



South La Patera Lane Improvement Project

Categorical Exemption Report

prepared by

City of Goleta

Planning and Environmental Review Department
130 Cremona Drive, Suite B
Goleta, California 93117

prepared with the assistance of

Rincon Consultants, Inc.

209 East Victoria Street
Santa Barbara, California 93101

March 2022



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Environmental Scientists | Planners | Engineers

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Table of Contents

Categorical Exemption Report.....	1
Introduction	1
Project Description	2
Consistency Analysis	11
Class 1 CE Applicability.....	11
Exceptions to CE Applicability	11
Summary	14
References	15

Tables

Table 1	Existing Land Use.....	8
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Figures

Figure 1	Regional Location	3
Figure 2	Project Site	4
Figure 3	Proposed Site Plan – Southernmost Portion of Project Site	5
Figure 4	Proposed Site Plan – Middle portion of Project Site	6
Figure 5	Proposed Site Plan – Northmost Portion of Project Site.....	7
Figure 6	Photographs of the Project Site	9
Figure 7	Photographs of the Project Site	10

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Categorical Exemption Report

This report serves as the technical documentation of an environmental analysis performed by Rincon Consultants, Inc. for the South La Patera Lane Improvement Project in the City of Goleta. The intent of the analysis is to document whether the project is eligible for a Class 1 Categorical Exemption (CE). The report provides an introduction, project description, and evaluation of the project's consistency with the requirements for a Class 1 exemption. The report concludes that the project is eligible for a Class 1 CE.

Introduction

The City of Goleta proposes to adopt a Class 1 CE for a proposed project at South La Patera Lane. The State CEQA Guidelines Section 15301 states that a Class 1 CE applies to the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. This includes the following:

Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes)

Additionally, State CEQA Guidelines Section 15300.2 provides exceptions to a categorical exemption as follows:

- a. **Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- b. **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- c. **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- d. **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- e. **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

- f. **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Rincon Consultants, Inc. evaluated the project's consistency with the above requirements for the Class 1 CE and exceptions to the exemption to confirm the project's eligibility for the Class 1 exemption. None of the exceptions would apply to the project. Therefore, the project is eligible for a Class 1 CE.

Project Description

The project site is located at South La Patera Lane, between Hollister Avenue to the south and Union Pacific Railroad (UPRR) and U.S. 101 to the north, in the City of Goleta, Santa Barbara County. The project site includes an approximately 1,600-foot-long portion of South La Patera Lane, located within the public right-of-way of the City of Goleta. The project site is developed with an existing paved, two-lane road with partial sidewalks on west of the street and non-standard sidewalks on the east side. Figure 1 shows the location of the project site.

The proposed project consists of bicycle and sidewalk infrastructure improvements along portions of 1,600-foot-long South La Patera Lane to provide safer bicycle and pedestrian access from Hollister Avenue to the Goleta Train Depot. The improvements will enhance connectivity between the Metropolitan Transit District (MTD) bus stop on Hollister Avenue and the future Goleta Train Depot located at the northern terminus of South La Patera Lane. The proposed infrastructure improvements along South La Patera Lane include the addition of Class 2 bike lanes, which are lanes within the existing roadway defined by painted stripes, new/reconstructed sidewalk, installation of sidewalk-light pedestals, and landscaped parkway pockets with street trees along both sides of the street. The proposed sidewalk-light pedestals would be installed along the west side of the entirety of South La Patera Lane within the project site to provide energy efficient pedestrian and street lighting. The site plan for the proposed roadway improvements is shown in Figure 2.

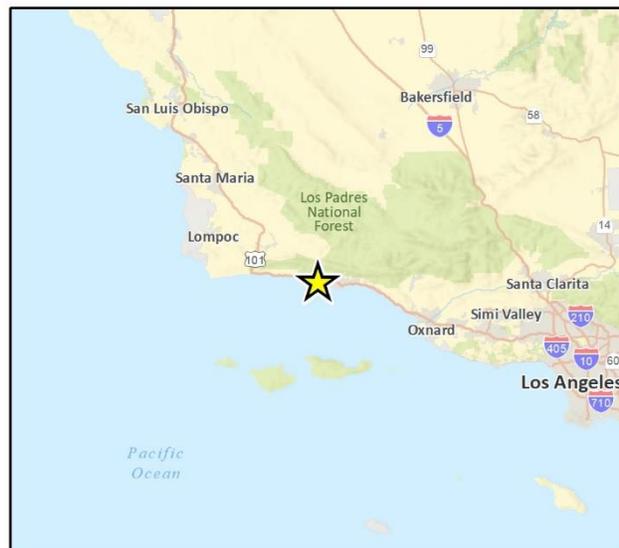
The proposed project would be considered minor alterations of existing facilities because the site consists of an existing street with partial sidewalks which will be altered with the addition of bicycle lanes, connected sidewalks, and landscaping and street trees. No additional automobile lanes will be created. Figure 3, Figure 4 , Figure 5 show the proposed site plan.

Figure 1 Regional Location



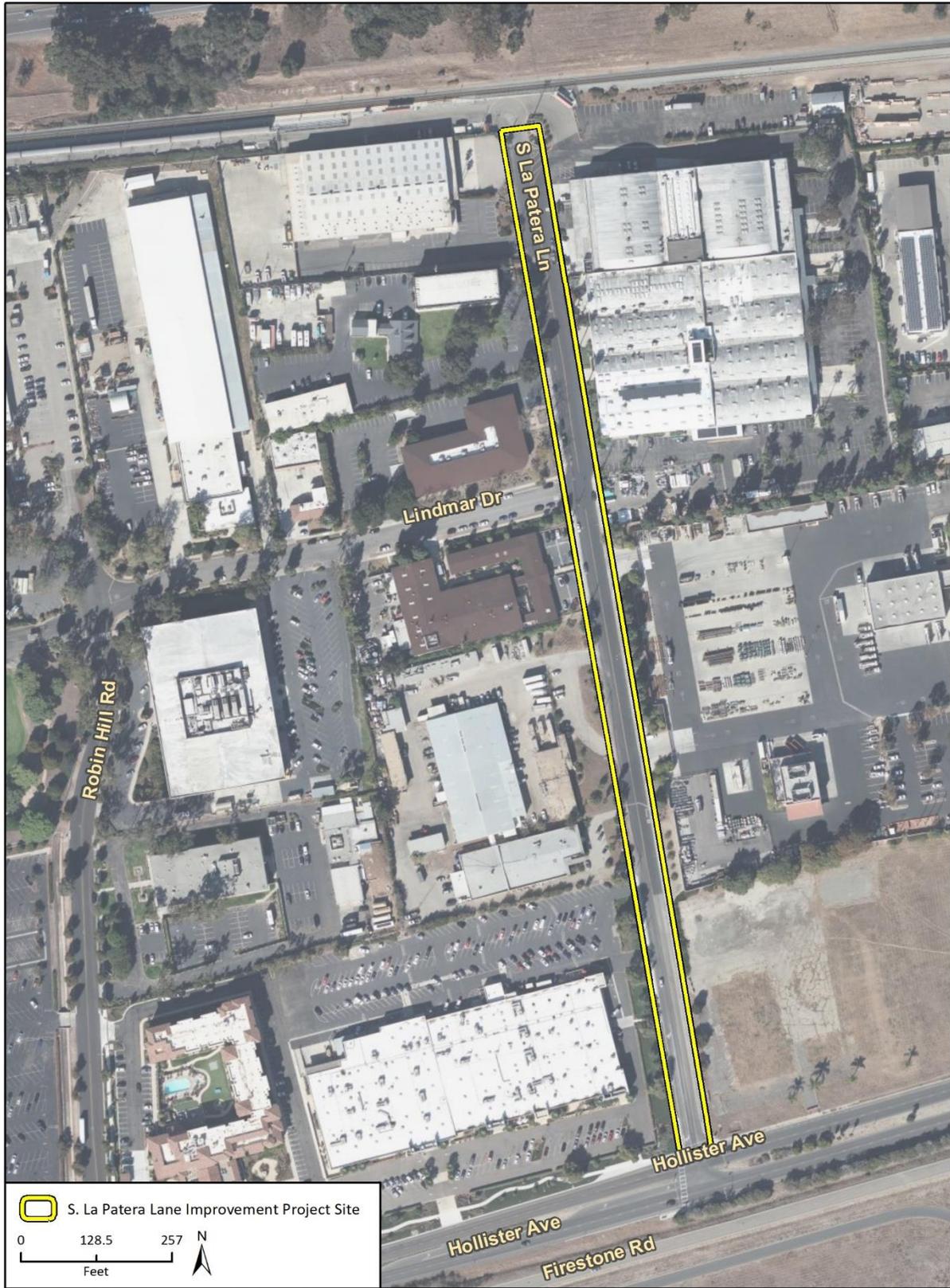
Imagery provided by Esri and its licensors © 2022.

★ Project Location N



BI04Fig 1 Regional Location

Figure 2 Project Site



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EE_Project_Site

Figure 3 Proposed Site Plan – Southernmost Portion of Project Site

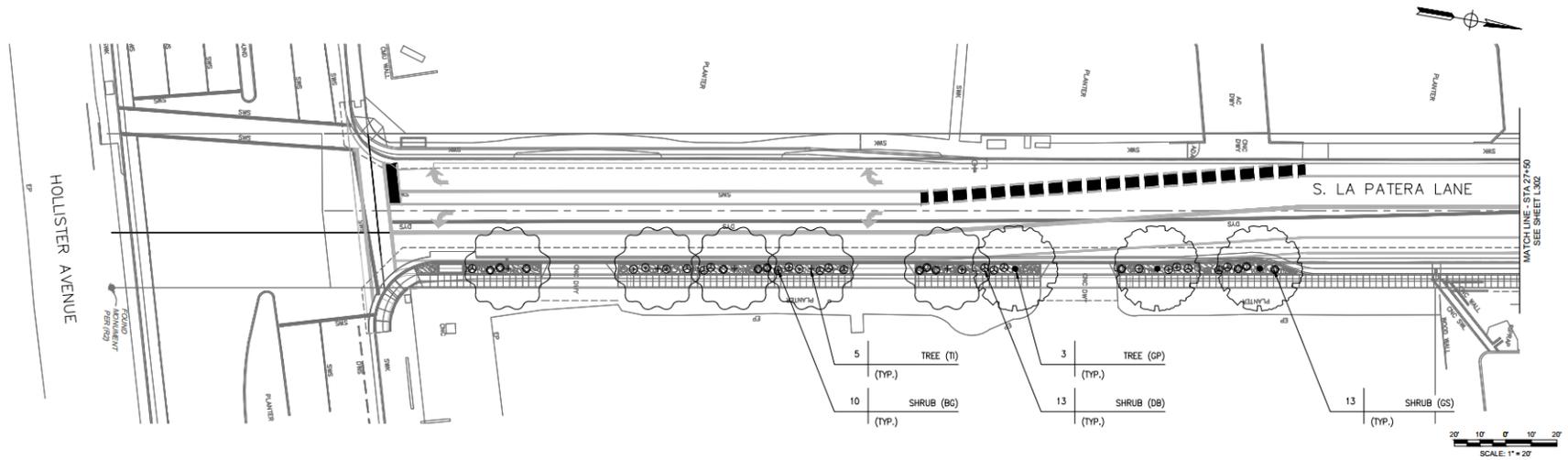
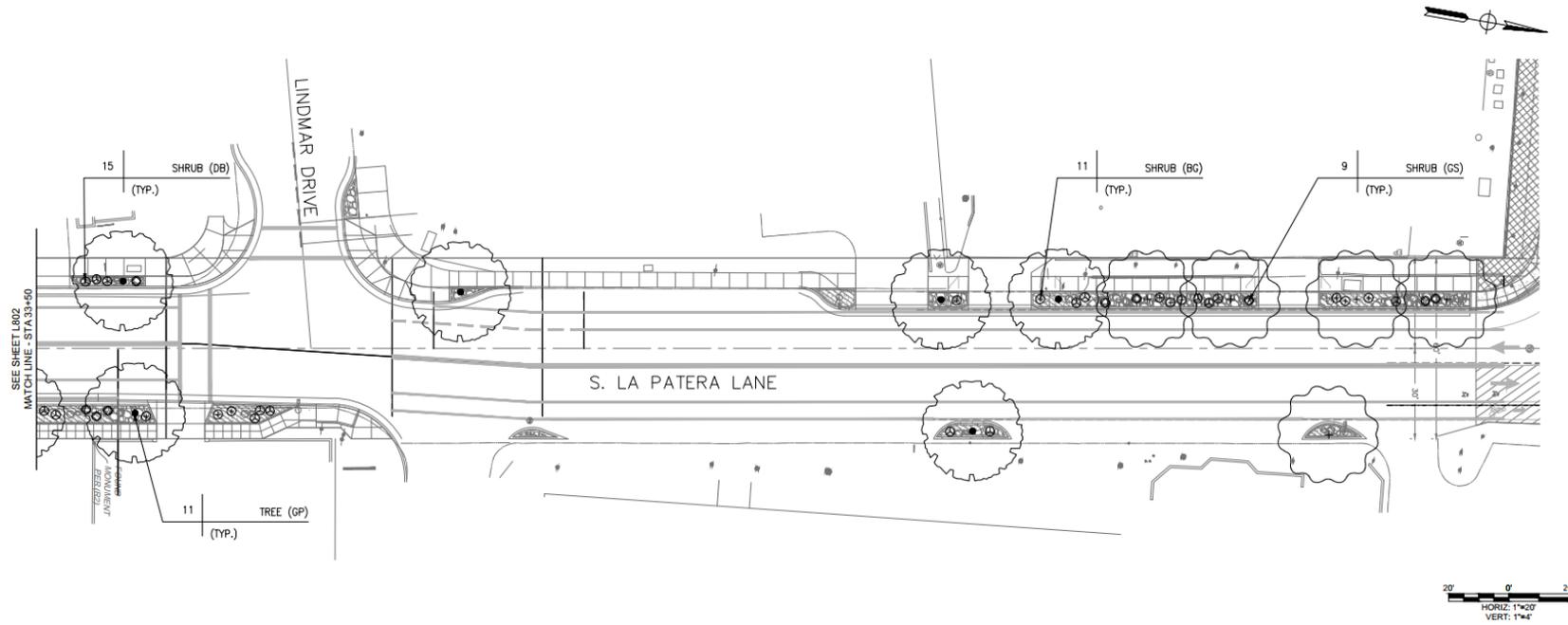


Figure 5 Proposed Site Plan – Northmost Portion of Project Site



Existing Site Conditions

Figure 6 and Figure 7 include photos of the project site which show the existing site conditions. The project site is generally flat, consisting of a paved two-lane road with partial and non-standard sidewalks. The site is located adjacent to properties zoned business park with light industrial uses to the east and west, and the Santa Barbara Airport Industrial Area Specific Plan to the east, U.S. 101 and the UPRR tracks and station to the north, and Santa Barbara Municipal Airport to the south.

The project site is located in an urbanized area, surrounded by surface parking lots and commercial retail and light industrial uses. Table 1 provides a summary of existing land uses in the immediate vicinity of the project site.

Table 1 Existing Land Use

Location		Existing Use	Jurisdiction	Zoning District	General Plan Designation
Project Site		Paved, two lane road with partial and non-standard sidewalks	City of Goleta	N/A	N/A
Surrounding Properties	East	Light Industrial	City of Goleta City of Santa Barbara	Business Park Santa Barbara Airport Industrial Area Specific Plan	Business Park Airport
	West	Light Industrial	City of Goleta	Business Park	Business Park
	North	U.S. 101, proposed Goleta Train Depot, UPRR	City of Goleta, UPRR	Public/Quasi Public	Public/Quasi Public
	South	Santa Barbara Municipal Airport	City of Santa Barbara	N/A	N/A

Figure 6 Photographs of the Project Site



Photograph 1. South La Patera Lane Looking Northeast



Photograph 2. South La Patera Lane Looking South

Figure 7 Photographs of the Project Site



Photograph 1. South La Patera Lane Looking South – With Sidewalk



Photograph 2. South La Patera Lane Looking North – Without Sidewalk

Consistency Analysis

Class 1 CE Applicability

Section 15301 of the CEQA Guidelines states that a Class 1 CE applies to the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. CEQA Guidelines Section 15301(c) provides examples of Class 1 project types, which include “existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes.”

The project includes improvements to an approximately 1,600-foot-long portion of South La Patera Lane, a paved, two-lane road with partial and non-standard sidewalks. The proposed improvements consist of the addition of bike lanes, sidewalks, sidewalk-light pedestals, landscaped parkway pockets, and street trees. The project would enhance the safety and pedestrian and bicycle connectivity between Hollister Avenue and the future Goleta Train Depot.

The project site consists of an approximately 1,600-foot-long portion of South La Patera Lane roadway located within the public right-of-way, between Hollister Avenue and South La Patera Lane. The project site is generally flat and has been developed with a paved road, gutters, curbs, and sidewalks. The project site is located in an urbanized area and has no value as a habitat area for endangered, rare, or threatened species due to the small size and urban context. Additionally, based on aerial imagery and site visits (see Figure 2), there are no wetlands, streams, aquatic or riparian habitat, scenic vistas, or other environmentally sensitive resources on the project site. Therefore, the project site is not located in an environmentally sensitive area. The project site also does not contain any scenic resources and does not contain characteristics which would qualify as an unusual circumstance.

The key consideration for applicability of a Class 1 CE is whether the project involves negligible or no expansion of the use. The minor alterations to the existing street, sidewalks, and gutters would not expand the existing use of the road, which would remain a two-lane road. The project would replace or connect existing features, including sidewalks and curbs, to meet current ADA standards and increase accessibility to the future Goleta Train Depot. The project would also add bike lane striping along La Patera Lane, street trees, and sidewalk-light pedestals. Therefore, the additions and alterations to existing facilities would meet the applicability requirements for a Class 1 CE pursuant to Section 15301 of the CEQA Guidelines.

Exceptions to CE Applicability

The applicability of CEs is qualified by the exceptions listed in Section 15300.2(a) through (f) of the CEQA Guidelines. In the discussion below, each exception (in italics) is followed by an explanation of why the exception does not apply to the proposed project.

15300.2(a) Location. *Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or*

critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The proposed project does not include a Class 3, 4, 5, 6, or 11 CE. Therefore, this exception to a CE does not apply to the project.

15300.2(b) Cumulative Impact. *All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

There are no planned bike lane or pedestrian projects nearby. The Goleta Train Depot project could be under construction concurrently with this project. However, according to the Environmental Impact Report prepared for the project, there would be no significant environmental effects during construction. As discussed below, the proposed project would not result in significant environmental impacts. Therefore, the project would not result in a cumulatively considerable contribution to potential impacts.

In addition, cumulative projects in the city would similarly be subject to environmental review on a project-by-project basis. Therefore, exception criterion 'b' does not apply to this project.

15300.2(c) Significant Effect. *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The project site is generally flat and has been developed with a paved road, gutters, curbs, and sidewalks. The project site is located in an urbanized area and has no value as a habitat area for endangered, rare, or threatened species due to the small size and urban context. The project site also does not contain any scenic resources and does not contain characteristics which would qualify as an unusual circumstance.

All construction activity would be required to incorporate the Santa Barbara County Air Pollution Control District requirements pertaining to standard dust control measures which would minimize construction-related emissions and demolition of existing structures. The City of Goleta also requires implementation of standard emission and dust control techniques for all construction. The project would not create new roadway lanes which would increase vehicle trips to the area. Therefore, the project would not result in significant impacts to air quality, greenhouse gas emissions, or vehicle miles traveled.

During construction, project would comply with the City of Goleta Municipal Code Section 15.09.290, which requires an Erosion and Sediment Control Plan which would outline project-specific Best Management Practices (BMPs) to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants in stormwater. The project would not create substantial new impervious surfaces, and new sidewalks and gutters would comply with City of Goleta standards. Therefore, the project would not result in significant water quality impacts. The project would involve temporary noise and vibration during construction; however, there are not adjacent sensitive uses, and these effects are localized, would comply with City of Goleta construction hours, and would cease after construction activities.

No known circumstances at the project site or related to project operations create a reasonable possibility of significant effects to the environment. Therefore, exception criterion 'c' would not apply to the project.

15300.2(d) Scenic Highways. *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock*

outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

The project site is located approximately 150 feet south of U.S. 101, an eligible State scenic highway. The project site is relatively flat and is not visible from the U.S 101. The project would improve sidewalks and roadway infrastructure and would not impact views from U.S. 101. Furthermore, this portion of U.S. 101 is not an officially designated state scenic highway; therefore, exception criterion 'd' would not apply to the project.

15300.2 (e) Hazardous Waste Sites. *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

The project site is not listed as a hazardous waste site on a list compiled pursuant to Section 65962.5 of the Government Code, according to EnviroStor and GeoTracker databases. There are multiple hazardous waste sites in proximity to the project site. However, the project is located within the public right of way and will not impact any of those sites. Therefore, exception criterion 'e' does not apply to the project.

15300.2 (f) Historical Resources. *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

There are no buildings or structures of historic significance on the project site. There are several historic resources located in the vicinity of the project site according to General Plan Figure 6-2 Historic Resources, including Shrode Produce Company, Goleta lemon Association Packing House, Daniel Hill Adobe, and James G. Williams Tomato Packing Shed all located on South La Patera Lane. However, the project is located within the public right-of-way and no work would occur outside the public-right-way. Completion of the project would not impact views or access to these resources. Therefore, the project will not impact any historic structures or views of resources. Exception criterion 'e' does not apply to the project.

Summary

Based on this analysis, the proposed South La Patera Lane Improvement Project meets all criteria for a Class 1 Categorical Exemption pursuant to Section 153001 of the State CEQA Guidelines.

Furthermore, exceptions to the applicability of a CE, as specified in Section 15300.2(a) through (f) of the CEQA Guidelines, do not apply to the project. Therefore, the proposed project is exempt from CEQA.

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