the project (i.e., dividing total construction emissions by the number of years the project is expected to be operated).
- The interim thresholds do not apply to GHGs that are emitted throughout the life cycle of products that a project may produce or consume, except as identified above as a project's indirect emissions.
- The interim thresholds do not apply to industrial stationary sources.

Impact Discussion:

(a, b) The project's contribution to global warming from the generation of greenhouse gases would only occur during construction and would be negligible. In addition, the ability to maximize the amount of material that can be recovered and processed as recyclables, by protecting it from damage and loss of value due to contact with rain, will reduce landfilling of this material and the associated generation of greenhouse gases. The proposed construction of the new cover structures would be short-term in nature and would not significantly increase the number of vehicle trips to the site during construction. During operations of the project, lighting for the commingled recyclables cover structure would be powered by electricity. No additional vehicle trips or onsite operational equipment would be required for long-term operation of the project. Therefore, GHG emissions from direct, indirect, and mobile sources associated with the site would not substantially change and would continue to be typical for the type of facility. Typical construction equipment would be used during construction, and site disturbance would be commensurate with the type and size of this facility.

The County of Santa Barbara's interim numeric GHG emissions Screening Threshold of 300 $MTCO_2e$/yr is equivalent to the operational GHG emissions associated with a 62,000 square foot residential housing development or 12,000 square foot regional shopping center. Construction of the proposed cover structures is expected to be of shorter duration and require significantly less construction equipment to complete than this level of development. Lighting of the cover structure for the commingled recyclables storage area would also be much less than lighting required for a 62,000 square foot residential development or 12,000 square foot regional shopping center. Therefore, the proposed project is substantially smaller than the size of project that would exceed the County of Santa Barbara's GHG emission Screening Threshold. The project would not exceed the County of Santa Barbara's GHG emission Screening Threshold of significance.

While climate change impacts cannot result from a particular project's GHG emissions, the project's incremental contribution of GHG emissions combined with all other sources of GHGs may have a significant impact on global climate change. For this reason, a project's contribution to GHG emissions is analyzed below under "Cumulative Impacts."

Cumulative Impacts:

Comparison of the proposed project's scope (construction of new cover structures and long-term lighting of the commingled recyclables cover structure) to the County of Santa Barbara's interim Screening Threshold of significance (300 $MTCO_2e$/yr), demonstrates that the project's incremental contribution to the cumulative effect is not cumulatively considerable and would not have a significant impact on the environment.

Mitigation and Residual Impact:

Since the proposed project would not have a significant impact on the environment, no additional mitigation is necessary. Therefore, residual impacts would be insignificant.

References:

California Air Resources Board, *Climate Change Scoping Plan*, December 2008.

County of Santa Barbara Long Range Planning Division, *Energy and Climate Action Plan*, May 2015.

County of Santa Barbara Long Range Planning Division, *2016 Greenhouse Gas Emissions Inventory Update and Forecast*, June 2018.

County of Santa Barbara Planning and Development, *Environmental Thresholds and Guidelines Manual*, October 2008 (Revised January 2021).

Governor's Office of Planning and Research (OPR), *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review,* June 2008.

Governor's Office of Planning and Research (OPR), *CEQA and Climate Change Advisory, Discussion Draft,* December 2018.

Intergovernmental Panel on Climate Change (IPCC), *Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II, and III to the Firth Assessment report of the Intergovernmental Panel on Climate Change* [Core Writing Team, R.K. Pachauri and L.A. Mayer (eds.)]. IPCC, Geneva, Switzerland, 151 pp.

IPCC 2018, *Special Report: Global Warming of 1.5°C, Summary for Policymakers.* IPCC, Geneva, Switzerland, 32 pp.

Langridge, Ruth (University of California, Santa Cruz). California's Fourth Climate Change Assessment, Central Coast Summary Report, September 2018.

PMC, *Final Environmental Impact Report for the Energy and Climate Action Plan*, May 2015.

U.S. Environmental Protection Agency*, Inventory of U.S. Greenhouse Gasses and Sinks: 1990-2017*, April 2019.

U.S. Global Change Research Program, *Fourth National Climate Assessment, Volume II*: Impacts, Risks, and Adaptation in the United States, 2018.

4.4 BIOLOGICAL RESOURCES

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
Flora					
a. A loss or disturbance to a unique, rare or threatened plant community?				X	
b. A reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants?				X	
c. A reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements)?				X	
d. An impact on non-native vegetation whether naturalized or horticultural if of habitat value?				X	
e. The loss of healthy native specimen trees?		X			
f. Introduction of herbicides, pesticides, animal life, human habitation, non-native plants or other factors that would change or hamper the existing habitat?				X	
Fauna					
g. A reduction in the numbers, a restriction in the range, or an impact to the critical habitat of any unique, rare, threatened or endangered species of animals?				X	
h. A reduction in the diversity or numbers of animals onsite (including mammals, birds, reptiles, amphibians, fish or invertebrates)?				X	
i. A deterioration of existing fish or wildlife habitat (for foraging, breeding, roosting, nesting, etc.)?				X	
j. Introduction of barriers to movement of any resident or migratory fish or wildlife species?				X	
k. Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife?		X			

Existing Setting:

Santa Barbara County has a wide diversity of habitat types, including chaparral, oak woodlands, wetlands and beach dunes. These are complex ecosystems and many factors are involved in assessing the value of the resources and the significance of project impacts. For this project, a site visit was conducted on July 7, 2021 and information was obtained from the Subsequent Environmental Impact Report for the Tajiguas Resource Recovery Project (Padre 2015).

Environmental Thresholds:

Santa Barbara County's Environmental Thresholds and Guidelines Manual (2008) includes guidelines for the assessment of biological resource impacts. The following thresholds are applicable to this project:

> *Individual Native Trees*: Project created impacts may be considered significant due to the loss of 10% or more of the trees of biological value on a project site.

Impact Discussion:

(a)-(d), (f), (g)-(j) The SCRTS is located on 8.3 acres in the central portion of a larger 143.48-acre publicly owned parcel (APN 059-140-023). The 143.48 acre parcel also includes the closed Foothill Landfill (also referred to as the Foothill Open Space). A portion (approximately 7 acres) of the larger parcel encompassing the closed Foothill Landfill has been the subject of a grant funded native plant restoration project. The portion of the SCRTS site on which the proposed mattress and white goods covers would be constructed does not contain any resources and no impacts are expected. The SCRTS site does not support native vegetation, wetlands, or migration corridors and special-status plants and/or wildlife species are generally not expected to occur on the property. Some ornamental vegetation is interspersed throughout the SCRTS site and around the site perimeter, including several coast live oak trees that have been planted on the slope surrounding the proposed commingled recyclables cover structure (Figure 3). The relatively steep slope to the north-northwest of the commingled recyclables cover structure site supports sparse coastal sage scrub consisting primarily of California sagebrush with an understory of non-native annual grasses. Construction activities would not impact that slope. The commingled recyclables cover would be constructed in a paved area containing the existing material pile and has little vegetation or wildlife habitat. Based on the urban surroundings and lack of resources to support wildlife populations, wildlife that may be present at the SCRTS site would likely be highly mobile, present only as transients, and habituated to the high level of disturbance in the area.

(e) No specimen trees are proposed for removal under the Project. Two planted specimen coast live oak trees would be impacted, due to trimming or limbing needed to install the cover structure. The trimming/limbing of these two trees would not be considered to be a significant impact because they were planted for facility landscaping, they are located in an industrial environment (between the SCRTS and a solar panel array), subject to routine mowing under the canopy, isolated from coast live oak woodland communities at the Foothill Open Space and less than 10 percent of the trees would be impacted. However, damage to the tree during limbing/trimming or inadvertent damage to adjacent specimen trees during construction may result in a potentially significant impact. Measures to reduce inadvertent impacts to specimen trees would include implementation of an oak tree protection plan to provide clear identification of trees to be trimmed, trimming done or supervised by an arborist and protection of adjacent trees during construction under mitigation measure BIO-1. With implementation of this measure, impacts would be reduced to less than significant levels.

(k) Landscaping trees at SCRTS may be utilized as nesting habitat by migratory birds (potentially including raptors), and trimming/limbing or removal of these trees would be considered a significant impact, if nesting were occurring. In addition, construction in proximity to nesting habitat during the breeding season may conflict with the federal Migratory Bird Treaty Act and California Fish and Game Code. Avoidance of construction during the nesting bird season or a preconstruction nesting bird survey and avoidance of active nests under mitigation measure BIO-2 would ensure that impacts on nesting birds would be less than significant.

Cumulative Impacts:

Since the impacts would be localized and would be mitigated to an insignificant level, the project would not contribute to a cumulatively considerable effect on the County's biological resources.

Mitigation and Residual Impact:

The following mitigation measure would reduce the project's biological resource impacts to an insignificant level:

BIO-1 Oak Tree Protection. The trees proposed from limbing/trimming shall be clearly delineated and all other trees shall be protected from disturbance. Limbing/trimming shall be done under the supervision of an approved arborist. A minimum setback of 10 feet from the edge of canopy shall be established and demarcated with bright orange construction fencing for adjacent oak trees not requiring trimming. Foot traffic only may be permitted within this buffer.

Plan Requirements and Timing: Final construction plans shall include the location of oak trees and associated buffers and protective fencing.

Monitoring: RRWMD shall conduct inspections during construction. An approved arborist shall supervise all limbing or trimming of oak trees.

BIO-2 Nesting Bird Avoidance. Impacts to nesting birds shall be minimized by avoiding construction during the nesting season (February 1 through August 31), or conducting pre-construction surveys to determine presence/absence of nesting birds, and establishing a no-activity buffer around active nests.

Plan Requirements and Timing: The preconstruction survey shall be performed by a qualified biologist no more than seven days prior to the initiation of construction-related activities. A letter report describing the survey results shall be submitted to RRWMD prior to the start of construction-related activities.

Monitoring: If no active nests are found, construction may proceed. If an active nest is found within 50 feet (250 feet for raptors) of the construction area, the qualified biologist, in consultation with the County, shall determine the extent of a buffer to be established around the nest. The buffer will be delineated with flagging, and no work shall take place within the buffer area until the young have left the nest, as determined by the qualified biologist.

With the incorporation of this measure, residual impacts would be significant but mitigable for oak trees and nesting birds and there would be no impact for other biological resource issue areas.

References:

Padre Associates, Inc. (Padre). 2015. *Subsequent Environmental Impact Report for the Tajiguas Resource Recovery Project. SCH No. 2012041068*. Prepared for the Santa Barbara County Resource Recovery and Waste Management Division. December.

4.5 CULTURAL RESOURCES

Will the proposal:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Cause a substantial adverse change in the significance of any object, building, structure, area, place, record, or manuscript that qualifies as a historical resource as defined in CEQA Section 15064.5?		X			
b. Cause a substantial adverse change in the significance of a prehistoric or historic archaeological resource pursuant to CEQA Section 15064.5?		X			
c. Disturb any human remains, including those located outside of formal cemeteries?		X			

Will the proposal:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
d. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X		

Existing Setting:

For at least the past 10,000 years, the area that is now Santa Barbara County has been inhabited by Chumash Indians and their ancestors. In addition, the SCRTS has been in operation since 1967 and therefore, is of historic age. A Cultural Resources Inventory and Evaluation was conducted on the project site by ECORP Consulting, Inc. (ECORP 2021) including a pedestrian survey, a records search at the CCIC (Central Coast Information Center of the University of California, Santa Barbara), and a search of the Sacred Lands File with the Native American Heritage Commission (NAHC). An evaluation of the historic-period SCRTS was performed relative to both the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) as well.

The records search results indicated that there had been two previous cultural resources studies conducted within the Project Area in 1997 and 2003. Those studies revealed that there are eight previously recorded pre-contact and historic-era cultural resources within 0.5 mile of the project area but there were no cultural resources previously recorded within the project area (ECORP 2021). The nearest site is 600 feet southwest of the project area.

The historic-period SCRTS was evaluated as it was built in 1967. ECORP determined that the SCRTS is not eligible for listing in the NRHP or CRHR under any criteria. There are no Historical Resources, as defined by California Environmental Quality Act (CEQA), or Historic Properties, as defined by the National Historic Preservation Act (NHPA), present within the Project area (ECORP 2021).

The Barbareño/Ventureño Band of Mission Indians and Santa Ynez Band of Mission Indians were contacted on October 22, 2021 in compliance with Assembly Bill (AB) 52 to notify them of the project. No response was received by the Barbareño/Ventureño Band of Mission Indians, and the Santa Ynez Band of Mission Indians responded on November 4, 2021 to state that they have no comments on the project. No tribal cultural resources (TCRs) were identified in the project area.

Environmental Thresholds:

Chapter 8 of the Santa Barbara County Environmental Thresholds and Guidelines Manual (2008, revised February 27, 2018) contains guidelines for the identification, significance evaluation, and mitigation of impacts to cultural resources, including archaeological, historic, and tribal cultural resources. In accordance with the requirements of CEQA, these guidelines specify that if a resource cannot be avoided, it must be evaluated for importance under specific CEQA criteria. CEQA Section 15064.5(a)(3)A-D contains the criteria for evaluating the importance of archaeological and historic resources. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the significance criteria for listing in the California Register of Historical Resources: (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; (B) Is associated with the lives of persons important in our past; (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or (D) Has yielded, or may be likely to yield, information important in prehistory or history. The resource also must possess integrity of at least some of the following: location, design, setting, materials, workmanship, feeling, and association. For archaeological resources, the criterion usually applied is (D).

CEQA calls cultural resources that meet these criteria "historical resources". Specifically, a "historical resource" is a cultural resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources, or included in or eligible for inclusion in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1. As such, any cultural resource that is evaluated as significant under CEQA criteria, whether it is an archaeological resource of historic or prehistoric age, a historic built environment resource, or a tribal cultural resource, is termed a "historical resource."

CEQA Guidelines Section 15064.5(b) states that "a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." As defined in CEQA Guidelines Section 15064.5(b), substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. The significance of an historical resource is materially impaired when a project: (1) demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; (2) demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources; or (3) demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

For the built environment, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Weeks and Grimmer 1995), is generally considered as mitigated to an insignificant impact level on the historical resource.

Impact Discussion:

(a, b, c, d) As discussed above, no cultural resources were identified within or adjacent to the project area. As a result, the proposed project would not cause a substantial adverse change in the significance of any historical resource, cause a substantial adverse change in the significance of a prehistoric or historic archaeological resource, disturb any human remains, or cause a substantial adverse change in the significance of a tribal cultural resource. In order to comply with cultural resource policies, mitigation measure CUL-1 includes provisions for astandard archaeological discovery clause which requires that any previously unidentified cultural resources discovered during site development are treated in accordance with the County's Cultural Resources Guidelines [Chapter 8 of the County's Environmental Thresholds and Guidelines Manual (rev.2/2018)]. With implementation of this measure, impacts would be insignificant.

Cumulative Impacts:

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

Mitigation and Residual Impact:

The following mitigation measures would reduce the project's cultural resource impacts to an insignificant level:

CUL-1 If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the archaeologist shall immediately notify RRWMD. The County shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines or a historic property under Section 106 NHPA, if applicable. Work may not resume within the no-work radius until the County, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines or a Historic Property under Section 106; or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, they shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Santa Barbara County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, §5097.98 of the California PRC, and AB 2641 will be implemented. If the coroner determines the remains are Native American and not the result of a crime scene, the coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the County does not agree with the recommendations of the MLD, the NAHC can mediate § 5097.94 of the PRC). If no agreement is reached, the County must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinterment document with the county where the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

Plan Requirements and Timing: This measure shall be printed on all final construction plans.

Monitoring: RRWMD shall conduct inspections during construction.

With the incorporation of these measures, residual impacts would be insignificant.

References:

ECORP Consulting, Inc. (ECORP). 2021. *Cultural Resources Inventory and Evaluation for the South Coast Recycling and Transfer Station Cover Project*. November.

4.6 ENERGY

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Substantial increase in demand, especially during peak periods, upon existing sources of energy?			X		
b. Requirement for the development or extension of new sources of energy?			X		

Impact Discussion:

(a-b) The County has not identified significance thresholds for electrical and/or natural gas service impacts (County of Santa Barbara Planning and Development 2021). Private electrical and natural gas utility companies provide service to customers in Central and Southern California, including the unincorporated areas of Santa Barbara County. The proposed project consists of construction of cover structures for the commingled recyclables storage area and white goods and mattresses as well as lighting of the commingled recyclables cover structure during operation of the project.

Project construction would have a nominal effect on local and regional energy supplies. No unusual project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and are expected to judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during project construction. For these reasons, it is expected that construction fuel consumption associated with the project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

Energy use for a single family residence in the Pacific region of the United States was approximately 53 million British thermal units (Btu) or 31.5 thousand Btu per square foot according to the most recent residential energy consumption survey by the U.S. Energy Information Administration (2021). This equates to an approximately 1,685 square foot home. Under long term operation of the project, energy use to provide lighting for the interior of the commingled recyclables structure would be much less than that required to power a single family residence. Therefore, the project would have minimal long term energy requirements. No adverse impacts would result.

Cumulative Impacts:

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

Mitigation and Residual Impact:

No mitigation is required. Residual impacts would be insignificant.

References:

U.S. Energy Information Administration (EIA). 2021. 2015 Residential Energy Consumption Survey (RECS): Energy Consumption and Expenditures Table. https://www.eia.gov/consumption/residential/data/2015/c&e/pdf/ce1.5.pdf. Accessed in October 2021.

4.7 FIRE PROTECTION

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Introduction of development into an existing high fire hazard area or exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X		
b. Project-caused high fire hazard?				X	
c. Introduction of development into an area without adequate water pressure, fire hydrants or adequate access for fire fighting?				X	
d. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X	
e. Introduction of development that will substantially impair an adopted emergency response plan, emergency evacuation plan, or fire prevention techniques such as controlled burns or backfiring in high fire hazard areas?				X	
f. Development of structures beyond safe Fire Dept. response time?				X	

Existing Setting:

Several large fires (Gap Fire 2008 and Jesusita Fire 2009) have impacted foothill areas north of the site within the past 10+ years. The Painted Cave Fire originated in the Painted Cave area as a suspected act of arson, and burned about 5,000 acres including 440 houses and 28 apartment complexes in the vicinity of the SCRTS. A separate fire occurred at the SCRTS on the same day as the Painted Cave Fire, destroyed the maintenance shop as well as 10 County Sheriff vehicles. This fire was brought under control before the Painted Cave Fire started and did not result in the loss of any homes.

County Fire Station 13 is located at 4570 Hollister Avenue, with an approximate response time to the SCRTS site of 3 to 5 minutes. Additional backup fire and hazardous materials control resources are available from other County stations and other emergency responders. Five fire hydrants and seven firefighting stations are located at the SCRTS. A dedicated waterline for firefighting serves not only the SCRTS facility, but the whole north half of the Calle Real County complex. One fire hydrant is located on the east side of SCRTS access road directly across from the main entrance. Another fire hydrant, which is served by the waterline discussed above, is located behind the administration building, west of the fence, on the perimeter of the tipping floor. A waterline serves two fire hydrants and the water cannon; one hydrant by the exit of the tunnel, and one next to the hazmat storage building.

Environmental Thresholds:

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

- The emergency response thresholds include Fire Department staff standards of one on-duty firefighter per 4000 persons (generally 1 engine company per 12,000 people, assuming three firefighters/station). The emergency response time standard is approximately 5-6 minutes.

- Water supply thresholds include a requirement for 750 gpm at 20 psi for urban single family dwellings in urban and rural developed neighborhoods, and 500 gpm at 20 psi for dwellings in rural areas (lots larger than five acres).
- The ability of the County's engine companies to extinguish fires (based on maximum flow rates through hand held line) meets state and national standards assuming a 5,000 square foot structure. Therefore, in any portion of the Fire Department's response area, all structures over 5,000 square feet are an unprotected risk (a significant impact) and therefore should have internal fire sprinklers.
- Access road standards include a minimum width (depending on number of units served and whether parking would be allowed on either side of the road), with some narrowing allowed for driveways. Cul-de-sac diameters, turning radii and road grade must meet minimum Fire Department standards based on project type.
- Two means of egress may be needed and access must not be impeded by fire, flood, or earthquake. A potentially significant impact could occur in the event any of these standards is not adequately met.

Impact Discussion:

(a-f) Predictions about the long-term effects of global climate change in California include increased incidence of wildfires and a longer fire season, due to drier conditions and warmer temperatures. Any increase in the number or severity of wildfires has the potential to impact resources to fight fires when they occur, particularly when the State experiences several wildfires simultaneously. Such circumstances place greater risk on development in high fire hazard areas.

The project is not located within a State Responsibility Area or a State-designated High Fire Hazard Severity Zone (CAL FIRE 2021), however, the project is within the Local Responsibility Area of the Santa Barbara County Fire Department and is located within a County High Fire Hazard Area (Santa Barbara County Fire Department 2021).

The proposed project would introduce new structural development at the SCRTS that could require protection in the event of a fire. However, with the exception of the cover on the commingle recyclable cover structure, the covers would consist of metal framing/roofs. In addition, a sprinkler system would be installed for the proposed cover structure for the commingled recyclables storage area and the facility has adequate water service and water pressure for firefighting. Electricity for lighting of the commingled recyclables structure would be installed underground. In addition, fuel management to provide a defensible space for the facility is ongoing.

The project is located along a County-maintained roadway meeting Fire Department standards and the project is located in an area with an adequate response time from fire protective services. The project would not introduce any impediments to emergency access.

Therefore, the proposed project would not create a significant fire hazard and would have not have a significant impact on fire protection.

Cumulative Impacts:

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

Mitigation and Residual Impact:

No mitigation is required. Residual impacts of introducing an additional structure into a high fire hazard area would be insignificant.

References:

CAL FIRE. 2021. Fire Hazard Severity Zone Maps. Accessed at https://egis.fire.ca.gov/FHSZ/.

Santa Barbara County Fire Department. 2021 Fire Hazard Severity Zones Map. Accessed at https://www.sbcfire.com/links/2395-maps/resources/9990-ca-assembly-bill-38-fire-hazard-severity-zones-map.

4.8 GEOLOGIC PROCESSES

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving exposure to or production of unstable earth conditions such as landslides, earthquakes, liquefaction, soil creep, mudslides, ground failure (including expansive, compressible, collapsible soils), or similar hazards?				X	
b. Disruption, displacement, compaction or overcovering of the soil by cuts, fills or extensive grading?				X	
c. Exposure to or production of permanent changes in topography, such as bluff retreat or sea level rise?				X	
d. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X	
e. Any increase in wind or water erosion of soils, either on or off the site?				X	
f. Changes in deposition or erosion of beach sands or dunes, or changes in siltation, deposition or erosion which may modify the channel of a river, or stream, or the bed of the ocean, or any bay, inlet or lake?				X	
g. The placement of septic disposal systems in impermeable soils with severe constraints to disposal of liquid effluent?				X	
h. Extraction of mineral or ore?				X	
i. Excessive grading on slopes of over 20%?				X	
j. Sand or gravel removal or loss of topsoil?				X	
k. Vibrations, from short-term construction or long-term operation, which may affect adjoining areas?				X	
l. Excessive spoils, tailings or over-burden?				X	

Existing Setting:

A geotechnical report was prepared previously for the SCRTS in 2018 for a proposed cover structure for the commingled recyclables storage area and a new stormwater recovery reservoir (Yeh and Associates, Inc. 2018). The SCRTS site is underlain by older alluvium deposits and the Santa Barbara Formation (Yeh and Associates, Inc. 2018). Municipal solid waste associated with the closed Foothill Landfill is located along the eastern boundary of the site. The cover structures would be located outside of the historic refuse footprint.

A possible splay of the Foothill Road Fault or San Pedro Fault is mapped approximately 400 feet southwest of the site (Yeh and Associates 2018). The Foothill Road Fault and San Pedro Fault are mapped approximately 1,100 feet and 1,400 feet northwest and southwest of the site. The Foothill Road Fault is identified as part of the San Jose Fault, which is characterized as potentially active, with late Quaternary displacement (Yeh and Associates, Inc. 2018).

During the geotechnical investigation of the proposed commingled recyclables storage area location, groundwater was not encountered to the maximum depths explored during the October and December 2017 field exploration programs, approximately 50.5 feet below the ground surface (Yeh and Associates, Inc. 2018). Well records by the California Department of Water Resources report that the static groundwater

level in the site vicinity is approximately elevation 117 feet, up to 108 feet below the existing ground surface (Yeh and Associates, Inc. 2018).

The County Comprehensive Plan Seismic Safety Element indicates the site has a low to moderate potential for landslides and moderate potential for soil creep. However, the existing SCRTS which is relatively flat with steep cut slopes (0.5:1) forming the northern and western pad boundaries (Yeh and Associates, Inc. 2018). The commingle recyclables cover structure would be located within the existing pad and a previous slope stability analysis performed on the adjacent cut slopes (Fugro-McClelland West, Inc., 1993) found these slopes were stable under soil moisture conditions that existed at the time of the investigation.

Impact Discussion:

(a)-(l) The proposed project locations for the cover structures do not have substantial geological constraints or slopes exceeding 20 percent. The proposed project would not result in excessive grading. Several potentially active faults are located in the vicinity of the SCRTS site. However, no active faults or earthquake fault zones are located within the site. Therefore, significant impacts to the MRF associated with fault rupture would not occur. A seismic event on a nearby fault could produce ground-shaking at the project site, however with implementation of standard building code requirements for seismically active areas loss of life or damage to the commingled recyclable cover structure is not anticipated. Based on the presence of the Santa Barbara Formation (a consolidated sandstone unit) near the surface (as observed within the SCRTS cut slopes) and the absence of shallow groundwater, the potential for liquefaction or seismically-induced settlement is low and potential structural damage due to these geologic hazards is considered low. As such, the proposed project would not result in impacts related to geological resources.

Mitigation and Residual Impact:

No impacts are identified. No mitigations are necessary.

References:

Yeh and Associates, Inc. 2018. Geotechnical Report for South Coast Recycling and Transfer Station, 4430 Calle Real, Santa Barbara, California. April 12.

4.9 HAZARDOUS MATERIALS/RISK OF UPSET

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. In the known history of this property, have there been any past uses, storage or discharge of hazardous materials (e.g., fuel or oil stored in underground tanks, pesticides, solvents or other chemicals)?			X		
b. The use, storage or distribution of hazardous or toxic materials?			X		
c. A risk of an explosion or the release of hazardous substances (e.g., oil, gas, biocides, bacteria, pesticides, chemicals or radiation) in the event of an accident or upset conditions?			X		
d. Possible interference with an emergency response plan or an emergency evacuation plan?			X		
e. The creation of a potential public health hazard?			X		
f. Public safety hazards (e.g., due to development near chemical or industrial activity, producing oil wells, toxic disposal sites, etc.)?			X		
g. Exposure to hazards from oil or gas pipelines or oil well facilities?				X	

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
h. The contamination of a public water supply?			X		

Existing Setting:

The cover structures would be located at the existing recycling and municipals solid waste transfer station in operation since 1967, located on and adjacent to the closed Foothill Landfill. The Foothill Landfill operated as a County municipal solid waste disposal facility from the 1940's through June 1967 receiving waste from the south coast area. The eastern portion of the SCRTS site overlies areas previously used for waste disposal. However, the proposed cover structures under the project would not overlie the closed Foothill landfill (Yeh and Associates 2018). The former landfill is subject to periodic inspection and monitoring by RRWMD and Santa Barbara County Environmental Health Services, the Local Enforcement Agency (LEA); this includes landfill gas (LFG) monitoring from a series of peripheral LFG probes in areas where municipal waste was historically deposited. The monitoring records show minimal methane concentrations (<10 parts per million by volume in probes).

The site operates under Solid Waste Facility Permit (SWFP) 42-AA-0014. The SCRTS does not accept hazardous wastes, however; limited volumes of hazardous waste arrive in the municipal solid waste and the commingled recyclables. A screening program is in place to identify and separate hazardous wastes. Recovered hazardous wastes are properly contained and temporarily stored on site pursuant to Federal, State and local requirements until the materials are taken off-site for disposal at an approved facility.

The SCRTS is in compliance with its SWFP and has not been identified as a hazardous materials site pursuant to Government Code Section 65962.5. Review of hazardous materials records indicate the nearest concern is the Santa Barbara County Corporation Yard at 4568 Calle Real, which was identified as a leaking underground storage tank clean-up site. However, clean-up was completed and the case closed.

Impact Discussion:

(a-h) There is no evidence that the proposed locations of the cover structures were impacted by use, storage or spills of hazardous materials from historic operations at the SCRTS. The commingled recyclables would continue to be screened for hazardous materials that may have been illegally or inadvertently disposed of and construction of the cover would help reduce potential contact of rain water with hazardous materials if present. As noted above, portions of the SCRTS site and areas to the east of the SCRTS site overlie the closed Foothill Landfill. The County stopped disposing of the community's municipal solid waste in the closed Foothill Landfill in 1967. The landfill is monitored by RRWMD and the LEA for LFG through a series of perimeter probes, but the landfill does not include a LFG collection system. Because the commingled recyclables cover structure would primarily be open to the air and does not overlie the closed landfill directly, it is not expected that LFG produced in the buried waste would collect under the cover structure. The cover structures would not change operational parameters of the SCRTS and there would be no impact on traffic circulation or access or emergency response or evacuation. Therefore, impacts would be less than significant.

Mitigation and Residual Impact:

No mitigation is required. Hazardous materials impacts would be insignificant.

References:

Yeh and Associates, Inc. 2018. *Geotechnical Report for South Coast Recycling and Transfer Station, 4430 Calle Real, Santa Barbara, California*. April 12.

4.10 LAND USE

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Structures and/or land use incompatible with existing land use?			X		
b. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X		
c. The induction of substantial unplanned population growth or concentration of population?				X	
d. The extension of sewer trunk lines or access roads with capacity to serve new development beyond this proposed project?				X	
e. Loss of existing affordable dwellings through demolition, conversion or removal?				X	
f. Displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X	
g. Displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	
h. The loss of a substantial amount of open space?				X	
i. An economic or social effect that would result in a physical change? (i.e. Closure of a freeway ramp results in isolation of an area, businesses located in the vicinity close, neighborhood degenerates, and buildings deteriorate. Or, if construction of new freeway divides an existing community, the construction would be the physical change, but the economic/social effect on the community would be the basis for determining that the physical change would be significant.)				X	
j. Conflicts with adopted airport safety zones?				X	

Existing Setting:

The project site is located in the Eastern Goleta Valley Community Planning area in an urban area approximately 0.3 mile north of the intersection of County Road and Calle Real. The project site is located within the County-owned SCRTS which has been operating at the current location since 1967 within an 143 acre parcel designated as the County Calle Real Administration Campus in the Eastern Goleta Valley Community Plan (Santa Barbara County Planning and Development Department 2017). The Santa Barbara County Comprehensive Plan Designation for the site is Institution/Government Facility. The site is within the REC Recreation (includes public facilities) Zoning District. Residential uses border the County Campus to the east and west.

Environmental Thresholds:

The Thresholds and Guidelines Manual contains no specific thresholds for land use impacts. Generally, a potentially significant impact can occur if a project would result in substantial growth inducing effects or result in a physical change in conflict with County policies adopted for the purpose of avoiding or mitigating an environmental effect. A list of relevant County policies is contained in Section 8 of this document.

Impact Discussion:

(a-b) The cover structures would be located within the existing permitted operational area of the SCRTS and would be accessory to the primary waste management activities which have existed at the SCRTs since 1967. The project is compatible with the surrounding public facility uses on the County Campus. With respect to the surrounding residential land uses, the cover structures would not change the permitted operational parameters or activities at the SCRTS so there would be no change in the compatibility with adjacent land uses. Temporary construction noise impacts would be reduced with the implementation of Measure NOISE-1 and visual impacts would be reduced with the implementation of MeasureAES-1. In addition, the commingled recyclables cover structure would reduce nuisances associated with windblown litter. Land use compatibility impacts would be less than significant.

(c-j) The project is not growth inducing and does not result in the loss of affordable housing, loss of open space, or a significant displacement of people. The project does not involve the extension of a sewer trunk line and does not conflict with any airport safety zones.

Cumulative Impacts:

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

Mitigation and Residual Impact:

With the incorporation of mitigation measures AES-1 and NOISE-1, residual land use impacts would be insignificant.

References:

Santa Barbara County Planning and Development Department. 2017. *Eastern Goleta Valley Community Plan*. Long Range Planning Division.

4.11 NOISE

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Long-term exposure of people to noise levels exceeding County thresholds (e.g. locating noise sensitive uses next to an airport)?				X	
b. Short-term exposure of people to noise levels exceeding County thresholds?		X			
c. Project-generated substantial increase in the ambient noise levels for adjoining areas (either day or night)?				X	

Existing Setting

Dominant noise sources in the vicinity of the SCRTS include existing transfer station operations, traffic on County Road and traffic on U.S. Highway 101. The existing Community Noise Equivalent Levels (CNEL) are anticipated to range from 55 to 60 A-weighted decibels (dBA) based on the surface transportation noise estimation methodology from the Transit Noise and Vibration Assessment Guidance document (Federal Transit Administration 2006) and the County Comprehensive Plan. Landscaping equipment and other human activities associated with surrounding residential and non-residential land uses also contribute to the ambient sound environment. The proposed project site is located outside of any 65 dB(A) noise contours for roadways, public facilities, airport approach and take-off zones. Surrounding noise-sensitive uses consist of single family and multi-family residences located to the north, east, and west of the SCRTS facility. The

closest noise-sensitive uses are located approximately 680 feet to the east of the SCRTS facility. Based on data collected in 2007 by RRWMD, noise levels at SCRTS were 52.6 dBA Leq with normal operations.

Environmental Threshold:

Noise is generally defined as unwanted or objectionable sound which is measured on a logarithmic scale and expressed in decibels (dB(A)). The duration of noise and the time period at which it occurs are important values in determining impacts on noise-sensitive land uses. The CNEL and Day-Night Average Level (L_{dn}) are noise indices which account for differences in intrusiveness between day- and night-time uses. County noise thresholds are: 1) 65 dB(A) CNEL maximum for exterior exposure, 2) 45 dB(A) CNEL maximum for interior exposure of noise-sensitive uses, and 3) an increase in noise levels by 3 db(A) – either individually or cumulatively when combined with other noise-generating sources when the existing (ambient) noise levels already exceed 65 db(A) at outdoor living areas or 45db(A) at interior living areas. Noise-sensitive land uses include: residential dwellings; transient lodging; hospitals and other long-term care facilities; public or private educational facilities; libraries, churches; and places of public assembly.

Impact Discussion:

(a, c) The proposed project consists of construction of cover structures at the SCRTS and would not result in the generation of any long-term noise. No long-term noise-related impacts would result.

(b) Construction of the commingled recyclables cover structure would temporarily generate noise that could impact adjacent sensitive receptors within 1,600 feet of the proposed project. Noise-generating equipment that may be required include telehandler, manlifts, a front-end loader, an excavator, concrete truck, concrete saw-cutting machine, 50 horsepower generator, and laborer or contractor work trucks. The front-end loader, saw-cutting machines and generator would generate the loudest noise during project construction, based on Figure 2 in the Noise Thresholds in the Santa Barbara County Environmental Thresholds Manual. However, noise generated from these equipment would not exceed the construction noise threshold of 95 dBA set forth in the manual. To reduce, potentially significant construction noise impacts, In accordance with the Santa Barbara County Environmental Thresholds Manual (2021) and the Eastern Goleta Valley Community Plan, construction activities would be restricted to the hours of 8:00 a.m. to 5:00 p.m. on weekdays only. Installation of the pre-fabricated cover structures for the white goods and matrasses would be short in duration with only limited used of heavy equipment, no significant construction noise impacts are anticipated in association with these facilities.

Cumulative Impacts:

The implementation of the project is not anticipated to result in any substantial long-term noise effects. Therefore, the project would not contribute in a considerable manner to cumulative noise impacts.

Mitigation and Residual Impact:

The following mitigation measures would be required to reduce the project's construction noise impacts on noise sensitive land uses:

NOISE-1 **Construction Hours.** RRWMD, including all contractors and subcontractors shall limit construction activity, including equipment maintenance and site preparation, to the hours between 8:00 a.m. and 5:00 p.m. Monday through Friday. No construction shall occur on weekends or State holidays. Non-noise generating interior construction activities such as plumbing, and electrical, (which do not include the use of generators, concrete saws, or other noise-generating equipment) are not subject to these restrictions.

Plan Requirements and Timing: This measure shall be printed on final construction plans.

Monitoring: RRWMD shall conduct spot checks during construction and respond to complaints.

With the incorporation of this measure, residual construction related noise impacts would be significant but mitigable.

4.12 PUBLIC FACILITIES

Will the proposal require or result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. A need for new or altered police protection and/or health care services?				X	
b. Student generation exceeding school capacity?				X	
c. Significant amounts of solid waste or breach any federal, state, or local standards or thresholds relating to solid waste disposal and generation (including recycling facilities and existing landfill capacity)?				X	
d. The relocation or construction of new or expanded wastewater treatment facilities (sewer lines, lift-stations, etc.) the construction or relocation of which could cause significant environmental effects?				X	
e. The relocation or construction of new or expanded storm water drainage or water quality control facilities, the construction of which could cause significant environmental effects?				X	

Existing Setting:

The proposed project is located in an urbanized area at an existing developed waste management facility with full access to public services. The SCRTS site is currently served by Southern California Edison (SCE), Goleta Water District, Goleta Sanitary District, and Santa Barbara County Fire and Sheriff for emergency services.

Impact Discussion:

(a), (b), (d), (e) The proposed project would involve the construction of cover structures which would not require any new public services (i.e., police protection, fire protection, or health services). The project would not generate an increase in wastewater generated from the site. The storage areas for commingled recyclables and white goods and mattresses are already paved. Therefore, the new covers would not create new impervious surfaces resulting in an increase in surface runoff and requiring additional storm drainage features. Therefore, there would be no impact on public facilities.

(c) A small amount of construction debris may be generated from the project (i.e,. concrete debris, scrap metal), however, the proposed project would not generate solid waste in excess of County thresholds and any materials would be set aside for recycling or disposal on-site. The project would have a direct benefit on reduction of solid waste disposed of at the Tajiguas Landfill as the proposed new covers would protect the commingled recyclables and white goods and mattresses from rainwater to ensure that these materials can be recycled rather than disposed of at the landfill. Therefore, there would be a net beneficial impact with respect to solid waste disposal capacity.

Mitigation and Residual Impact:

No impacts are identified. No mitigation measures are necessary.

4.13 RECREATION

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

Existing Setting:

The closest recreational uses to the SCRTS site include trails developed on the Foothill Open Space/Closed Foothill Landfill which are accessible to the El Sueno neighborhood. Therapeutic recreational horseback riding activities are conducted at the Hearts Therapeutic Equestrian Center located on the closed Foothill Landfill east of the SCRTS and the program uses the trails developed on the Foothill Open Space as well. Class II bike lanes are also located along Cathedral Oaks Road in the vicinity of the intersection with County Road (Santa Barbara County Planning and Development Department 2017).

Impact Discussion:

(a, b) The cover structures would be installed on the existing SCRTS site and would not impact any established recreational uses, including biking, equestrian or hiking trails. No impacts would result.

(c) The proposed project would not result in any population increase and would have no adverse impacts on the quality or quantity of existing recreational opportunities, either in the project vicinity or County-wide.

Mitigation and Residual Impact:

No impacts are identified. No mitigation is required.

References:

Santa Barbara County Planning and Development Department. 2017. *Eastern Goleta Valley Community Plan*. Long Range Planning Division.

4.14 TRANSPORTATION

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?			X		
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)?			X		
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X		
d. Result in inadequate emergency access?			X		

Existing Setting: The project site is accessed via County Road, a local connector road, from Calle Real, a 2-lane Class P2 primary roadway designed to serve a high proportion of non-residential development in the Eastern Goleta Valley Community Planning Area (Santa Barbara County Planning and Development 2014, 2017). In the Eastern Goleta Valley Community Plan (Santa Barbara County Planning and Development 2017), Calle Real is identified as a priority for complete streets improvements for multi-modal transportation improvements (e.g., transit, bike, and pedestrian use). The SCRTS is a collection location for commercial and self-haul residential waste, commercial and self-haul green waste, self-haul municipal solid waste, commercial and residential recyclables, white goods, electronics and mattresses and where solid waste and recyclables are consolidated and transferred for off-site processing including processing at the County ReSource Center or disposal at the Tajiguas Landfill. The SCRTS serves to reduce the number of trips to the landfill and reduce the total vehicle miles traveled by service providers and the public. This system, in turn, reduces vehicle emissions (Santa Barbara County Planning and Development Department 2017).

Environmental Thresholds:

On December 28, 2018, the California Natural Resources Agency certified and adopted proposed revisions to CEQA Guidelines Section 15064.3 and Appendix G: Environmental Checklist Form, Section XVII, Transportation. Section 15064.3 includes new criteria for determining the significance of a project's transportation impacts. Specifically, Section 15064.3(a) states "vehicle miles traveled is the most appropriate measure of transportation impacts." With this change, the County may no longer use automobile delay, as measured by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, as the basis for determining the significance of transportation impacts under CEQA.

CEQA Guidelines Section 15064.3(a) defines VMT as "the amount and distance of automobile travel attributable to a project." Depending on the type of project being analyzed, the VMT calculation can include all vehicle-trips, including passenger and commercial vehicles, or only cars and light-duty trucks. VMT is generally expressed on a daily basis for a typical weekday.

Consistent with CEQA Guidelines Section 15064.7, Thresholds of Significance, the County developed and adopted new thresholds of significance for determining the significance of a project's transportation impacts (Santa Barbara County Planning and Development Department 2021). CEQA Guidelines Section 15064.7(a) states, "[a] threshold of significance is an identifiable quantitative, qualitative or performance level of a particular environmental effect." Projects that comply with an applicable threshold will normally have a less than significant effect on the environment. Projects that exceed or otherwise do not comply with an applicable threshold may have a significant effect on the environment and, as a result, may require project modifications or mitigation measures to avoid or reduce those effects to less than significant levels. The following thresholds reflect this general guidance as well as the specific guidance set forth in CEQA Guidelines Section 15064.3 regarding estimating VMT and developing thresholds of significance for VMT and transportation impacts.

Many agencies use "screening criteria" to identify projects that would result in less than significant VMT impacts without conducting detailed VMT analyses and studies. The OPR Technical Advisory contains screening criteria for land use and transportation projects. The County uses these screening criteria. Specifically, a project that generates 110 or fewer average daily trips is screened from further analysis. The County presumes that land use or transportation projects meeting this screening criteria, absent substantial evidence to the contrary, would have less than significant VMT impacts and would not require further analysis.

According to the County's Environmental Thresholds and Guidelines Manual, a significant transportation impact would occur when:

- Potential Conflict with a Program, Plan, Ordinance, or Policy. Project conflicts with the overall purpose of an applicable transportation and circulation program, plan, ordinance, or policy, including impacts to existing transit systems and bicycle and pedestrian networks pursuant to Public Resources Code Section 21099(b)(1).
- Potential Impact to VMT. A project exceeds screening criteria and the project VMT exceeds a level of 15 percent below existing county VMT for home-based work VMT per employee.

- Design Features and Hazards. Proposed uses or proposed geometric design features conflict with the County's Engineering Design Standards or other applicable roadway standards.
- Emergency Access. Any proposed roadway design changes would potentially impede emergency access vehicles.

Impact Discussion:

(a) Potential Conflict with a Program, Plan, Ordinance, or Policy. Construction of the project would introduce trips on area roadways, including Calle Real, over the short-term for material deliveries and construction worker trips. Given the short duration of construction for each cover however, the project is not anticipated to result in a conflict with multi-modal uses, such as transit, pedestrian, and bicycle uses on area roadways. Long term operation of the project would not result in the need for additional employees or materials deliveries. Therefore, the project would not generate new trips over the long term. Therefore, impacts would be less than significant.

(b) Potential Impact to VMT. Construction of the project would introduce trips on area roadways, including Calle Real, over the short-term for material deliveries and construction worker trips. However, the number of trips during construction would result in much less than 110 average trips per day during construction. Long term operation of the project would not result in the need for additional employees or materials deliveries. Therefore, the project would not generate new trips over the long term. Given this, and the short duration of construction, impacts would be less than significant.

(c) Design Features and Hazards. Construction of the project would introduce trips on area roadways, including Calle Real, over the short-term for material deliveries and construction worker trips. Given the short duration of construction for each cover however, and the adequate design of roadways in the area, construction of the project is not anticipated to introduce any transportation hazards in the area. Long term operation of the project would not result in the need for additional employees or materials deliveries. Therefore, the project would not generate new trips over the long term, and there are no roadway improvements proposed. Therefore, impacts would be less than significant.

(d)Emergency Access. Construction of the project would introduce trips on area roadways, including Calle Real, over the short-term for material deliveries and construction worker trips. Given the short duration of construction for each cover however, and the adequate design of roadways in the area, construction of the project is not anticipated to interfere with emergency access in the area. Long term operation of the project would not result in the need for additional employees or materials deliveries. Therefore, the project would not generate new trips over the long term, and there are no roadway improvements proposed. Therefore, impacts would be less than significant.

Cumulative Impacts:

The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant impact constitutes a significant effect at the project level. In this instance, the project has been found not to exceed the threshold of significance for transportation. Therefore, the project's contribution to the regionally significant transportation impacts is not considerable, and is insignificant.

Mitigation and Residual Impact:

No mitigation is required. Residual impacts would be insignificant.

References:

Santa Barbara County Planning and Development Department. 2021. *Environmental Thresholds and Guidelines Manual*. January.

Santa Barbara County Planning and Development Department. 2017. *Eastern Goleta Valley Community Plan*. Long Range Planning Division.

Santa Barbara County Planning and Development Department. 2014. *Circulation Element of the Santa Barbara County Comprehensive Plan*. Long Range Planning Division.

4.15 WATER RESOURCES/FLOODING

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?				X	
b. Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff?				X	
c. Change in the amount of surface water in any water body?				X	
d. Discharge, directly or through a storm drain system, into surface waters (including but not limited to wetlands, riparian areas, ponds, springs, creeks, streams, rivers, lakes, estuaries, tidal areas, bays, ocean, etc) or alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity, or thermal water pollution?				X	
e. Alterations to the course or flow of flood water or need for private or public flood control projects?				X	
f. Exposure of people or property to water related hazards such as flooding (placement of project in 100 year flood plain), accelerated runoff or tsunamis, sea level rise, or seawater intrusion?				X	
g. Alteration of the direction or rate of flow of groundwater?				X	
h. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or recharge interference?				X	
i. Overdraft or over-commitment of any groundwater basin? Or, a significant increase in the existing overdraft or over-commitment of any groundwater basin?				X	
j. The substantial degradation of groundwater quality including saltwater intrusion?				X	
k. Substantial reduction in the amount of water otherwise available for public water supplies?				X	
l. Introduction of storm water pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) into groundwater or surface water?				X	

Existing Setting

Surface water occurs in the vicinity of the SCTRS as intermittent flow within small drainages. These drainages typically contain water for a short period after rainfall events. Larger drainages in the project area are Hospital Creek to the west and Atascadero Creek to the east. The nearest drainage to the SCRTS site is a small unnamed drainage located to the east, between the inactive Foothill Landfill and the residential areas along Sherwood Road and El Sueno Road. Run-off from the industrial areas of the SCRTS site is screened

for oversized debris and flows into underground storage tanks and discharged to the Goleta Sanitary District during non-peak hours.

Environmental Thresholds

According to the County's Environmental Thresholds and Guidelines Manual, a significant impact on water resources/flooding would occur when:

- A project results in an overdraft of a groundwater basin;
- A project exceeds the existing water supply;
- The project increases the amount of impervious surfaces on a site by 25 percent or more;
- The project results in channelization or relocation of a natural drainage channel;
- The project results in removal or reduction of riparian vegetation or other vegetation (excluding non-native vegetation removed for restoration projects) from the buffer zone of any streams, creeks or wetlands;
- The project discharges pollutants that exceed the water quality standards set forth in an applicable NPDES permit, the Regional Water Quality Control Board's (RWQCB) Basin Plan, or otherwise impairs the beneficial uses of a receiving waterbody;
- The project results in a discharge of pollutants into an "impaired" waterbody that has been designated as such by the State Water Resources Control Board or the RWQCB under Section 303(d) of the Federal Water Pollution Prevention and Control Act (i.e., the Clean Water Act); or
- The project results in a discharge of pollutants of concern to a receiving water body, as identified by the RWQCB.

Impact Discussion:

(a-l.) The storage areas for commingled recyclables and white goods and mattresses are already paved. Therefore, the new covers would not create new impervious surfaces resulting in an increase in surface runoff. In addition, the project would have a direct benefit on storm water quality by protecting the commingled recyclables and white goods and mattresses from contact with rainwater. Therefore, the project would not result in impacts on surface water quality, including storm water runoff, direction or course of surface or ground water or the direction, volume, or frequency of runoff.

Emergency firewater would be required for the sprinkler system for the cover structure. However, there is an adequate supply of water for the SCRTS facility, and water would only be required in the event of an emergency. Therefore, the project would not contribute to overdraft of groundwater resources. The project would have no impacts on water resources.

Mitigation and Residual Impact:

No impacts are identified. No mitigation is required.

5.0 INFORMATION SOURCES

5.1 County Departments Consulted:

Police, Fire, Public Works, Flood Control, Parks, Environmental Health, Special Districts, Regional Programs, Other : Planning and Development

5.2 Comprehensive Plan:

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

5.3 Other Sources:

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

6.0 PROJECT SPECIFIC *(short- and long-term)* AND CUMULATIVE IMPACT SUMMARY

The project would result in project-specific impacts that are significant but mitigable in the following issue areas: aesthetics/visual resources, air quality, biological resources, cultural resources, and noise. The project would result in project-specific impacts that are less than significant in the following issue areas: energy, fire protection, hazardous materials/risk of upset, and transportation. The project would result in no impacts in the following issue areas: agricultural resources, energy, geologic processes, public facilities, recreation, and water resources/flooding. Mitigation measures applied to the project would ensure that the project would not result in any significant cumulative impacts.

7.0 MANDATORY FINDINGS OF SIGNIFICANCE

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

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X			
5. Is there disagreement supported by facts, reasonable assumptions predicated upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR ?			X		

1. Mitigation measure BIO-1 would ensure that there are minimal impacts on individual oak trees located adjacent to the proposed commingled recyclables cover structure and measure BIO-2 would provide protection for migratory nesting birds and raptors. Other than these potential impacts, the project would not affect biological resources. Therefore, the project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. Further, as discussed in Sections 4.3 (Air Quality) and Section 4.6 (Energy), the project would not contribute significantly to criteria pollutant or greenhouse gas emissions or to increased energy consumption. With implementation of mitigation measure CULT-1, the project would not eliminate important examples of the major periods of California history or prehistory.
2. Mitigation measures would reduce all potentially significant impacts to less than significant levels. Therefore, the project would not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
3. As discussed in the cumulative impacts section under each issue area of this document, the project would not result in any impacts which are cumulatively considerable.
4. With implementation of mitigation measures AES-1 and NOISE-1, the project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.
5. There is no known disagreement among experts regarding the projects impacts.

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

Eastern Goleta Valley Community Plan

OBJECTIVE RRC-EGV-1: Maximize solid waste diversion and minimize solid waste generation.

Policy RRC-EGV-1.1: Opportunities for resource recovery and landfill solid waste diversion shall be provided.

OBJECTIVE SF-EGV-3: Increase the utility, efficiency and sustainability of County public services and facilities in Eastern Goleta Valley.

Policy SF-EGV-3.1: The County shall support the use of technologies, materials, designs, and/or innovations in the development of new or improved public facilities that increase the sustainability of Eastern Goleta Valley.

OBJECTIVE EGV-3: Enhance resource efficiency and minimize environmental impacts.

Policy EGV-3.1: All land uses and development shall occur in a manner which minimizes construction and operation-related impacts to the community.

Policy ECO-EGV-4.2: (INLAND) All existing "protected trees" shall be protected from damage or removal, except in cases where preservation of trees would preclude reasonable use of a parcel, or threaten life and/or property.

OBJECTIVE HA-EGV-1: Protect and preserve significant archaeological, historic built environment, and tribal cultural resources in the Eastern Goleta Valley.

OBJECTIVE N-EGV-1: Reduce and prevent noise impacts during planning, construction, and operation phases of development, especially to sensitive receptor populations.

OBJECTIVE VIS-EGV-1: Preserve and enhance the visual resources and public vistas of the built and natural environment.

PolicyVIS-EGV-1.1: Development should minimize impacts to open space views as seen from public vistas and scenic local routes and avoid impairment of significant visual resources.

DevStd VIS-EGV-1H: Outdoor lighting shall be designed, located, properly mounted, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and light pollution of the night sky while decreasing the ambient illumination of the community as a whole.

9.0 RECOMMENDATION BY RRWMD STAFF

On the basis of the Initial Study, the staff of RRWMD:

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

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

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

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

Potentially significant unavoidable adverse impact areas:

_____ With Public Hearing ___X___ Without Public Hearing

PREVIOUS DOCUMENT: N/A

PROJECT EVALUATOR: Michelle Wilson, Project Manager for ECORP Consulting, Inc. under Contract to RRWMD **DATE:** December 15, 2021

11.0 DETERMINATION BY ENVIRONMENTAL HEARING OFFICER

__X__ I agree with staff conclusions. Preparation of the appropriate document may proceed.
____ I DO NOT agree with staff conclusions. The following actions will be taken:
____ I require consultation and further information prior to making my determination.

SIGNATURE:_____ **INITIAL STUDY DATE**: __December 1, 2021_____

SIGNATURE: Alex Tuttle **NEGATIVE DECLARATION DATE** December 16, 2021

SIGNATURE:_____ **REVISION DATE:** _____

SIGNATURE:_____ **FINAL NEGATIVE DECLARATION DATE:** _____

12.0 ATTACHMENTS

Figure 1 Vicinity Map
Figure 2 Site Plan
Figure 3 Area of Potential Effect
Figure 4 Visual Simulations

SANTA BARBARA COUNTY
Resource Recovery & Waste Management Division
Innovative Environmental Solutions

SOUTH COAST RECYCLING & TRANSFER STATION (SCRTS)

COVER STRUCTURE PROJECT

FIGURE 1

Project Vicinity Map

PROPOSED COVER STRUCTURE
125' x 60'

12" (APPROX) TRANSITE

12" CMP SLOT DRAIN

4" PVC

8" CIP

8" CIP

CONSTRUCTION NOTES

1. INSTALL ABOVE-GROUND WATER CONDUIT
2. INSTALL ABOVE-GROUND ELECTRICAL CONDUIT

NORTH

SCALE H: 1" = 10'

REVISIONS			
NO.	DESCRIPTION	DATE	APR

DESIGNED BY:

RRWM DESIGN ENGINEER DATE

REVIEWED BY:

RRWM ENGINEERING MANAGER DATE

REVIEWED BY:

RRWM DEPUTY DIRECTOR DATE

SANTA BARBARA COUNTY
RESOURCE RECOVERY AND WASTE
MANAGEMENT DIVISION
130 E. VICTORIA STREET
SANTA BARBARA, CA 93101
(805) 882-3600

SCRTS COVER STRUCTURE

SOUTH COAST RECYCLING AND TRANSFER STATION
4430 CALLE REAL
SANTA BARBARA COUNTY, CALIFORNIA

CONCEPTUAL SITE PLAN

DESIGNED BY: J.R.
DRAWN BY: J.R.
CHECKED BY:

Figure 2

SHEET 1 OF 1

PROJECT NO. 828390

OIL/GREASE SHED, MOTOR/HYDRAULIC OIL 250 GAL
HAZARDOUS MATERIAL STORAGE
TRANSFER TRUCK PARKING
MAINTENANCE SHOP
F-475
PROPANE TANK,500 CF
CONFERENCE ROOM/OFFICES
STEAM/WASH RACK
GREEN WASTE
WOOD WASTE
FOOD SCRAPS
CITRUS ODOR 55 GAL AND DEF 55 GAL
TIRE SHOP F-472
EW/ASTE RECYC/LABLES HOLDING BIN
GREEN WASTE UNLOADING AREA
MULCH STORAGE
MATTRESS RECYCLING TRAILER
EMERGENCY EYEWASH
FOOD SCRAP ROLL OFFS
ENTRANCE SCALE
SCALEHOUSE
EXIT SCALE
BATTERY HOLDING BIN
PARKING LOT
SHADE COVER
APPLIANCE RECYCLING REFRIG EXTRACTION HW STAGING
F-474
F-473
BOX TREATED WOOD BOX
EMERGENCY EYEWASH
BREAK TRAILER
OPS TRAILER
TOWER ADMIN BLDG
HAZMAT STORAGE
BICYCLES
CATHODE RAY TUB STORAGE
TUNNEL ENTRANCE
C&D TIP AREA
SCRAP METAL DEMO AREA
F-476
EMPLOYEE PARKING
MSW TIP AREA
EWASTE SHADE COVER
CONCRETE RUBBLE
FILTER TANK
SCREENED MULCH
LOADING PIT
DRYWALL
TIRE STORAGE
TRUCK PARKING LOT
COUNTY ROAD
COMMINGLED RECYCLABLES
UNDERGROUND STORM WATER DIVERSION TANK
NEW STORAGE CONTAINER AREA
SWEEP OFF TRAILER DECK PLATFORM
STORM DIVERSION TANK CONTROL PANEL

Map Features

APE Boundary - 7.8 ac.
The APE depicted on this graphic was derived from CAD drawings provided by the County of Santa Barbara CUPA SCRTS 2021 TZ1.dwg

Commingled Recyclables Cover Structure Location - 0.17 ac.(**The cover structure on this graphic was derived from CAD drawings provided by the County of Santa Barbara Conceptual Site Plan 2021v2.dwg)**

White Goods and Mattress Cover Locations- 0.03 ac. (**The cover structure locations on this graphic were digitized from PDF provided by the County of Santa Barbara Mattress Cover Structure Locations.pdf)**

Sources:ESRI, USGS, Santa Barbara County, NAIP (2020)

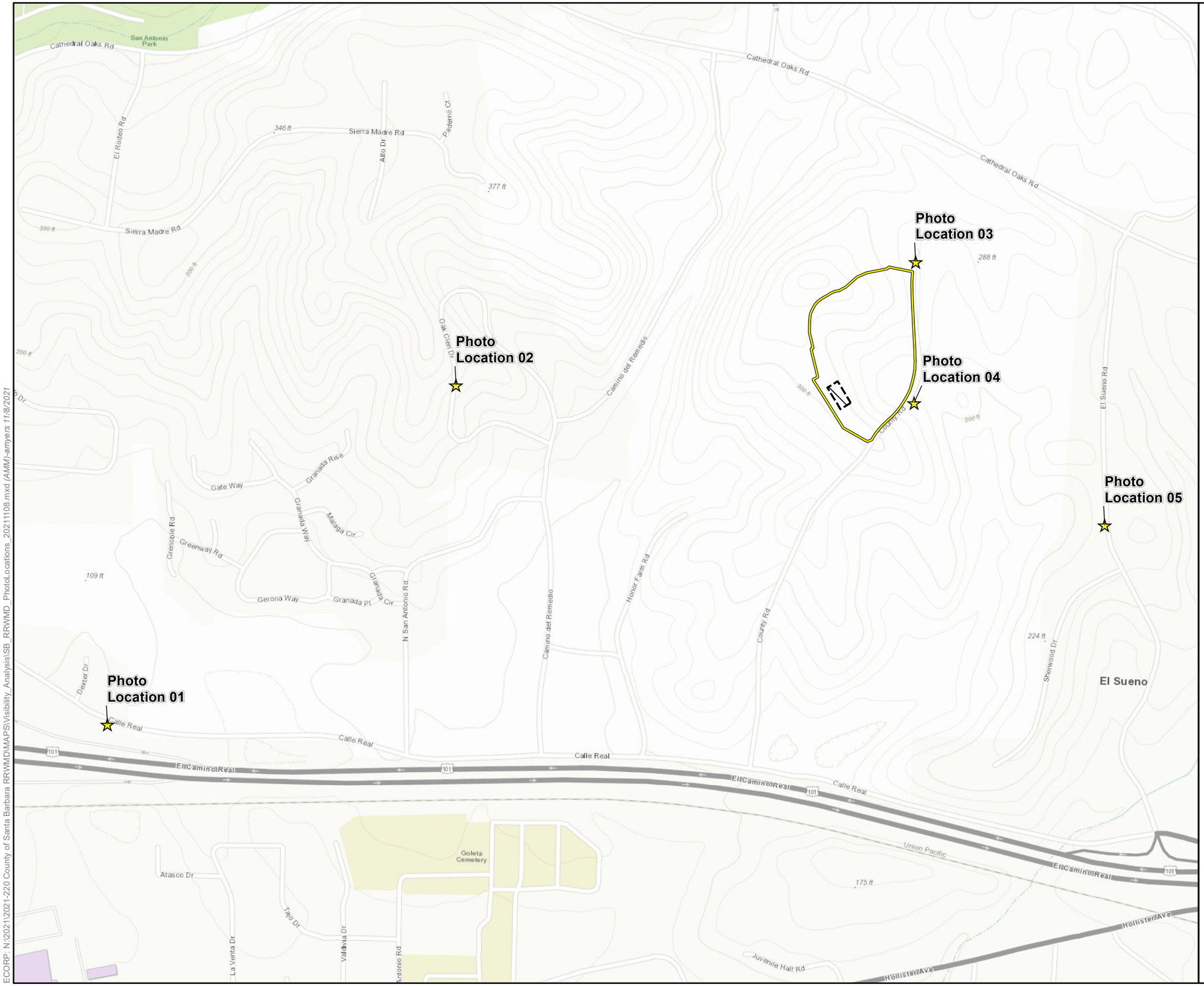
ECORP- N:\2021\2021-220 County of Santa Barbara RRWMD\MAPS\Aerial_Maps\SB_RRWMD_APE_20210922.mxd (JDS)-JSwager 10/8/2021

Map Date: 10/8/2021

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Scale in Feet
0 100

Figure 3 Proposed Area of Potential Effect (APE), SCRTS Commingled Recyclable Cover Structure Project
County of Santa Barbara RRWMD



Map Features

- APE Boundary - 7.8 ac.
- Canopy Structure Location
- Photo Location

Base Source: ESRI

Photo locations provided by ECORP and Santa Barbara County

ECORP: N:\2021\2021-220 County of Santa Barbara RRWMD\MAPS\Visibility_Analysis\SB_RRWMD_PhotoLocations_20211108.mxd (AMM)-amyers 11/8/2021

Map Date: 11/8/2021

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Scale in Feet
0 500

Figure 4. Visual Simulations

2021-220 South Coast Recycling and Transfer Station

Visual Simulations of the South Coast Recycling and Transfer Station Commingled Recyclables Storage Area Cover Structure

Photo 1 View from Calle Real looking northeast

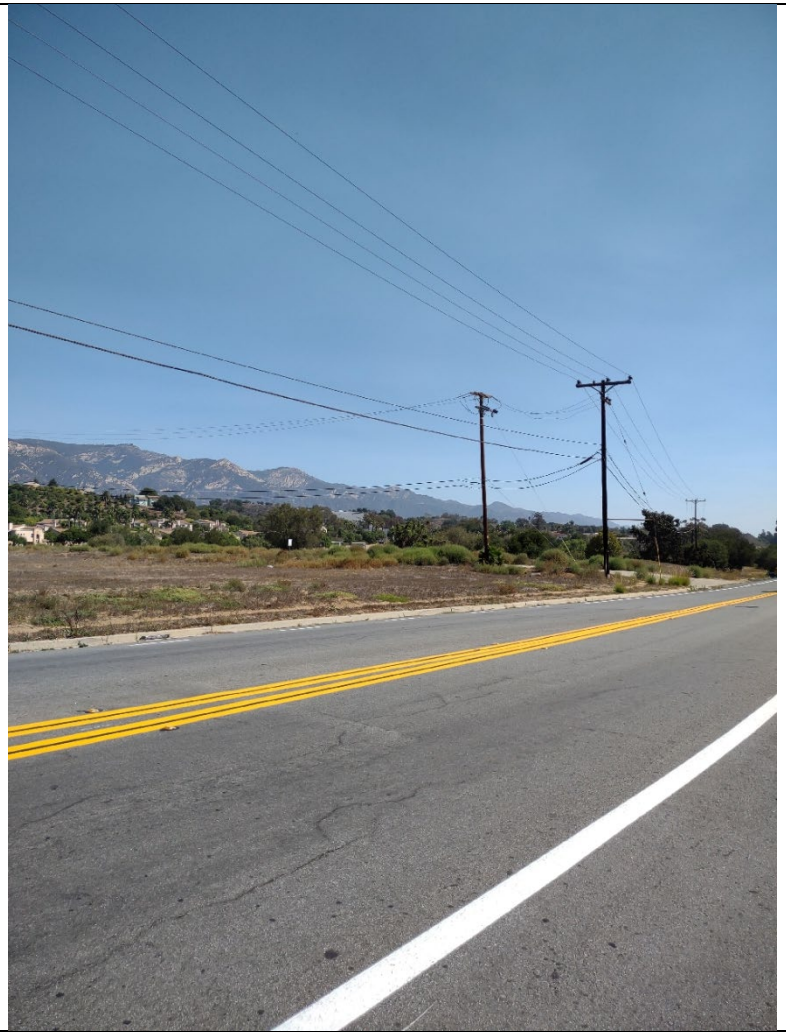
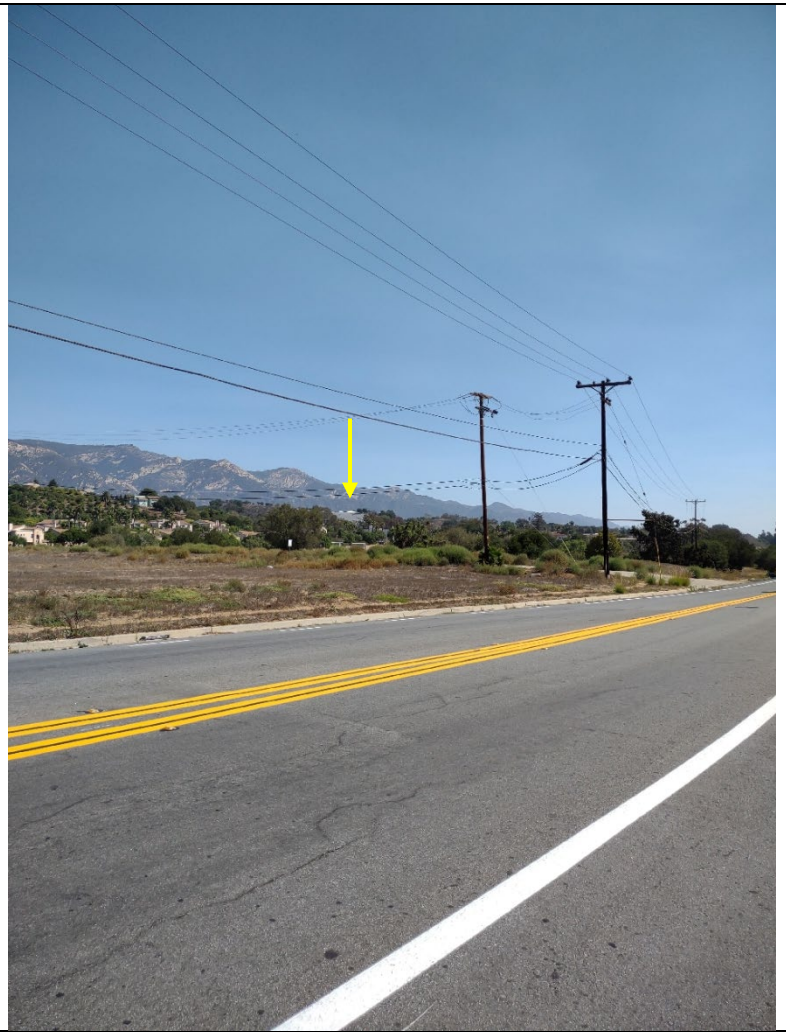
	
Pre-project Condition	Post-project Condition

Photo 2 View from Oak Glen Drive off Camino del Remedio looking east

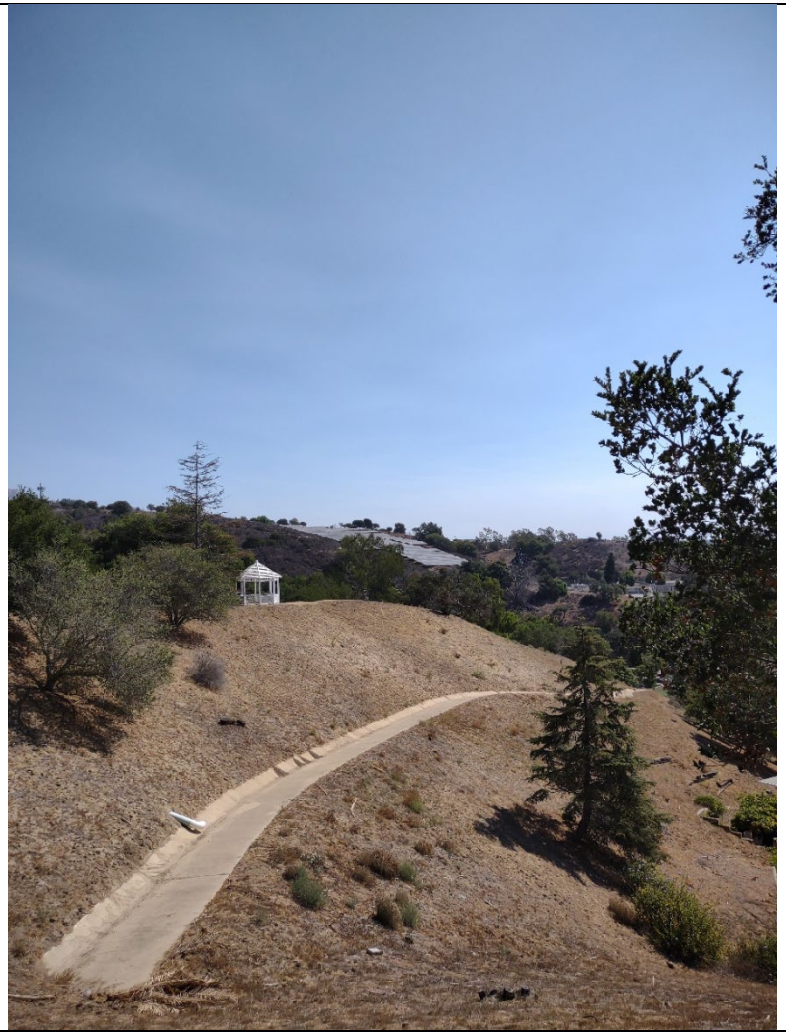
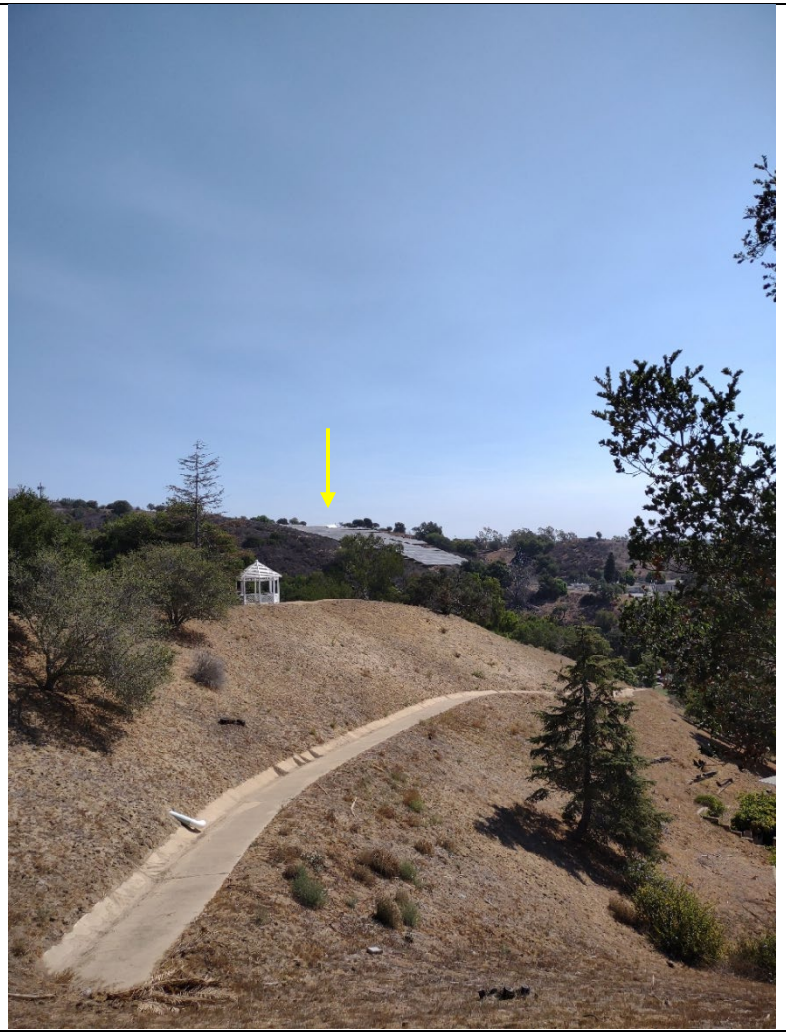
	
Pre-project Condition	Post-project Condition

Photo 3 View from County Road looking south

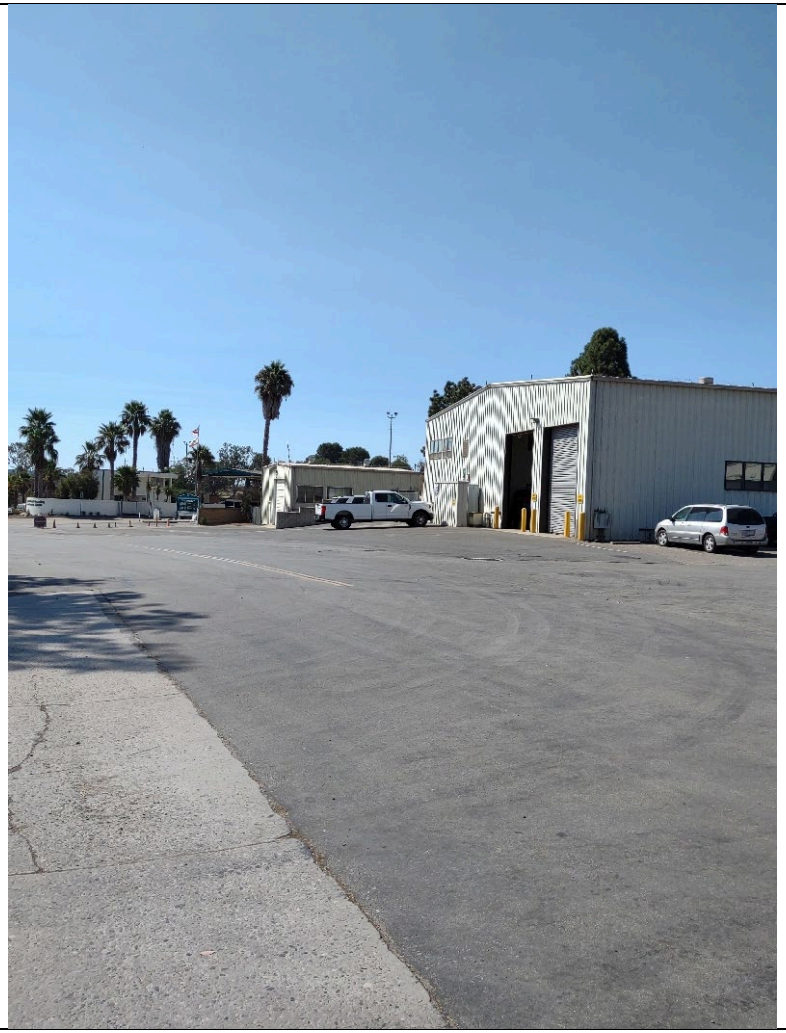
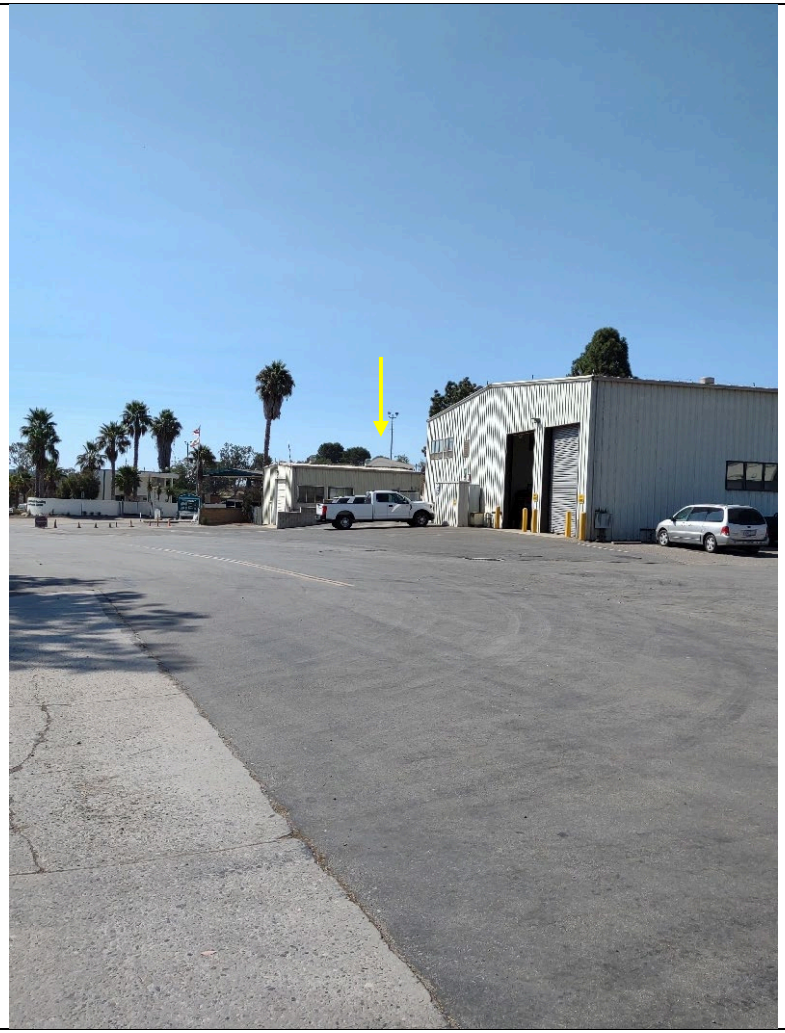
	
Pre-project Condition	Post-project Condition

Photo 4 View from County Road looking west

	
Pre-project Condition	Post-project Condition

Photo 5 View from El Sueno Road looking East*

	
Pre-project Condition	Post-project Condition

*Note: Photo 5 was taken with digital zoom depicting a focal length equivalent of 139mm, which is in the telephoto range. Industry standard for depicting human vision, referred to a ‘Normal Lens’ is a focal length equivalent of 40-55mm.