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OFFICE OF CAMPUS PLANNING & DESIGN

January, 2024

Administrative Draft

Initial Study and Mitigated Negative Declaration

UCSB Facilities Management Demolition Project

University of California at Santa Barbara

Facilities Management Demolition Project

Draft
Initial Study and Mitigated Negative Declaration

Prepared For

University of California, Santa Barbara
Office of Campus Planning and Design
Santa Barbara, California 93106-2032

Prepared By
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Santa Barbara, California

January, 2024

UNIVERSITY OF CALIFORNIA at SANTA BARBARA

UCSB FACILITIES MANAGEMENT DEMOLITION PROJECT

INITIAL STUDY and MITIGATED NEGATIVE DECLARATION

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1.0 INTRODUCTION

This Initial Study (IS) and proposed Mitigated Negative Declaration (MND) has been prepared for the University of California Santa Barbara (UCSB) Facilities Management Demolition Project (Project) in compliance with the California Environmental Quality Act (CEQA) Statute and Guidelines (Public Resources Code Section 21000 et. seq. and California Code of Regulations Title 14, Chapter 3 Sections 15000–15387, respectively. This Initial Study tiers from the 2010 LRDP EIR (SCH No. 2007051128) pursuant to CEQA Guidelines (Code of Regulations, Title 14) Section 15152.

1.1 PROJECT OVERVIEW

The proposed Project consists of the following two components:

- The demolition and removal of existing buildings and structures located at the UCSB Facilities Management site. The Facilities Management site is located near the northwestern corner of the UCSB Main Campus.

- The relocation of existing vehicle fueling and washing operations from the UCSB Facilities Management site to a University-owned property located in the Cabrillo Business Park. The proposed fuel and wash facilities site is approximately 0.75 mile from the UCSB Main Campus.

The demolition of the buildings and structures at the UCSB Facilities Management site is proposed because most of the operations conducted at the site have been moved to three off-campus leased buildings located in the Cabrillo Business Park in the City of Goleta, and the former Facilities Management site buildings are now vacant. The leased buildings that are now occupied by UCSB Facility Management are approximately one mile northwest of the on-campus Facilities Management site. The relocation of on-campus Facilities Management operations to the off-campus site was initiated in October, 2023 and is now substantially completed.

The existing on-campus Facilities Management vehicle fueling and washing facilities were not relocated to the new off-campus Facilities Management site. Instead, it is proposed that the fueling and washing operations be relocated to a separate and University-owned property that is also located in the Cabrillo Business Park. The proposed fueling and washing facility site is approximately 0.75 mile northwest of the existing Facilities Management site.

The locations of the existing Facilities Management site on the UCSB Main Campus; the leased buildings within the Cabrillo Business Park that are being used for the relocation of most Facilities Management operations; and the proposed vehicle fuel and wash facility sites are shown on Figure 1.1-1 at the end of this Section.

1.2 PROJECT INFORMATION

Project Title:	UCSB Facilities Management Demolition Project
Lead Agency Name and Address:	The Regents of the University of California 1111 Franklin Street Oakland, CA 94607
Contact Person:	Ms. Shari Hammond, (805) 893-3796 shari.hammond@ucsb.edu
Project Location:	The project sites are located on the Main Campus of UC Santa Barbara and in the Cabrillo Business Park in the City of Goleta.
Project Sponsor:	University of California, Santa Barbara Santa Barbara, CA 93106-2030
Custodian of Administrative Record:	University of California, Santa Barbara Office of Campus Planning and Design
Previous EIRs from which this Initial Study Tiers:	This IS/MND tiers from the UCSB 2010 Long Range Plan Final EIR (SCH#2007051128), which is also incorporated into this IS/MND by reference. The EIR may be downloaded from the following Internet address: https://bap.ucsb.edu/index.php/campus-planning-design/2010-long-range-development-plan/documents-and-materials

1.3 BACKGROUND

1.3.1 Existing Facilities Management Site

The Facilities Management site encompasses approximately six acres and is located near the northwest corner of the UCSB Main Campus. The site is occupied by UCSB Transportation & Parking Services, Facilities Management, Design and Construction Services, and Business & Financial Planning Departments, and is used for a variety of office, shop, storage, vehicle maintenance, and other functions. Many of the structures at the Facilities Management site were constructed between 1967 and 1978, and four were constructed between 1942 and 1945. These four buildings are a remnant of the Marine Corps Air Station that occupied the Main Campus during World War II and provided training facilities for Marine pilots. Due to their age, many of the existing structures at the Facilities Management site are in poor condition and at the end of their useful life.

Prior to the approval of the 2010 LRDP, the UCSB 1990 LRDP applied an "Administrative and Student Support" land use designation to the Facilities Management site. This land use designation change was made to facilitate the removal of the existing Facilities Management buildings, structures and operations, and construct up to 2,250 student bed spaces and up to 200 faculty/staff/family housing units at and adjacent to the Facilities Management site. With the adoption of the "Housing" land use designation, the existing Facility Management operations became a "non-conforming use" because the types of activities that are conducted are not allowed in areas with a "Housing" land use designation.[1] The non-conforming status of the existing Facilities Management land use limits the ability of UCSB to maintain the aging structures. For example, LRDP Section H, Subsection 1.9B states: "*No existing structure devoted to a nonconforming use shall be enlarged, extended, moved, reconstructed, or structurally altered unless the use is changed to a use allowed in the zone in which it is located.*" This constraint limits the University's ability to use the existing Facilities Management buildings and site to their full potential.

Although the Facilities Management site has a "Housing" land use designation, the timing of when construction of a new housing project at the site may begin is uncertain. As a result, the now vacant Facilities Management buildings have the potential to remain vacant for an extended period of time. This condition has the potential to result in health and safety issues such as but not limited to trespass, vandalism, and rodent infestations. In addition, the vacant buildings could have the potential to result in increased costs associated with conducting basic maintenance of the Facilities Management site. To avoid these potential conditions, demolition and removal of the Facilities Management buildings has been proposed to occur as soon as possible.

1.3.2 Facilities Management Relocation Site

The three buildings in the Cabrillo Business Park used for the relocation of most Facilities Management operations are located at 6759, 6765 and 6789 Navigator Way. These buildings were approved by the City of Goleta in 2020, and became available for occupancy in 2022. Due to their size, configuration, and proximity to the UCSB campus, the buildings are well-suited to accommodate the relocation of most operations conducted at the UCSB Facilities Management site.

UCSB made tenant improvements to the three Cabrillo Business Park buildings to accommodate the relocation of most existing Facilities Management operations. The tenant improvements were determined to be categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301(Exiting Facilities), which exempts minor alterations of existing buildings involving negligible or no expansion of use. In addition, the relocation of existing Facilities Management operations to the three leased buildings is consistent with the analysis of potential land uses and environmental impacts associated with the operation of the Cabrillo Business Park identified by the Cabrillo Business Park Final EIR (City of Goleta, 2007).

[1] As described by 2010 LRDP Section H (Implementation) a non-conforming use is an existing use that: (1) was lawfully authorized by all other regulations applicable at the time of its original development; and (2) does not conform to the policies and implementation measures of this LRDP or any amendments thereto.

Therefore, the relocation of most existing Facilities Management operations to the three leased buildings is exempt from CEQA and not a part of the currently proposed Project to demolish vacated Facilities Management buildings on the UCSB campus.

1.3.3 Vehicle Fueling and Washing Operations Relocation Site

The proposed Project would relocate existing vehicle fueling and washing operations conducted at the on-campus Facilities Management site to a University-owned property in the Cabrillo Business Park. This site is located along the southern border of the business park at the southwest corner of the intersection of Los Carneros Road and Discovery Drive, and is approximately 0.75 of a mile northwest of the on-campus Facilities Management site (Figure 1.3-1).

The Goleta City Council approved the 92-acre Cabrillo Business Park Project and certified the Final EIR prepared for the Project in 2007. The Cabrillo Business Park Specific Plan was approved by the Goleta City Council in 2013 to provide a relationship between the policies of the Goleta General Plan and actual development within the Specific Plan boundaries. The Specific Plan also provides a mechanism to implement the policies of the Goleta General Plan. The Specific Plan allows the Goleta Planning Director to detach approximately 7.75 acres of the (Specific Plan Lot 10 and a portion of Lot 9) from the regulatory requirements of the Specific Plan. This is the property now owned by UCSB. Figure 1.3-2 shows the Cabrillo Business Park Specific Plan and identifies the location of the University-owned property within the business park. The location of the buildings that have been used for the relocation of most of the UCSB Facilities Management operations

1.4 ENVIRONMENTAL SETTING

1.4.1 Regional Setting

The UCSB campus is located approximately 10 miles west of the City of Santa Barbara in an unincorporated area of Santa Barbara County. This portion of the County is referred to as the South Coast region and occupies a coastal plain about three miles wide between the Pacific Ocean and the foothills of the Santa Ynez Mountains.

The UCSB campus encompasses approximately 1,055 acres and is comprised of four areas known as the Main Campus, Storke Campus, West Campus, and North Campus (Figure 1.4-1).

- The Main Campus (422 acres) contains most of the UCSB academic and support buildings and facilities. Student dormitories are also located on the Main Campus, primarily in the southwest and southeast portions of the Campus. The Main Campus is located east of and adjacent to the unincorporated residential community of Isla Vista.

- The Storke Campus (184 acres) has been used for the development of student housing, parking facilities, athletic fields, and contains natural areas including the Storke Wetlands. The Storke Campus is located north of and adjacent to the Isla Vista community.

- The West Campus (273 acres) is largely devoted to a UCSB natural reserve that includes the Devereux Slough and Coal Oil Point Reserve. The West Campus also includes the former Devereux School property, and student family and faculty housing,

- The North Campus (174 acres) borders the City of Goleta and includes permanent open space area, faculty housing, and student housing.

As shown on Figure 1.4-1, the Facilities Management site is located in the northwestern portion of the Main Campus. The unincorporated community of Isla Vista is approximately 1,200 feet south of the site. The Goleta Slough and the Santa Barbara Municipal Airport, which are located in the City of Santa Barbara, are north of the project site. The UCSB Storke Campus is to the west of the site.

1.4.2 Facilities Management Site

On-Site Uses. The Facilities Management site is a bowl-shaped excavated area located near the southeast corner of the Mesa Road and Stadium Road intersection. The site encompasses approximately six acres and there are 17 permanent and temporary buildings that are used for a variety of purposes, including offices, meeting rooms, vehicle repair and maintenance, storage, and a paint shop. A car wash facility and a fueling station with above ground fuel storage tanks that serve the UCSB motor pool are also located at the Facilities Management site. Figure 1.4-2 shows the location and associated number of each building located at the Facilities Management site. Table 1.4-1 identifies the name, use, age, and size of each building on the Facility Management site.

Table 1.4-1
UCSB Facilities Management Buildings

Building Number	Building Use	Year Constructed	Gross Square Footage
336	Central Garage	1969	320
347	FM Storage	1984	319
348	FM Storage	1984	319
349	FM Storage	1987	319
370	FM Office Trailer	1978	2,880
371	FM Office Trailer	1978	3,186
375	Transportation Services	1990	1,580
415	FM Storage	1977	144
437	FM Offices	1943	6,239
439	FM Offices	1943	6,280
500	Emergency Generator Station	1989	103
510	FM Storage	1942	168
584	FM Storage	1967	8,988
593	Paint Shop	1945	442
594	FM Shop	1974	6,040
595	Central Garage	1975	3,870
972	FM Office Trailer	1994	3,209
Total	**--**	**-**	**44,406**

Site Characteristics. The Facilities Management site was used for agricultural operations in the early 1900's and during that time the site consisted of an elevated mesa that had ground surface elevations of approximately 30-40 feet above sea level, similar to the elevations of adjacent areas to the east and south. In the early 1940's the Facilities Management site was excavated to about its current configuration, which is a pronounced bowl-like shape with a generally flat bottom that slopes very gently to the north, and that is bordered by slopes to the east and south. The slopes around the site generally have 2:1 gradient and are approximately 20 feet in height. Ground surface elevations of the Facilities Management site are generally about 15 to 20 feet above sea level.

The ground surface of the Facilities Management site is almost entirely covered with impermeable surfaces. The slopes adjacent to the site support a variety of native and non-native trees and plants, and also support small areas of wetland and oak woodland that are designated Environmentally Sensitive Habitat Area (ESHA).

Adjacent Uses. Land uses near the Facility Management site are described below, and uses adjacent to the site are shown on Figure 1.4-3.

North. Parking Lot No. 31 and Mesa Road are located north of and adjacent to the Facilities Management site. On the north side of Mesa Road, located between the roadway and the UCSB campus boundary, is a narrow band of vegetation that has an "Open Space" land use designation

with an "ESHA" land use overlay. Also located north of and adjacent to Mesa Road is the UCSB Public Safety Building, which includes Santa Barbara County Fire Station No. 17 and the UCSB Police Department offices. Other buildings north of Mesa Road include the UCSB Communications Office, and offices used by the Goleta West Sanitation District.

The Goleta Slough is located north of and adjacent to the UCSB campus boundary. The slough consists of approximately 440 acres of wetland habitat, and 396 of those acres are included in the Goleta Slough Ecological Reserve, which is managed by the California Department of Fish and Wildlife. Located within the historic area of the Goleta Slough is the Santa Barbara Municipal Airport. The western end of the Airport's main runway is approximately 2,100 feet north of the Facilities Management site.

West. Stadium Road is located along the western border of the Facilities Management site. Harder Stadium is located west of and adjacent to the west side of Stadium Road. Other land uses to the west include Storke Field, which is used for a variety of sport and recreation uses, and Parking Lot 38. Also located west of Stadium Road are the East Storke Wetlands, which were historically a southwestern extension of the Goleta Slough, but were cut off by berms, drainage ditches, and tide gates. The Storke Wetlands cover approximately 37 acres and provide a variety of wetland and upland habitat types.

South. Uses south of and adjacent to the Facilities Management site include the Parking Lot 30, the Caesar Uyesaka Stadium baseball field, and the UCSB campus 66kV electrical substation. Other sports fields and recreation facilities, including the Campus Recreation Center, are also south of the project site. Parking Lot No. 50 and the San Clemente Villages Graduate Student Housing project are located on the Storke Campus, approximately 700 feet south of the site. The northwestern edge of the Isla Vista residential community is approximately 1,200 feet south of the site.

East. The Environmental Health and Safety Building is east of and adjacent to the Facilities Management site. Areas further to the east are occupied by a variety of recreation, and academic and student support uses located on the Main Campus.

1.4.3 Vehicle Fueling and Washing Facility Relocation Site.

The University-owned property in the Cabrillo Business Park that would be used to relocate existing vehicle washing and fueling operations currently conducted at the UCSB Facilities Management site is located in the City of Goleta approximately 0.75 mile northwest of the UCSB Main Campus. The UCSB-owned property in the Cabrillo Business Park is approximately 7.75 acres and located at the southwest corner of Los Carneros Road and Discovery Drive. Access to the site is from Discovery Drive. The business park is occupied by a variety of research and development, office, light industrial, self-storage, and other similar uses, and is west of and adjacent to the Santa Barbara Municipal Airport.

On-Site Uses. The University-owned property in the Cabrillo Business Park is occupied by several structures, however, the largest is approximately 85,000 square feet and is primarily used for storage purposes. This structure and other structures on the property were part of General Motor's AC Electronics Division and were constructed to conduct aerophysics research and hypervelocity impact testing that contributed to advancements of the United States' missile defense and space programs. The construction of the original buildings on this site took place between 1966 and 1967.

Adjacent Land Uses. As shown on Figure 1.4-3, land uses adjacent to the UCSB-owned property in the Cabrillo Business Park include business park buildings to the north; Los Carneros Road and Santa Barbara Municipal Airport property to the east; and vacant land to the west. A wetland area managed by the California Department of Fish and Wildlife is located adjacent to the property to the south. The UCSB Storke Apartments and housing in the City of Goleta are located approximately 350 feet to the south and southwest of the property.

1.5 REQUIRED PERMITS AND APPROVALS

The University of California is the Lead Agency for the Facilities Management Demolition Project and is responsible for complying with the requirements of CEQA. The UCSB Chancellor has been delegated the primary decision-maker for the Project.

The California Coastal Commission would be required to approve a Notice of Impending Development for the Project.

The Project must obtain coverage prior to the start of construction activities by filing a Notice of Intent with the Water Resources Control Board under the General Permit for Discharges of Stormwater Associated with Construction Activity.

UCSB must submit an Asbestos Demolition/Renovation Notification to the Santa Barbara County Air Pollution Control District (APCD) a minimum of 10 working days prior to the demolition of the Facilities Management structures.

1.6 PROJECT OBJECTIVES

The Facilities Management Demolition Project has two primary objectives:

- Remove the existing buildings and structures located on the Facilities Management site.

- Relocate existing vehicle washing and fueling operations that are currently conducted on the Facilities Management site.

1.7 CUMULATIVE DEVELOPMENT

A list of reasonably foreseeable cumulative development projects on the UCSB campus is provided in Table 1.7-1. Some of the identified projects are unfunded and not approved. Project locations, building sizes, and project schedules are subject to change.

In addition to the development projects listed in Table 1.7-1, the 2010 LRDP proposes a comprehensive framework for the physical development of the UCSB campus to accommodate an on-campus enrollment of up to a three-quarter average of 25,000 full-time equivalent students, and a total of approximately 6,400 faculty and staff. The 2010 LRDP also includes the addition of approximately 1.8 million assignable square feet (ASF) of academic and support building space; 5,443 additional student bed spaces, 1,874 additional units of faculty and staff housing, and 239 additional units of housing for students with families.

Table 1.7-1
UCSB Cumulative Development Projects

Campus Project	Description/Location	Status
Ocean Walk Faculty Housing phase 4 and 5	Construct 70 units of faculty housing on the North Campus. Final phases	Under construction EIR certified in 2004 SCH 200307118 Coastal Commission approval in 2006
Main Campus Infrastructure Renewal Project	Planned throughout the Main Campus, the project is proposed to correct critical infrastructure deficiencies. The project will address storm drainage, sanitary sewer, potable and reclaimed water and natural gas pipelines.	Phases 1a, 1b and 1c are complete. Phase 2 is awaiting funding and construction MND adopted November 2007 SCH#2007101108
Ocean Road Faculty and Staff Housing	543 housing units located on the east and west sides of Ocean Road.	UC Regents Approval May 18, 2022
New Physics Building	64,000 ASF building located northwest of Broida Hall.	Planning Stages
Engineering III Building	75,000 ASF building located south of and adjacent to Mesa Road and east of Phelps Hall	Planning Stages
Student Housing	Construct up to 2,250 student bed spaces at the former Facilities Management site located on the UCSB Main Campus	Planning Stages

Source: Office of Campus Planning & Design and Office of Budget and Planning, 2023.
ASF = Assignable Square Footage

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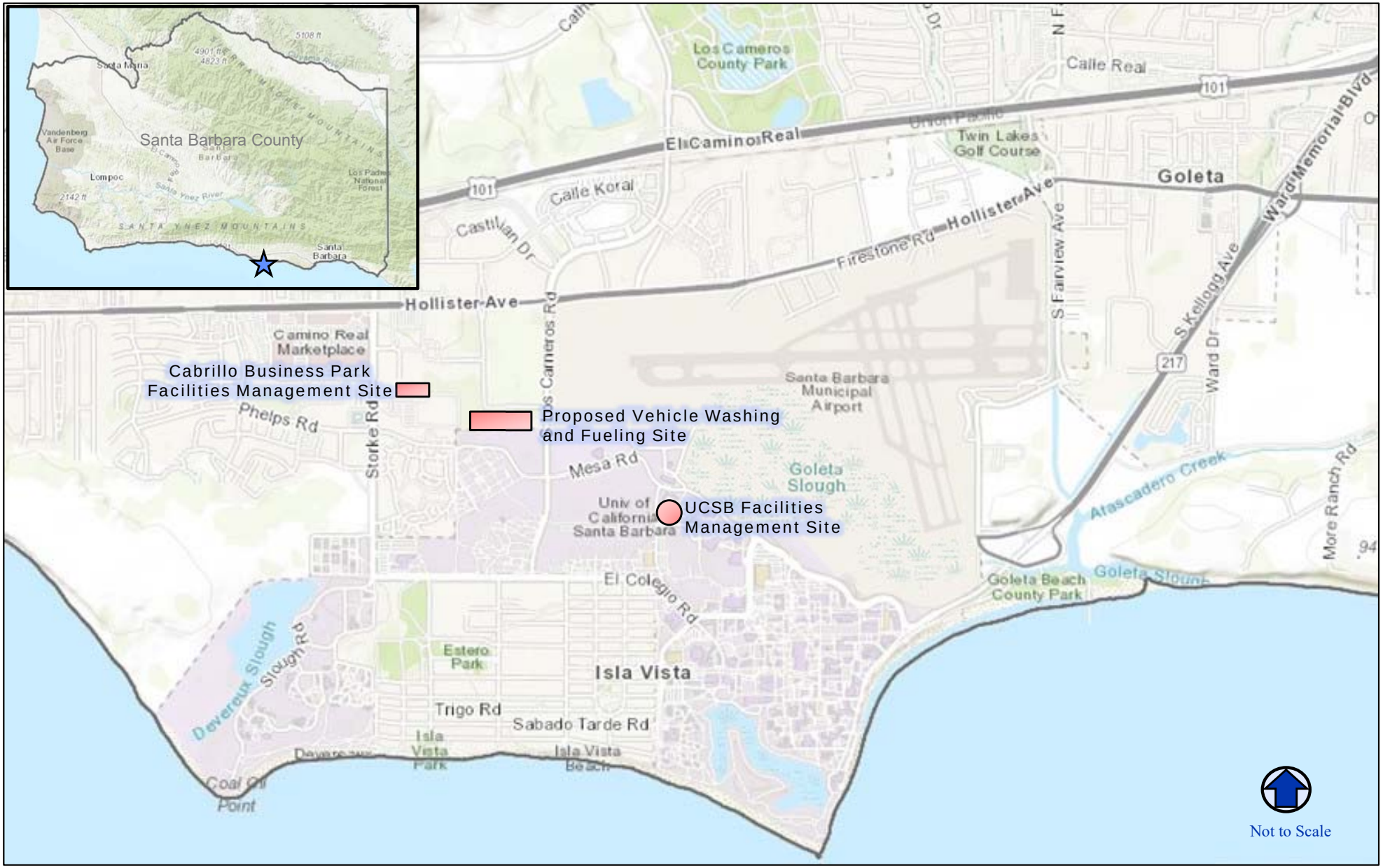

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 1.1-1

UCSB Facilities Management Sites

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Cabrillo Business Park Facilities Management Site

UCSB-Owned Property in the Cabrillo Business Park Proposed Vehicle Washing and Fueling Facilities Site

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 1.3-1

Cabrillo Business Park Location

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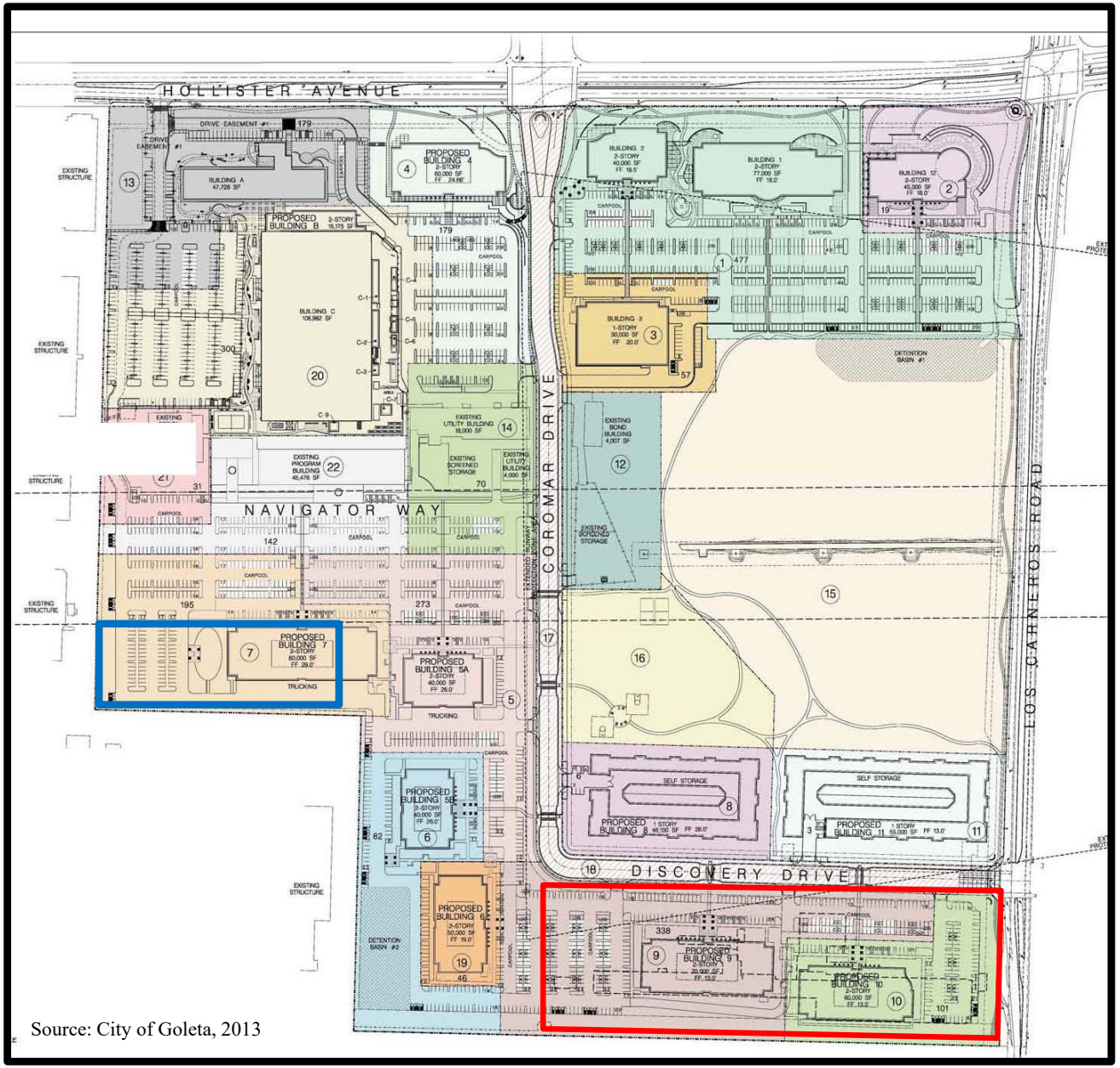
Cabrillo Business Park Specific Plan



Source: City of Goleta, 2013

Cabrillo Business Park Location

UCSB Facilities Management Site

Cabrillo Business Park

UCSB-Owned Property/Proposed UCSB Vehicle Washing and Refueling Site

Cabrillo Business Park Facilities Management Site

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 1.3-2

Cabrillo Business Park Specific Plan

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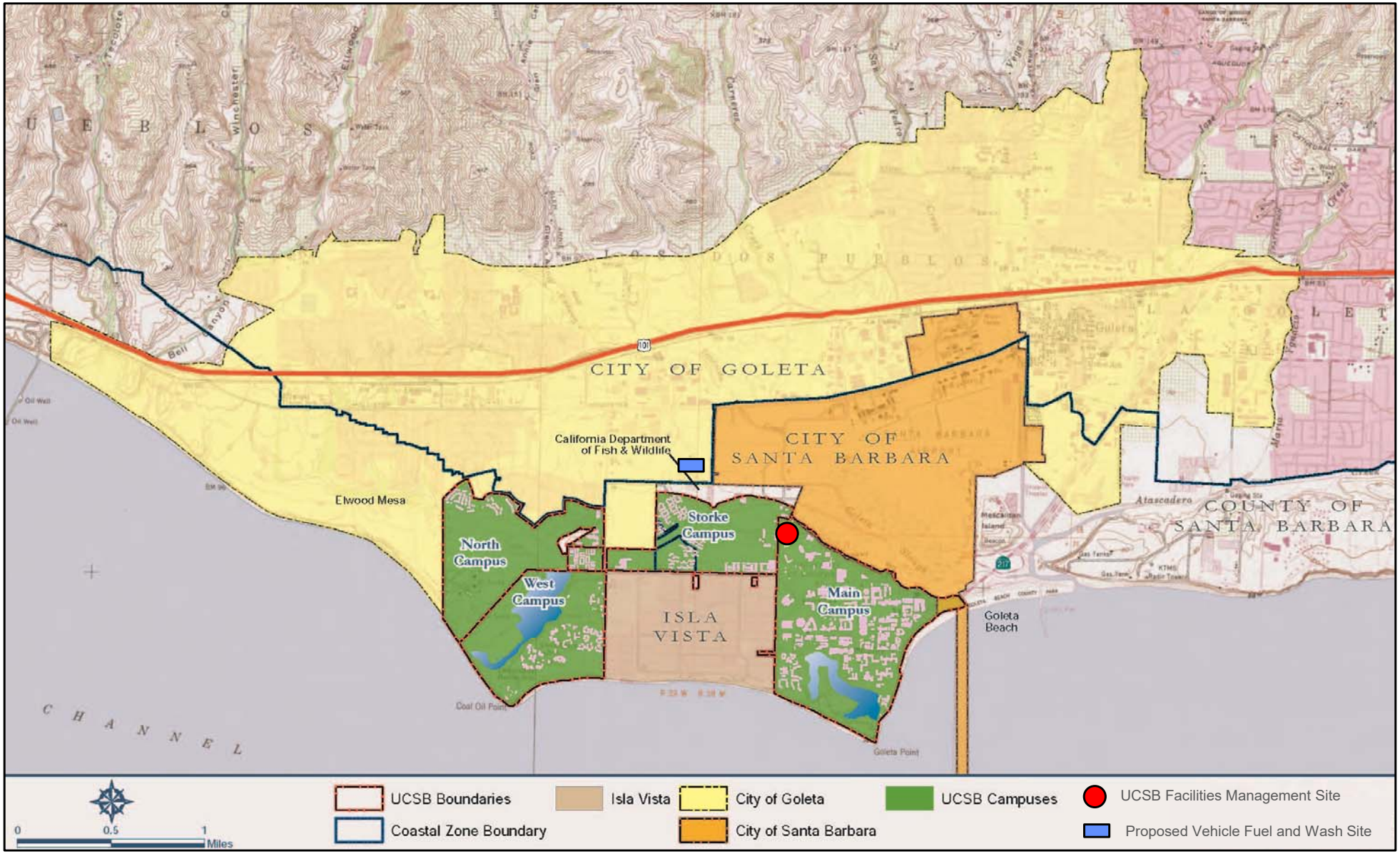

Source: UCSB, 2010

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 1.4-1

UCSB Campus and Vicinity

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University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 1.4-2

Facilities Management Buildings and Building Numbers

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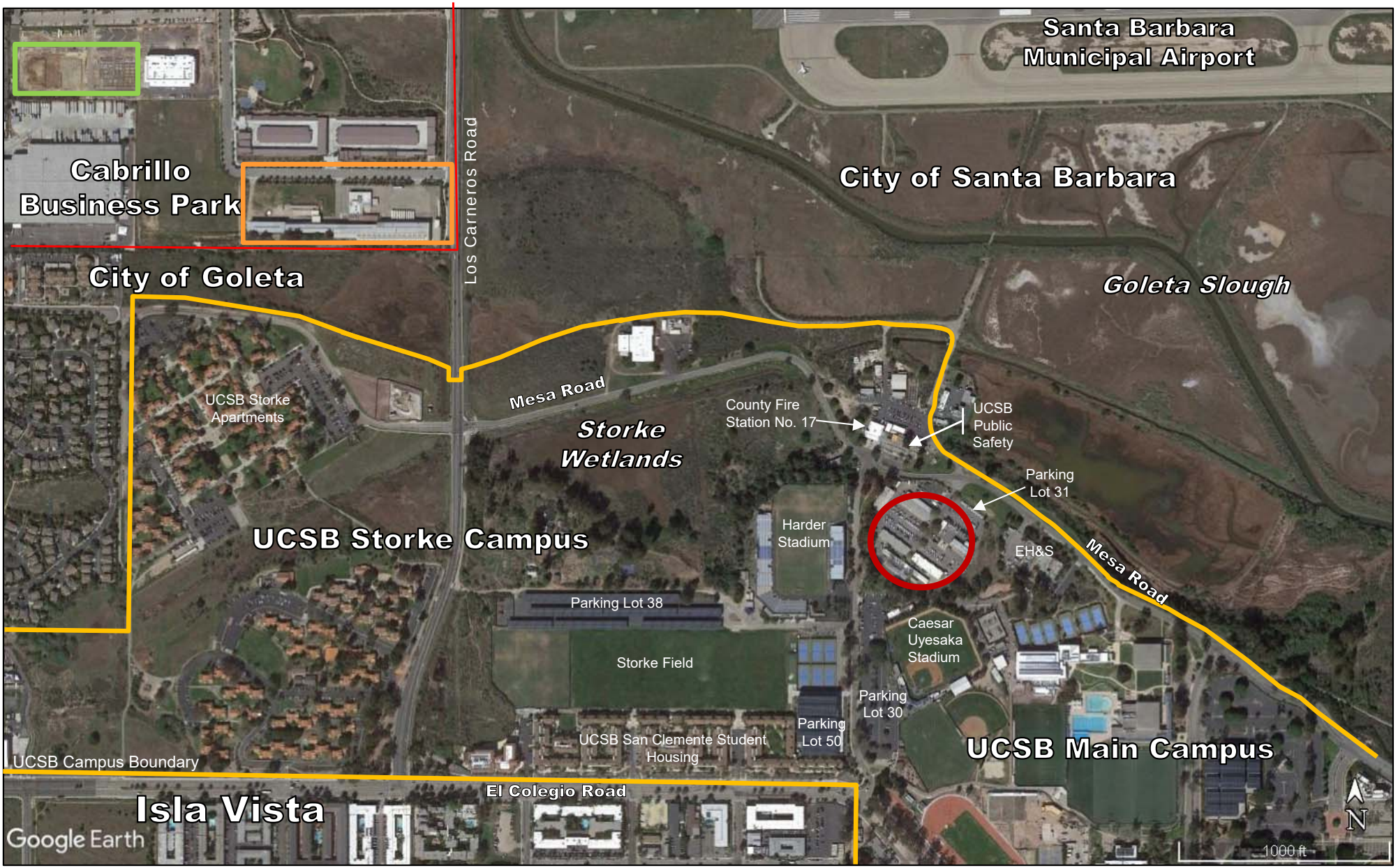

Facilities Management Cabrillo Business Park Site

UCSB Facilities Management

UCSB Vehicle Washing and Fueling Site

University of California, Santa Barbara

UCSB Facilities Management Project

Figure 1.4-3

Proposed Project Sites and Adjacent Land Uses

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2.0 PROJECT DESCRIPTION

The Facilities Management Demolition Project would result in the demolition and removal of existing buildings and structures from the UCSB Facilities Management site, and the relocation of existing vehicle fueling and washing operations to the University-owned property in the Cabrillo Business Park. This section describes the characteristics of these Project components.

2.1 FACILITIES MANAGEMENT DEMOLITION

2.1.1 Demolition

Proposed demolition activities at the Facilities Management site would result in the removal of 17 buildings that have a total gross area of 44,406 square feet. Other structures to be removed include sheds, outdoor storage areas, and existing vehicle fueling and washing facilities. Building foundations and paved areas, which cover the majority of the site, would not be removed. Existing subsurface infrastructure, such as water and sewer lines, storm drains, electricity and natural gas lines, and communication lines would also be retained.

Buildings and structures would generally be demolished using heavy equipment such as a backhoe or small bulldozer. Metal buildings located on the site may be disassembled using heavy equipment and industrial saws. Recycled water is available at the project site and would be used for dust control when demolition activities occur. All demolition waste would be loaded into tractor trailers for transport from the project site.

Ornamental landscaping, such as shrubs and trees that are less than six inches in diameter measured at breast height and located adjacent to buildings that are to be demolished would be removed. Trees that are removed would be cut at or near the ground surface and the tree's root system would not be removed. Mature trees on the project site that have a diameter larger than six inches at breast height would be retained to the extent possible. Temporary construction fencing would be installed at the base of the slope that borders the Facilities Management site to the east, west and south to prevent inadvertent damage to vegetation and habitat located on the slopes. The perimeter of the entire Facilities Management site is fenced and gated, therefore, no additional safety or security fencing would be required.

Prior to the start of demolition activities, hazardous materials known to exist in the project site buildings, such asbestos containing materials, items covered with lead based paints, and materials that contain PCBs, would be removed. All removed waste that meets hazardous criteria would be stored, manifested, transported and disposed of in accordance with applicable regulations.

It is anticipated that demolition equipment would be staged at the Facilities Management site, and that workers conducting demolition activities would park in Lot 30, which is north of and adjacent to the Facilities Management site.

2.1.2 Waste Disposal

Prior to the start of demolition activities, building materials, furniture, fixtures, and other similar items would be salvaged from the on-site buildings for re-use to the extent possible. The demolition contractor would be responsible for the transportation of demolished material from the project site. For projects at UCSB, demolition waste is typically taken to the MarBorg Construction and Demolition Recycling and Transfer Facility in the City of Santa Barbara. MarBorg cooperates with demolition contractors to maximize waste material diversion to implement the waste recycling requirements of the CALGreen Building Code. CALGreen requires a minimum of 65 percent of nonhazardous construction and demolition debris be recycled or salvaged. The MarBorg facility is located approximately 12 miles east of the UCSB campus.

2.1.3 Project Schedule

It is anticipated that the proposed demolition activities would begin in the Spring of 2024, and would occur for approximately three weeks. Demolition activities would occur between 7:00 AM and 4:00 PM, Monday through Friday.

2.1.4 Post Demolition Conditions

Upon the completion of proposed demolition activities, the project site would be vacant, and remain fenced and closed to the public. Most of the existing night lighting at the Facilities Management site is attached to buildings and would be removed. Therefore, there would be only minimal lighting at the site.

2.2 PROPOSED VEHICLE WASH AND FUEL FACILITIES

The proposed vehicle wash and fuel facilities would be located near western end of the UCSB-owned property in the Cabrillo Park, and would be north of and adjacent to the primary project site building. The locations of the proposed facilities are shown on Figure 2.2-1.

2.2.1 Site Improvements

The fuel and wash facilities would be located on a new concrete pad, and a new porous asphalt pad would be located along the southern edge of the concrete pad. The new concrete and asphalt areas would cover an area of approximately 9,250 square feet and would replace existing asphalt paving. The proposed pad would consist of approximately 6,000 square feet of impervious concrete and approximately 3, 250 square feet of pervious asphalt paving.

The new pad area would be graded and include perimeter curbs to minimize stormwater from flowing onto the pad. Stormwater runoff from the new pad area would be managed by installing a new shallow drainage swale, catch basins, and a perforated underground storm drain line installed in a gravel trench. The perforated drain line and swale would promote the infiltration of stormwater at the project site. Collected water that does not infiltrate into the ground would be discharged to an existing storm drain located at the southeast corner of the project site.

New exterior lighting at the fuel and wash facilities would consist of low-level safety and security lighting. All proposed lighting fixtures would be shielded and oriented downward, and would be consistent with the standards specified by 2010 LRDP Appendix 4: *Outdoor Lighting Replacement and Retrofit Program.*

Water, wastewater, electricity, and communication lines would be extended to the fuel and wash equipment by connecting new below-grade service lines to existing on-site services. It is estimated that approximately 750 cubic yards of grading would be required to construct the new concrete and asphalt pad and for the excavation of utility trenches. Improvement plans for the construction of the proposed vehicle fueling and washing facilities are shown on Figure 2.2-2.

2.2.2 Facility Operations

Use of the new fuel and washing facilities would generally occur during normal business hours (8:00 am to 5:00 pm, Monday through Friday) although the UCSB Police Department may use the facilities after hours and on weekends. Use of the facilities by UCSB vehicles would be similar to operations at the existing on-campus facilities.

For the calendar year 2023, there were a total of 6,725 fueling transactions at the Facilities Management station. This equals approximately 19 transactions per day. For the 2019 calendar year (the last year with available data), UCSB staff reported the following washing frequencies for various classifications of campus vehicles:

- Campus Assigned Vehicles: Approximately 6/day, or 30/week
- Campus Rental Vehicles: Approximately 7/day, or 35/week
- University of California Police Department Vehicles: Approximately 3/day, or 15/week

Based on this data approximately 16 washing transactions take place per day.

It is anticipated that the existing fuel and wash facilities at the UCSB Facilities Management site would not be taken out of service until the proposed new facilities are operational. However, should there be a brief period of time between when the existing facilities are removed and the new facilities are operational, fueling and washing services for UCSB vehicles would be provided by using third-party venders in the City of Goleta.

Fueling Facility Design. The proposed fuel station would include a new 6,000-gallon above ground fuel storage tank with secondary containment. Existing fuel dispensing pumps at the UCSB Facilities Management fuel station would be re-used. The fuel station would be covered by a nine (9) foot tall canopy and protected by safety bollards. Air and water service equipment would also be provided. Safety equipment would include fire extinguishers, emergency shut-off switches, and an eye wash station.

Vehicle Washing Station Design. The new vehicle washing facility would be located on an approximately 20 feet by 30 feet area, and would covered by a canopy structure. Wash water

would be contained on the wash pad by a concrete curb and would flow to a collection drain. The collected water would pass through an oil/water separator before being discharged through a new sewer line that would connect to an existing sewer line located near the southeast corner of the project site.

2.2.3 Project Schedule

It is anticipated that the proposed construction activities would begin in the Spring of 2024, and would occur for approximately three weeks. Construction activities would occur between 7:00 AM and 4:00 PM, Monday through Friday.

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 2.2-1

Proposed Vehicle Washing and Fueling Facility Locations

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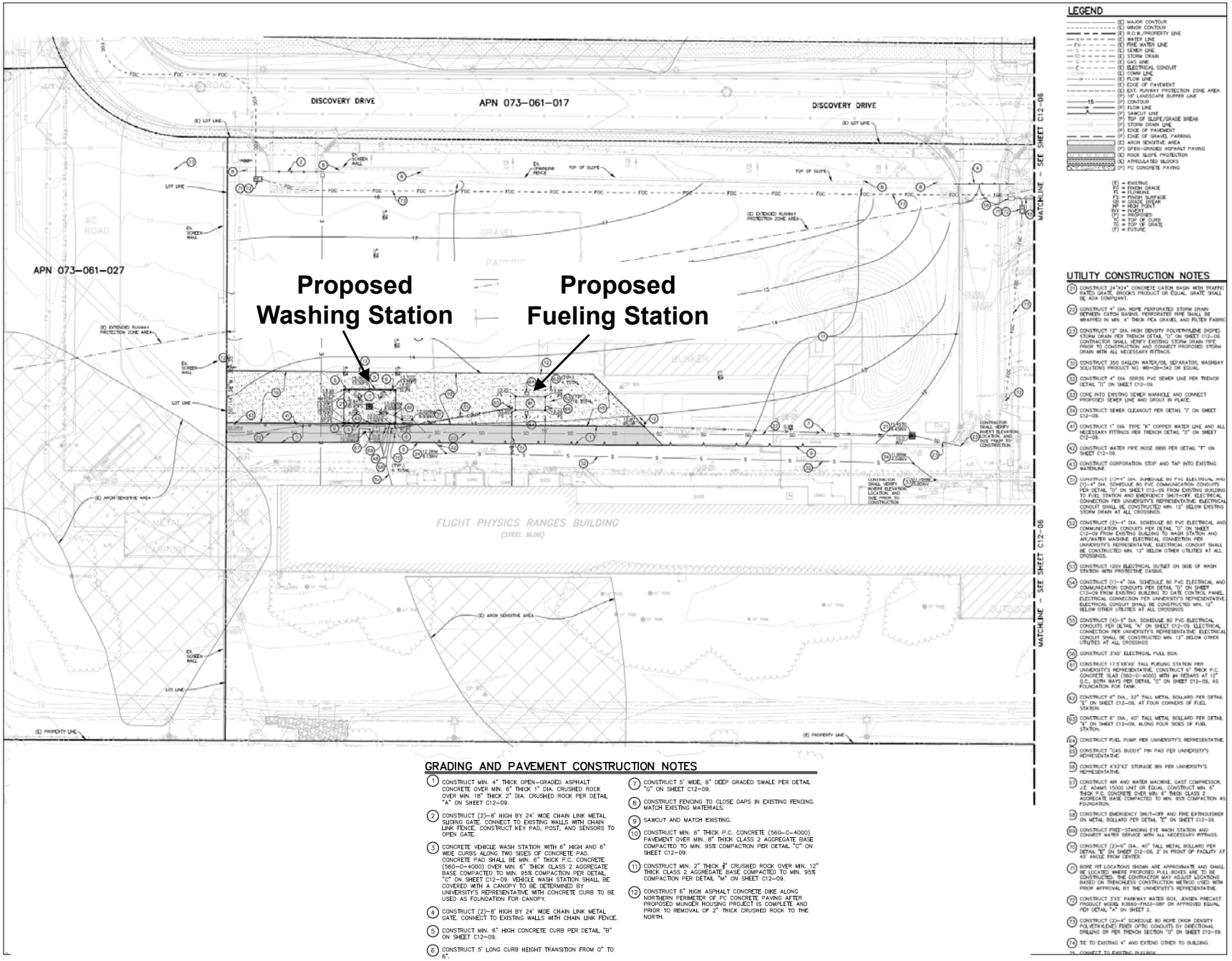

Not to Scale

Source: Stantec, 2022

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 2.2-2

Proposed Vehicle Washing and Fueling Station Plans

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3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Descriptions of Project-related environmental impacts that have the potential to be significant, or that have been determined to be less than significant, are included in the narrative of Section 5.0 of this IS/MND.

If this Initial Study evaluation of potential environmental impacts concludes that the proposed Project would not result in an impact regarding a specific environmental issue area, that issue area is denoted with an "NI" (no impact) in the table provided below. Environmental issue areas denoted by an "LS" were determined to have less than significant impacts. Environmental issue areas denoted with an "M" would have impacts that can be feasibly reduced to a less than significant level with the implementation of mitigation measures identified by this IS/MND. The mitigation measures included in this IS/MND consist of measures provided by the 2010 LRDP Final EIR and measures developed specifically for the Project. The analysis provided by this IS/MND indicates if individual mitigation measures required to reduce project-related impacts to a less than significant level are from the 2010 LRDP, a modified LRDP mitigation measure, or developed specifically for the proposed project. The proposed Project would not result in any "Potentially Significant Impacts" that cannot be reduced to a less than significant level.

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

NI: No impact
LS: Less than significant impact
M: Less than significant with the implementation of proposed mitigation

4.0 ENVIRONMENTAL DETERMINATION

On the basis of the initial evaluation that follows:

☐ I find that the proposed project WOULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

✓ I find that although the proposed project could have a significant effect on the environment, the project impacts were adequately addressed in an earlier document or there will not be a significant effect in this case because revisions in the project have been made that will avoid or reduce any potential significant effects to a less than significant level. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment. An ENVIRONMENTAL IMPACT REPORT will be prepared.

Signature	Date
Printed Name	For

5.0. EVALUATION OF ENVIRONMENTAL IMPACTS

The University has defined the column headings in the Initial Study checklist as follows:

A) "**Potentially Significant Impact**" is appropriate if there is substantial evidence that the project's effect may be significant. If there are one or more "Potentially Significant Impacts" a Project EIR will be prepared.

B) "**Project Impact Adequately Addressed in LRDP EIR**" applies where the potential impacts of the proposed project were adequately addressed in the LRDP EIR and mitigation measures identified in the LRDP EIR will mitigate any impacts of the proposed project to the extent feasible. All applicable LRDP EIR mitigation measures are incorporated into the project as proposed. The impact analysis in this document summarizes and cross references (including section/page numbers) the relevant analysis in the LRDP EIR.

C) "**Less Than Significant With Project-level Mitigation Incorporated**" applies where the incorporation of project specific mitigation measures will reduce an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." All project-level mitigation measures must be described, including a brief explanation of how the measures reduce the effect to a less than significant level.

D) "**Less Than Significant Impact**" applies where the project will not result in any significant effects. The project impact is less than significant without the incorporation of LRDP or project-level mitigation.

E) "**No Impact**" applies where a project would not result in any impact in the category or the category does not apply. "No Impact" answers need to be adequately supported by the information sources cited, which show that the impact does not apply to projects like the one involved (*e.g.*, the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (*e.g.*, the project will not expose sensitive receptors to pollutants, based on a project specific screening analysis).

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

5.1.1 Setting

a. UCSB Facilities Management Site

The UCSB Main Campus is predominately an urban environment and views throughout most of the campus interior consist of buildings, roadways, and ornamental landscaping. Most of the landscaping on the Main Campus consists of non-native species, although some native tree species are also on the campus. Scenic views from the Main Campus are generally of the Pacific

Ocean to the east and south, the Santa Ynez Mountains and Goleta Slough to the north, and the Campus Lagoon in the southern portion of the Main Campus.

The Facilities Management site is located near the northwest corner of the UCSB Main Campus at the southeast corner of the Mesa Road and Stadium Road intersection. The site is presently occupied by structures used for Facilities Management and Transportation and Parking Services operations. There are 17 permanent and temporary buildings at the Facilities Management site that are used for a variety of purposes, including offices, meeting rooms, storage, and vehicle maintenance. The existing buildings vary in height but are generally single-story and are of wood or metal construction.

The Facilities Management site was excavated to about its current configuration in the early 1940's, and the site has a bowl-like configuration bordered by slopes to the west, east, and south. The slopes around the site generally have a 2:1 gradient and are approximately 20 feet in height. Vegetation on the slopes includes a variety of native and non-native trees and plants, and also includes areas of wetland and oak woodland that are designated as Environmentally Sensitive Habitat Areas (ESHA). Vegetation withing the proposed Facilities Management demolition site generally consists of small- to moderately-sized ornamental landscape trees and shrubs, although some native tree species, such as oak and sycamore trees are also present.

The Facilities Management site is approximately 20 feet lower in elevation than adjacent on-campus areas to the east, west, and south. Due to this difference in elevation, the existing Facilities Management structures are generally not visible from most locations on the Main Campus, although limited views of the buildings are available from viewpoints adjacent to the site. Representative views of the Facilities Management site from viewpoints along Mesa Road and Stadium Road adjacent to the site, and from a service road adjacent to the site to the south are shown on Figures 5.1-1, -2, and -3. Due to the relatively small size of the buildings at the Facilities Management site, distance, and intervening buildings and vegetation, the existing structures are generally not visible from off-campus locations to the north, such as public roads near the Santa Barbara Airport.

Night lighting at the Facilities Management site is generally limited to low-intensity safety/security lighting. Existing lighting consists mostly of fixtures around the perimeter of Parking Lot 31 and fixtures attached to Facilities Management buildings.

b. Vehicle Washing and Fueling Site

The main structure on the UCSB-owned property in the Cabrillo Business Park is an 85,000 square foot metal building that is now primarily used as a warehouse. Other smaller structures are also on the site, generally located adjacent to the warehouse. As shown on Figures 5.1-4 and -5, views of the property and on-site structures are limited by the presence of landscaping along the eastern perimeter of the site adjacent to Los Carneros Road, and along the northern perimeter of the site along Discovery Drive. Existing development in the vicinity of the property generally consists of business park buildings to the north, industrial buildings to the west, open space and

UCSB housing to the south, and open space areas and the Santa Barbara Municipal Airport to the east.

c. 2010 LRDP Requirements

2010 LRDP Figure F.4 (Scenic and Visual Resources) identifies scenic view points and view corridors on Main Campus. The view corridors provide a visual connection between natural areas around the perimeter of the Main Campus (i.e., the Pacific Ocean and Campus Lagoon) and interior areas of the campus. The scenic viewpoints identify locations that provide views overlooking features such as the Campus Lagoon, Goleta Slough, the Pacific Ocean, and major on-campus open space areas.

Stadium Road, which is adjacent to the Facilities Management site to the west, is designated as a scenic view corridor. Mesa Road, which is north of and adjacent to the Facilities Management site, is designated as a "Scenic Route" and provides views to the north of the Goleta Slough and the Santa Ynez Mountains. Several scenic viewpoints along Mesa Road that provide northward views of the slough and Santa Ynez Mountains.

2010 LRDP Appendix 2 (Campus Tree Trimming and Removal Program) applies to trees measuring six inches in diameter at breast height (dbh) and oak trees of any size. Appendix 2 requires that removed native trees or breeding/nesting tree for which a Notice of Impending Development was required are to be replaced with native trees at a 3:1 ratio. Any ornamental tree greater than six inches in diameter that is removed is to be replaced with a native or ornamental tree at a 1:1 ratio.

2010 LRDP Appendix 4 (Outdoor Lighting Replacement and Retrofit Program) identifies requirements to implement modern outdoor lighting standards to avoid or minimize to the maximum extent feasible all forms of light pollution, including glare, sky glow, and light trespass into sensitive habitats and open space.

5.1.2 Checklist Responses

a. *Would the proposed project have a substantial adverse effect on a scenic vista?*

UCSB Facilities Management Site. The buildings at the UCSB Facilities Management site are one- and two-story structures located on a site that is generally 20 feet below adjacent areas to the east, west and south. As a result, the Facilities Management structures do not interfere with existing views of the Santa Ynez Mountains or Goleta Slough from other locations on the Main Campus, or interfere with views of those scenic resources from viewpoints or view corridors identified by the 2010 LRDP. Therefore, the removal of the Facilities Management buildings and structures would have **no impact** (adverse or beneficial) on existing scenic vistas.

Vehicle Washing and Fueling Facilities. The proposed vehicle washing and fueling facilities at the UCSB-owned property in the Cabrillo Business Park would be located adjacent to the large warehouse building located on the site. The fueling and washing facilities would have a maximum height of approximately 10 feet and would not have the potential to obscure existing views of the Santa Ynez Mountains or any other scenic vista. Therefore, the new fueling and washing facilities would have **no impact** on existing scenic vistas.

b. *Would the proposed project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

UCSB Facilities Management Site

Scenic Trees. While most trees are generally considered to have beneficial aesthetic qualities, trees that are considered to be a "scenic resource" are typically trees that are large, unique, or visually prominent, and are in good health. A survey of trees on the Facilities Management project site (Sequoia, 2021) identified 50 native and non-native/ornamental landscape trees. The project site trees are those trees located within the interior of Facilities Management site, and trees along the perimeter of the site that are adjacent to buildings that would be demolished. Trees located on the slopes adjacent to the Facilities Management site are not considered to be located on the project site and would be protected from inadvertent damage during demolition operations by the installation of temporary construction fencing at or near the base of slope.

The trees located on Facilities Management project site are generally small or moderate in size and include 18 ornamental landscape trees that are one (1) to 21 inches dbh; 17 eucalyptus trees that are five (5) to 47 inches dbh; and 15 native species, including: one 9-inch toyon (*Heteromeles arbutifolia),* seven coast live oak trees (*Quercus agrifolia)* that range from one (1) to 18 inches dbh, and seven American sycamore *(Platanus racemose)* trees that ranges from four (4) to 21 inches dbh.

Due to relatively small size of most trees at the Facilities Management demolition site, the generally small size of the native trees, and because the trees are generally not located in a visually prominent area, the trees on the demolition site have a low potential to be considered important scenic resources. The Project does not proposed to remove any trees from the demolition site. However, should a tree removal be required, or if demolition activities inadvertently impact a tree, that tree must be replaced in accordance with 2010 LRDP requirements. 2010 LRDP Appendix 2: *Campus Tree Trimming and Removal Program*, applies to trees with a trunk diameter of six inches or greater and requires that impacted ornamental trees be replaced with a native tree at a 1:1 ratio, and that impacted native trees be replaced with a native tree at a 3:1 ratio. Therefore, the proposed demolition project would not result in a long-term decrease in the number of trees located on the UCSB campus and would have a less than significant impact related to a less of scenic trees.

Historic Buildings. Buildings on the UCSB Facilities Management site are generally small, have a utilitarian appearance, and do not have a high level of design or present scenic qualities. As described in Section 5.5 (Cultural Resources) of this IS/MND, buildings at the Facilities Management site are not considered to be historically or culturally significant. In addition, as shown on Figures 5.1-1, -2 and -3 the on-site buildings are only marginally visible from Mesa Road and other on-campus locations. The proposed Project would result in the removal of existing buildings from the Facilities Management site, however, the structures to be removed are not considered to be an important scenic resources Therefore, the demolition of the Facilities Management buildings would result in a less than **less than significant** impact to scenic resources.

Vehicle Washing and Fueling Facilities

Scenic Trees. The site that would be used for the construction of the proposed vehicle washing and fueling facilities does not support any vegetation. Therefore, the proposed facilities would have **no impact** on scenic trees.

Historic Buildings. The Cabrillo Business Park is predominately developed with variety of office and research and development buildings, roadways, parking lots, and other associated uses. As described in Section 5.5 (Cultural Resources) of this IS/MND, buildings on the UCSB-owned property in the Cabrillo Business Park are historically significant, however, those structures have a utilitarian appearance that does not present a high level of design, and are not considered to be an important scenic resource. Therefore, the addition of the proposed vehicle washing and fueling facilities to the property would result in **less than significant** impacts to scenic resources.

c. *In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

UCSB Facilities Management Site. The UCSB Facilities Management site is in an urbanized area near the northwest corner of the Main Campus. As described in item "a" above, the demolition of the on-site buildings and structures would not adversely affect any scenic views identified by the 2010 LRDP, or adversely affect existing visual conditions along designated view corridors that are adjacent to the project site. Please refer to Table 5.11-1 in the Land Use section of this IS/MND for an evaluation of the demolition project's consistency with applicable visual resource protection policies of the 2010 LRDP. That analysis concludes that the demolition project would be consistent with the applicable visual resource protection policies. Therefore, the demolition of the Facilities Management buildings would result in **less than significant** scenic resource-related policy conflict impacts.

Vehicle Washing and Fueling Facilities. The UCSB-owned property in the Cabrillo Business park is located in the City of Goleta and an urbanized area that has been developed with a variety of buildings, roadways, parking areas, and similar facilities. In regard to the Project's consistency with local regulations governing scenic quality, UCSB is constitutionally exempt from local governments' regulations, such as city and county general plans, land use policies, and zoning regulations, whenever using property under its control in furtherance of its educational purposes. Therefore, local regulations governing scenic quality, such as those adopted by the City of Goleta, are not applicable to the UCSB-owned property in the Cabrillo Business Park.

Policies included in the UCSB 2010 LRDP apply only to the UCSB Main, Storke, North and West Campus areas, and are not applicable to the property owned by UCSB in the Cabrillo Business Park because that property is not included in the LRDP. However, for information purposes and the evaluation of this impact analysis threshold, Section 5.11 (Land Use) of this IS/MND includes an evaluation of the proposed vehicle and fueling washing facilities' consistency with applicable scenic resource protection policies of the 2010 LRDP. That analysis concluded that the proposed vehicle washing and fueling facilities would be consistent with applicable LRDP Scenic and Visual Resources policies. Therefore, the relocation of the existing vehicle wash and fuel facilities would result in **less than significant** scenic resource-related policy conflict impacts.

d. *Would the project have the potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

UCSB Facilities Management Site. Most of the existing night lighting at the UCSB Facilities Management site is attached to buildings and would be removed. Therefore, the demolition of the existing buildings would not create a new source of light or glare and the demolition operation would have **no impact** related in increased lighting levels. Existing light sources near the project site, including lights in Parking Lot 30 to the north, and Parking Lot 31 to the south would remain.

Vehicle Washing and Fueling Facilities. New exterior lighting at the fuel and wash facilities would consist of low-level safety and security lighting located near the southwestern corner of the project site. All proposed lighting fixtures would be shielded and oriented downward, and would be consistent with the standards specified by 2010 LRDP Appendix 4: *Outdoor Lighting Replacement and Retrofit Program.* Therefore, the proposed fuel and wash facilities would not be a substantial source of nighttime lighting and would result in **less than significant** lighting-related impacts on the project site and in adjacent off-site areas.

5.1.3 Cumulative Impacts

The proposed demolition of the UCSB Facilities Management buildings, and the construction of a new vehicle fuel and wash facility in the Cabrillo Business Park, would

have no impact on scenic vistas and would not contribute to a cumulative loss of scenic vistas that are available from viewpoints on the UCSB campus or from surrounding areas. The proposed fuel and wash facilities would not result in the removal of any trees, and the proposed building demolition project does not propose to impact trees considered to be an important scenic resource. However, should a tree be removed or impacted, such as a native sycamore or oak tree, that potentially significant impact would be reduced to a less than significant level with the implementation of the tree replacement requirements of 2010 LRDP Appendix 2.

The proposed building demolition project would remove four World War II era buildings, and the proposed fuel and wash facilities would change the appearance of a small area adjacent to a large structure that is considered to be historically significant. These Project-related changes, however, would not affect buildings that are considered to be scenic resources. Therefore, the Project's impacts to scenic tree and building resources are not considered to be cumulatively considerable. Lighting at the proposed fuel and wash facilities would be minimal, and the demolition of Facilities Management buildings would result in a reduction in nighttime lighting on the UCSB Main Campus. Therefore, the Project would not result in cumulative lighting-related impacts.

Future development on the UCSB campus identified on Table 1.7-1 (UCSB Cumulative Development Projects) would generally result in new "infill" development that would not substantially change existing visual conditions on the campus. Future projects that do have the potential to result in aesthetic impacts would be required to comply with 2010 LRDP requirements that minimize such effects. For example, a project that results in the removal of mature trees would be required to comply with the requirements of 2010 LRDP Appendix 2: *Campus Tree Trimming and Removal Program*, which requires the replacement of removed trees at specified ratios. Projects that result in additional nighttime lighting would be required to implement the lighting requirements of LRDP Appendix 4: *Outdoor Lighting Replacement and Retrofit Program.* Future development projects in nearby areas of the City of Goleta would be subject to applicable adopted visual resource protection polices, zoning requirements, and design review board approval. Those requirements also minimize the potential for cumulative impacts to scenic views and resources, and from increased nighttime lighting.

In conclusion, the proposed Project's aesthetic impacts would not be cumulatively considerable and are **less than significant**.

5.1.4 Mitigation Measures

As proposed, the Project would not result in significant aesthetic impacts. Should a tree greater than six inches in diameter at breast height, or any oak tree, be inadvertently impacted at the proposed demolition site, that tree would require replacement consistent with the requirements of 2010 LRDP Appendix 2: *Campus Tree Trimming and Removal Program.* Compliance with this

requirement would ensure no long-term net loss of trees on the UCSB campus. Therefore, no additional mitigation is required.

View from Mesa Road adjacent to the Facilities Management site looking west. The Facilities Management site entrance and buildings on the northern portion of the site are visible adjacent to Mesa Road.

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 5.1-1

UCSB Facilities Management Site - View From Mesa Road Looking West

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View looking south from the intersection of Mesa Road and the entrance drive to the Facilities Management Site. Permanent and temporary structures at the Facilities Management site are visible.

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 5.1-2

UCSB Facilities Management Site – View From Mesa Road Looking South

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View looking east along Mesa Road from the intersection of Mesa Road and Stadium Road. The UCSB Public Safety (Police Department) Building and Parking Lot 33 are on the left. Facilities Management buildings are visible on the right.

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 5.1-3
UCSB Facilities Management Site - View From Mesa Road/Stadium Road Intersection

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View of the UCSB-owned property in the Cabrillo Business Park looking north along Los Carneros Road. The structure in the left foreground is the primary structure on the UCSB property. The traffic signals visible in middle-ground views are at the Los Carneros Road/ Discovery Drive intersection.

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 5.1-4

UCSB-Owned Property in the Cabrillo Business Park
View from Los Carneros Road

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View of UCSB-owned Cabrillo Business Park property looking southward from Discovery Drive at a project site access driveway. The structure in the photo center is the primary structure on the property. Views of the proposed vehicle washing and fueling facility site are screened by mature landscaping adjacent to the roadway.

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 5.1-5
University-Owned Property in the Cabrillo Business Park
View From Discovery Drive

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	(A)	(B)	(C)	(D)	(E)
Issues	**Potentially Significant Impact**	**Project Impact Adequately Addressed in LRDP EIR**	**Less Than Significant with Project-level Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
5.2 AGRICULTURE AND FOREST RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997)prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project: Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the CA Resources Agency, to non-agricultural use?	☐	☐	☐	☐	✓
	☐	☐	☐	☐	✓

	(A)	(B)	(C)	(D)	(E)
Issues	**Potentially Significant Impact**	**Project Impact Adequately Addressed in LRDP EIR**	**Less Than Significant with Project-level Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?					
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☐	✓
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☐	✓
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☐	✓

5.2.1 Setting

Section 12220(g) of the Public Resources Code defines "forest land" as "land that can support 10 percent native tree cover for any species, including hardwoods, under natural condition, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

Public Resources Code section 4526 defines "timberland" as "land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis after consultation with the district committees and others."

Government Code section 51104(g) defines "timberland production zone" as "an area which has been zoned pursuant to Section 5112 or 5113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses…"

There are no agricultural, forest lands or timberland resources, or Timberland Production zones on the UCSB campus or on nearby off-campus areas.

5.2.2 Checklist Responses

a. *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the CA Resources Agency, to non-agricultural use?*

   See response provided below under item "e."

b. *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

   See response provided below under item "e."

c. *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

   See response provided below under item "e."

d. *Result in the loss of forest land or conversion of forest land to non-forest use?*

   See response provided below under item "e."

e. *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

   There are no agricultural operations or forest resources located on or near the UCSB Campus, or on or near the Cabrillo Business Park, which would be used for the construction and operation of the proposed vehicle fueling and washing facilities. In addition, it is not reasonably foreseeable that agricultural operations or forest resources would be established near the proposed project sites in the future. Therefore, the Project would have **no impact** on agricultural or forest resources.

5.2.3 Cumulative Impacts

The proposed Project would have no impact on agricultural or forest resources, and would not result in a cumulatively considerable impact. Therefore, cumulative impacts would be l**ess than significant.**

5.2.4 Mitigation Measures

The proposed Project would have no impact on agricultural and forest resources. No mitigation measures are required.

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

5.3.1 Setting

The Santa Barbara County Air Pollution Control District (APCD) is required to monitor air pollutant levels to assure that federal and state air quality standards are being met. In January 2023, the California Air Resources Board held a public hearing to change Santa Barbara County's designation from "nonattainment" to "nonattainment-transitional" for the State ozone standards This designation is based on monitoring data in 2021 and 2022. The change in designation becomes effective January 1, 2024. The County violates the state standards for PM_{10} and is in attainment for the state $PM_{2.5}$ standard. The air basin is an attainment area for all other federal and state air quality standards. The County's attainment status for criteria pollutants is depicted on Table 5.3-1.

Table 5.3-1
Ambient Air Quality Standards

Pollutant	Averaging Time	State Attainment Status	National Attainment Status
Ozone	1-hour	Nonattainment- Transitional	--
	8–hour	Nonattainment - Transitional	Unclassified/Attainment
Particulate Matter (PM_{10})	24-hour	Nonattainment	Unclassified
	Annual mean	Nonattainment	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	Unclassified/Attainment
	Annual mean	Attainment	Unclassified/Attainment
Carbon Monoxide	8-hour	Attainment	Unclassified/Attainment
	1-hour	Attainment	Unclassified/Attainment
Nitrogen Dioxide	Annual mean	Attainment	Unclassified/Attainment
	1-hour	Attainment	Unclassified/Attainment
Sulfur Dioxide	24-hour	Attainment	--
	1-hour	Attainment	Unclassified/Attainment
Lead	30-day Average	Attainment	--
	3-month average	--	Unclassified/Attainment

Ozone is formed in the atmosphere through a series of chemical reactions involving nitrogen oxides (NO_x), reactive organic gases (ROG) and sunlight. Ozone is classified as a "secondary" pollutant because it is not emitted directly into the atmosphere. The major sources of ozone in the County are motor vehicles, the petroleum industry and the use of solvents (paint, consumer products and certain industrial processes). PM_{10} is generated by a variety of sources, including windblown dust, grading, agricultural tilling, road dust and quarries.

a. Air Quality Regulations

The 1990 Federal Clean Air Act Amendments and the 1988 California Clean Air Act regulate the emissions of airborne pollutants and have established ambient air quality standards. The United States Environmental Protection Agency administers federal air quality regulations, and the California Air Quality Board (CARB) is the California equivalent. The CARB establishes air quality standards and is responsible for control of mobile emission sources. Local APCDs have jurisdiction over stationary sources and must adopt plans and regulations necessary to demonstrate attainment of federal and state air quality standards. The Santa Barbara County APCD has jurisdiction over air quality attainment in the Santa Barbara portion of the South Central Coast Air Basin.

b. Clean Air Plans

The 1988 California Clean Air Act requires all air pollution control districts and air quality management districts in the state to adopt and enforce regulations to achieve and maintain air quality that is within the State air quality standards. The Santa Barbara County APCD 2022 Ozone Plan is the tenth triennial update to the initial state Air Quality Attainment Plan adopted by the District Board of Directors in 1991. In the past, the APCD has prepared air quality attainment plans that have addressed both the state and federal ozone standards. The 2022 Ozone Plan addresses the state ozone standards only because the District is designated "attainment" for the federal 8-hour ozone standards.

Each of the ozone plan updates have implemented an "every feasible measure" strategy to ensure continued progress toward attainment of the state ozone standards. Since 1991, the District has adopted or amended more than 30 control measures aimed at reducing emissions from stationary sources of air pollution and to help Santa Barbara County reach attainment of the state ozone standards. These measures have substantially reduced NOx and ROC emissions, which are the precursor pollutants to ozone.

c. Existing Project Site Air Emission Sources

Most operations conducted at the UCSB Facilities Management site have been relocated to three leased buildings in the Cabrillo Business Park in the City of Goleta. Operations still conducted at the on-campus Facilities Management site are generally limited to the operation of the existing vehicle fueling and washing facilities.

Existing emissions from the University-owned property in the Cabrillo Business Park, which would be used as the relocation site for the on-campus vehicle and fueling facilities, are generally limited to vehicle emissions resulting from the use of the primary on-site structure for storage purposes.

d. Sensitive Receptors

Sensitive receptors are generally defined as pollutant-sensitive members of the population or where air pollutant emissions could adversely affect use of the land. Sensitive members of the population include those who may be more negatively affected by poor air quality than other members of the population, such as children, the elderly, or persons with respiratory conditions. In general, residential areas, hospitals, elder-care facilities, primary and secondary schools, are considered to be sensitive receptors.

Sensitive receptors located closest to the UCSB Facilities Management site include the San Clemente Villages Graduate Student Housing project, which is located on the Storke Campus approximately 700 feet south of the Facilities Management site; and the northwestern edge of the Isla Vista residential community, which is approximately 1,200 feet south of the project site. The UCSB Student Health building is approximately 1,500 feet south of the Facilities Management site.

Sensitive receptors located closest to the UCSB-owned property in the Cabrillo Business Park, which would be used for the relocation of existing vehicle fueling and washing facilities, include the UCSB Storke Apartments and housing in the City of Goleta, which are approximately 550 feet to the south and 1,000 feet to the southwest of the UCSB property.

5.3.2 Impact Significance Thresholds

a. Short-Term Impacts

Although quantitative thresholds of significance are not currently in place for short-term emissions, CEQA requires that short-term impacts, such as exhaust emissions from construction equipment and fugitive dust generation during grading, be discussed in the environmental document. In the interest of public disclosure, the APCD recommends that construction-related NOx, ROC, PM_{10} and $PM_{2.5}$ emissions, from diesel and gasoline powered equipment, paving, and other activities, be quantified.

Under APCD Rule 202 D.16, if the combined emissions from all construction equipment used to construct a stationary source that requires an Authority to Construct permit have the potential to exceed 25 tons of any pollutant, except carbon monoxide, in a 12-month period, the owner of the stationary source shall provide offsets under the provisions of Rule 804 and shall demonstrate that no ambient air quality standard will be violated. For the analysis of the proposed Project, estimated construction-related emissions are compared to the 25 ton/year threshold.

b. Long-Term Impacts

The Santa Barbara APCD and Santa Barbara County have adopted thresholds of significance for evaluating a project's long-term air quality impacts. As described in Section 5.3.3 below, the proposed Project would not be a substantial long-term source of air emissions. However, for information purposes, the air quality thresholds of significance adopted by Santa Barbara County in their *Environmental Thresholds and Guidelines Manual* (2008) are listed below. As specified by those thresholds, a project will not have a significant project-specific or cumulative air quality impact if operation of the project will:

1. Emit (from all project sources, mobile and stationary) less than the daily trigger for offsets set in the APCD New Source Review Rule for any pollutant (55 lbs/day for ROG and NO_x, and 80 lbs/day for PM_{10}).

2. Emit less than 25 pounds per day of oxides of nitrogen (NO_x) or reactive organic compounds (ROG) from motor vehicle trips only.

3. Not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone).

4. Not exceed the APCD health risk public notification thresholds adopted by the APCD Board for air toxics.

5. Be consistent with the adopted federal and state Air Quality Plans.

c. Cumulative Impacts

The Santa Barbara County Air Pollution Control District's *Scope and Content of Air Quality Sections in Environmental Documents* (2017) provides the following guidance related to the evaluation of project-related cumulative impacts:

> *"As discussed in the APCD Environmental Review Guidelines, the cumulative contribution of project emissions to regional levels should be compared with existing programs and plans, including the most recent Ozone Plan. Due to the county's nonattainment status for ozone and the regional nature of ozone as a pollutant, if a project's air pollutant emissions of either of the ozone precursors (NOx or ROC) exceed the long-term thresholds, then the project's cumulative impacts will be considered significant. For projects that do not have significant ozone precursor emissions or localized pollutant impacts, if emissions have been taken into account in the most recent Ozone Plan growth projections, regional cumulative impacts may be considered to be insignificant. When a project's emissions exceed the thresholds and are clearly not accounted for in the most recent Ozone Plan growth projections, then the project is considered to have significant cumulative impacts that must be mitigated to a level of insignificance."*

5.3.3 Checklist Responses

a. *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Consistency with the Santa Barbara County Ozone Plan means that direct and indirect emissions associated with the project are accounted for in the Ozone Plan's emissions growth assumptions and the project is consistent with measures that are developed and implemented in accordance with the Ozone Plan. The Ozone Plan relies primarily on land use and population projections provided by the Santa Barbara County Association of Governments (SBCAG) and California Department of Finance and on-road vehicle emissions forecasts provided by SBCAG as a basis for vehicle emission forecasting.

The 2010 LRDP would increase the UCSB student enrollment approximately one percent per year to 25,000 full time equivalent students by the year 2025. The proposed demolition of buildings at the UCSB Facilities Management site, and the relocation of existing vehicle fueling and washing facilities, would not result in or facilitate a direct or indirect increase in student enrollment at UCSB. In addition, as described in item "b" below, the Project would not be a substantial long-term source of air emissions. Therefore, the Project would be consistent with and have a **less than significant** impact on the Santa Barbara County Clean Air Plan.

b. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

Short-Term Impacts. Project-related demolition and construction activities that would result in air emissions include the use of heavy equipment and vehicles to demolish buildings located at the UCSB Facilities Management site, to haul demolition material to a construction and demolition material recycling center in the City of Santa Barbara, to haul demolition material that cannot be recycled to the Tajiguas Landfill, and the construction of replacement vehicle fueling and washing facilities at the UCSB-owned property in the Cabrillo Business Park. The CalEEMod v.2022.1.1.21 computer model was used to estimate the Project's construction-related emissions, and a summary of those emissions is shown on Table 5.3-2. The complete CalEEMod model results are provided in Appendix A.

Table 5.3-2
Estimated Demolition and Construction Emissions

Project Component	Construction Emission Estimates (unmitigated, tons per year)							
	ROG	NO_x	CO	SO_2	PM_{10}		$PM_{2.5}$	
					Dust	Exhaust	Dust	Exhaust
Facilities Management Building Demolition	0.04	0.29	0.24	<0.005	0.03	0.01	<0.005	0.01
Vehicle Fuel and Wash Facility Construction	0.01	0.06	0.06	<0.005	0.01	<0.005	<0.005	<0.005
Total	**0.05**	**0.35**	**0.30**	**<0.005**	**0.04**	**0.01**	**<0.005**	**0.01**

Source: CalEEMod 2022.1.1.21

Short-term demolition/construction operations resulting from the building demolition and vehicle wash and fuel facility projects would have a short duration (approximately three weeks) and heavy equipment use by both projects would be limited. As a result, and as shown on Table 5.3-2, short-term emissions of ozone precursor pollutants (ROG and NO_x) would be substantially lower than the 25 tons per year emissions guideline the APCD uses to determine the significance of construction-related emission impacts.

Also as shown on Table 5.3-2, The Project's short-term demolition- and construction-related dust emissions (PM_{10} and $PM_{2.5}$) would not be substantial, however, project-related dust emissions would incrementally contribute to an existing PM_{10} air quality standard exceedance, and fugitive dust would have the potential to result in significant nuisance impacts at the Facilities Management demolition site and at the proposed vehicle fueling and washing facility site. Dust emissions resulting from proposed building demolition and construction activities would be minimized by spraying active demolition/grading areas with recycled water. However, proposed demolition and construction operations would still have the potential to result in a significant air quality impact.

Dust emissions resulting from construction/demolition activities would be reduced through compliance with APCD Rule 345, *Control of Fugitive Dust from Construction and Demolition Activities*. This rule establishes limits on the generation of visible fugitive dust emissions at demolition and construction sites, includes measures for minimizing fugitive dust from on-site activities, and from trucks moving on- and off-site. In addition to the requirements of APCD Rule 345, proposed mitigation measure AQ-1a identifies dust control best management practices recommended by the Santa Barbara APCD. With the implementation of the specified mitigation measures, short-term demolition and construction dust impacts at the Facilities Management site and at the proposed vehicle fueling and washing facilities site would be **reduced to less than significant**.

Long-Term Operation Emissions

UCSB Facilities Management Site. After the completion of proposed building demolition activities, the UCSB Facilities Management site would be vacant and the site would not be a substantial source of air emissions. Long-term vehicle and equipment emissions resulting from periodic site maintenance activities may occur, however, such emission would be very minor. Therefore, the demolition of existing Facilities Management buildings would result in a **less than significant** long-term air emission impact.

Vehicle Fueling and Washing Facilities. The relocation of existing vehicle fueling and washing facilities from the on-campus Facilities Management site to the UCSB-owned property in the Cabrillo Business Park would not result in a substantial change in the way the existing facilities are operated, or result in a substantial change in the number of UCSB vehicles that serviced. Therefore, long-term air pollutant emissions from the relocated vehicle washing and fueling facilities would be similar to the emissions from the existing on-campus facilities and would not result in a substantial change in existing emissions.

As described in Section 5.17 (Transportation) of this IS/MND, the relocation of the existing on-campus fuel and wash facilities to the UCSB-owned property in the Cabrillo Business Park would result in approximately 88 vehicle miles travelled per day for fuel and wash service. As shown on Table 5.3-3, this nominal amount of vehicle miles would not result in significant long-term air emissions from mobile sources.

Table 5.3-3
Proposed Vehicle Washing and Fueling Facility
Long-Term Air Emission Estimates
(Summer, unmitigated)

Emission Source	ROG (lbs/day)	NO_x (lbs/day)	CO (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Mobile	0.03	0.02	0.13	0.02	<0.005
Mobile Threshold	*25*	*25*	*na*	*na*	*na*

Source: CalEEMod v.2022.1.1.21

As described in Section 2.2 (Project Description) of this IS/MND, the relocation of the existing on-campus fueling and washing facilities may require the interim use of third-

party fueling and washing vendors located in the City of Goleta in the event that that the existing facilities are decommission before the replacement facilities are operational. Any additional vehicle emissions resulting from such a scenario would be minor and would occur for only a very limited time. These emissions, should they occur, would not result in a significant air emission impact.

Therefore, the combined minor long-term emissions from the vacant Facilities Management site and the relocated fueling and washing facilities would result in a **less than significant** long-term air emission impact.

c. *Expose sensitive receptors to substantial pollutant concentrations?*

This section evaluates potential health impacts that have the potential to result from exposure to project-related emissions of diesel particulate matter. Potential impacts that may result from exposure to a project-related release of airborne asbestos fibers is evaluated in Section 5.9 (Hazards) of this IS/MND.

Short-Term Diesel Equipment Emissions. Diesel engines emit a complex mixture of air pollutants, mainly composed of gases, vapors and fine particles. The visible emissions in diesel exhaust are known as particulate matter, and consist of carbon particles (soot) and other gases that become visible as they cool. Diesel exhaust particles carry many of the harmful organic compounds and metals present in the exhaust. Exposures to airborne respirable diesel particulate matter can result in respiratory symptoms such as changes in lung function, and cardiovascular disease. In 1998, California identified diesel particulate matter as a toxic air contaminant based on its potential to cause cancer and other adverse health effects.

The major sources of diesel particulate matter are diesel-fueled vehicles such as trucks and buses, construction equipment, portable equipment such as drilling rigs, trains, marine vessels, and power generation. Traffic on U.S. 101 is a major source of diesel exhaust emissions in the Project region.

The following measures are required by state law and would minimize emissions of diesel particulate matter from construction equipment used on the project site:

- All portable diesel-fired construction engines rated at 50 brake horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or District permits or exemptions prior to start of demolition activities. Construction/demolition engines with PERP certificates are exempt from the District permit, provided they will be on-site for less than 12 months.

- Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-Use Off-Road Diesel Vehicles (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce oxides of nitrogen (NOx), diesel particulate matter, and other criteria pollutant

emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation.

- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles (Title 13, CCR, §2025), the purpose of which is to reduce diesel particulate matter, NOx, and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. On-road heavy-duty trucks shall comply with the State On-Road Regulation.

- At all times, idling of heavy-duty diesel trucks should be minimized; auxiliary power units should be used whenever possible. State law requires that:

  - Drivers of diesel-fueled commercial vehicles shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location.

  - Drivers of diesel-fueled commercial vehicles shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle. Trucks with 2007 or newer model year engines must meet additional requirements (verified clean APS label required).

The 2010 LRDP EIR includes a health risk assessment that evaluates potential diesel particulate matter exposure impacts resulting from future on-campus construction projects.[2] Based on conservative construction assumptions, the assessment concluded that if an individual on-campus construction project emitted less than 2,365 pounds of diesel particulate matter per year, that project would not result in a significant health risk to receptors near the project site. The LRDP EIR analysis of potential construction site diesel particulate matter emissions evaluates project-specific impacts (individual construction projects) because diesel particulate matter impacts only have a localized effect in the immediate vicinity of the construction site.

The 2010 LRDP EIR includes a table indicating how much construction equipment horsepower can be operated at a particular construction site on a daily basis before 2,365 pounds of diesel particulate matter would be emitted. This table provides information for construction projects of varying durations (one month, three months and one year) and the use of various "tiers" (age) of construction equipment that may be operated on the site. Newer construction equipment can be operated at a construction site for a longer duration before 2,365 pounds of diesel particulate matter is emitted because newer "tiers" of construction equipment have engines that emit less diesel particulate matter than older engines. Table 5.3-4 presents the amount of construction equipment (measured in horsepower) that can be operated on a construction site in a single day over a specified time period without emitting more than 2,365 pounds of diesel particulate matter.

[2] The health risk assessment conducted for the 2010 LRDP EIR is hereby incorporated by reference. The EIR and health risk assessment analysis are available for review at the following web site: https://bap.ucsb.edu/campus-planning-design/2010-long-range-development-plan/documents-and-materials

Table 5.3-4
Daily Maximum Diesel Construction Equipment Horsepower to Remain Less than Significant

Emission Standards	One Month Construction Period (horsepower/day)	Three Month Construction Period (horsepower/day)	One Year Construction Period (horsepower/day)
Tier 0 (before model year 1996)	19,687	6,562	1,641
Tier 1 (starting model year 1996-1997)	26,577	8,859	2,215
Tier 2/3 (starting model year 2001-2012)	70,872	23,624	5,906
Tier 4 (Starting model year 2011-2012)	708,719	236,240	59,060

Source: 2010 LRDP EIR

Estimates of peak construction equipment horsepower that would be used during the development of the proposed Project were obtained using the CalEEMod air quality model, and are based on reasonable estimates of construction equipment use, and project-related demolition and construction characteristics. The estimate of peak construction-related equipment horsepower used by the Project assumed that proposed building demolition activities and construction of the fueling and washing facilities would each occur over a period of approximately three weeks. Grading for the construction of the new vehicle fuel and wash facilities would be for the on-site extension of utilities to the project site, construction of a proposed asphalt and concrete pad, and installation of new equipment. For this analysis, it was assumed that the demolition and construction operations would generally occur independently, although some overlapping demolition/construction activities could occur. Therefore, the combined duration of proposed demolition and construction operations would be more than one month but less than three months. The estimated project-related construction equipment horsepower is summarized on Table 5.3-5.

Table 5.3-5
Peak Day Diesel-Powered Construction Equipment Horsepower

Facilities Management Building Demolition Peak Day Horsepower	New Vehicle Fuel and Wash Facility Grading Peak Day Horsepower	New Vehicle Fuel and Wash Construction Peak Day Horsepower	Analysis Threshold (maximum horsepower/ day)	Significant Impact?
812	451	533	8,859	No

Source: CalEEMod v.2022.1.1.21

For this analysis it was conservatively estimated that the construction equipment used on the project site would be no older than Tier 1. The use of Tier 2 or higher diesel-powered equipment would substantially increase the amount of horsepower that could be operated on the project site without resulting in significant health-related effects. As shown on Table 5.3-4, the peak use of diesel-powered construction equipment on the project site would be substantially below the combined daily Tier 1 horsepower threshold of 8,859 identified by

the 2010 LRDP EIR for construction projects with a duration of less than three months. Therefore, the Project would not result in substantial pollutant concentrations (emissions of diesel particulate matter) and the Project would result in **less than significant** short-term health-related effects.

Long-Term Emissions. As described in subsection "b" above, after the completion of demolition activities, the former Facilities Management site would not be a substantial source of air emissions. Existing vehicle fueling operations would be relocated to the UCSB-owned property in the Cabrillo Business Park, therefore, the Project would not be a new or additional source of emissions associated with dispensing vehicle fuel. In addition, gas stations are subject to regulations related to the dispensing fuels. For example, under the Clean Air Act, the Environmental Protection Agency established National Emission Standards for Hazardous Air Pollutants (NESHAP) for gasoline dispensing facilities, and the California Air Resources Board requires gas stations to maintain approved gasoline vapor control systems. The Santa Barbara County APCD also has permitting and reporting requirements for gas stations. Therefore, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations, and long-term operation impacts would be **less than significant.**

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

Heavy equipment use for demolition and grading operations adjacent to sensitive residential receptors has the potential to result in objectionable diesel fume odors. The sensitive receptors closest to the Facilities Management site are residents of San Clemente student housing, and are approximately 700 feet south of the site. Sensitive receptors closest to the UCSB-owned property in the Cabrillo Business Park are residents of the UCSB Storke Apartments and housing in the City of Goleta, which are approximately 550 feet to the south and 1,000 feet southwest, respectively, of the UCSB property. This separation distance would substantially reduce the potential for short-term odor impacts. The vacant Facilities Management site, and the proposed vehicle fueling and washing facilities would not be a substantial long-term source odors. Therefore, the proposed Project would result in **less than significant** short- and long-term odor impacts.

5.3.4 Cumulative Impacts

Based on criteria provided by the County of Santa Barbara's *Environmental Thresholds and Guidelines Manual,* if a project's emissions of ozone precursors (NO_X or ROG) exceed the long-term thresholds, or if emissions have not been taken into account in the most recent Clean Air Plan population growth projections, then the project's cumulative air quality impact would be significant. The proposed Project would not cause population growth projections used to prepare the 2022 Clean Air Plan to be exceeded; construction emissions from the Project would not exceed the 25 tons per year threshold of significance; and the Project would not be a substantial source of long-term air emissions. Therefore, the project's cumulative emissions of ozone precursors would be **less than significant**.

The Project would be a short-term source of dust emission that would cumulatively contribute to the project area's non-compliance with PM dust emission standards. The proposed Project, along with other development projects in the project region, are required to implement best management practices to reduce dust emissions (mitigation measure AQ-1a.) With the implementation of those measures, cumulative development dust emissions would not be cumulatively considerable and would be **less than significant.**

5.3.5 Mitigation Measures

The implementation of the following mitigation measures would reduce the construction-related fugitive dust impacts of the proposed Project to a less than significant level.

Impacts Reduced to a Less Than Significant Level with Proposed Mitigation

IMPACT AQ-1 Dust emissions from proposed demolition- and construction-related activities could result in a significant fugitive dust impacts and contribute to existing non-attainment conditions for PM_{10}.

AQ-1a. The following dust control measures are required by the Santa Barbara County APCD. All of these measures shall be implemented at the project sites when demolition and construction activities occur.

1. During construction and demolition operations, use water trucks, sprinkler systems, or dust suppressants in all areas of vehicle movement to prevent dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. When using water, this includes wetting down areas as needed but at least once in the late morning and after work is completed for the day. Increased watering frequency should be required when sustained wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.

2. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill and demolition material shall be tarped.

3. Install and operate a track-out prevention device where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel-washing systems.

4. Onsite vehicle speeds shall be no greater than 15 miles per hour when traveling on unpaved surfaces.

5. Minimize the amount of disturbed area. After clearing, grading, earthmoving, or excavation is completed, treat the disturbed area by watering, OR using roll-compaction, OR revegetating, OR by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All roadways, driveways, sidewalks etc. to be paved should be completed as soon as possible.

6. Schedule clearing, grading, earthmoving, and excavation activities during periods of low wind speed to the extent feasible. During periods of high winds (>25 mph) clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by onsite operations from becoming a nuisance or hazard.

7. The contractor or builder shall designate a person or persons to monitor and document the dust control program requirements to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to the start of grading activities.

The dust control mitigation measures listed above are best management practices that reduce short-term dust emission impacts to a less than significant level.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
5.4 BIOLOGICAL RESOURCES - Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	✓	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	✓	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	✓	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	✓	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	✓	☐

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	✓

5.4.1 Setting

a. UCSB Facilities Management Site

Much of the setting information for the Facilities Management building demolition site and the Environmentally Sensitive Habitat Areas (ESHA) located on adjacent slopes is from an ESHA and Coastal Wetlands Assessment Report (updated April 2021) prepared by Padre Associates, Inc. for a previously proposed student housing project at the Facilities Management Site. Three botanical surveys of the project site and adjacent slopes were conducted (June 8 and July 22, 2020 and March 23, 2021) focusing on identifying wetland plant species and special-status plant species reported in the UCSB area, including southern tarplant (*Centromadia parryi* ssp. *australis*). Information regarding trees located on the project site is from a tree survey report prepared by Sequoia Ecological Consulting in 2021.

Botanical Resources. A total of 110 vascular plant species were observed on the UCSB Facilities Management site and adjacent slope areas. No special-status plant species were observed in the proposed building demolition area.

Trees. A survey of trees located on and immediately adjacent to the proposed Facilities Management demolition site (Sequoia, 2021) identified 50 native and non-native/ornamental landscape trees. Trees located on the slopes adjacent to the Facilities Management site are not on the proposed project site and would be protected from inadvertent damage during demolition operations by the installation of temporary construction fencing at or near the base of slope.

The trees located on Facilities Management site are generally small or moderate in size and include 18 ornamental landscape trees that are one (1) to 21 inches dbh; 17 eucalyptus trees that are five (5) to 47 inches dbh; and 15 native species, including: one (1) 9-inch toyon (*Heteromeles arbutifolia),* seven (7) coast live oak trees (*Quercus agrifolia)* that range from one (1) to 18 inches dbh, and seven (7) American sycamore *(Platanus racemose)* trees that ranges from four (4) to 21 inches dbh.

Vegetation. Previous vegetation surveys of the UCSB Facilities Management site (Padre, 2021) classified the site as "Developed." This classification was used to describe areas that predominately include pavement, buildings, and ornamental landscaping. Vegetation types identified on the slopes adjacent to the Facilities Management site are described below. The locations of vegetation types located on the Facilities Management site and on the adjacent slopes is shown on Figure 5.4-1.

- *Annual Brome Grasslands*. This plant community consists of patches of brome grasses (*Bromus diandrus, B. hordeaceus*) with scattered wild oats (*Avena barbata, A. fatua*).

- *Bristly Ox-tongue/Italian Thistle Stands*. This plant community consists of dense patches of bristly ox-tongue (*Helminthotheca echioides*) and Italian thistle (*Carduus pycnocephalus*).

- *Eucalyptus Groves*. This community is used to describe patches of planted eucalyptus trees, located mostly east and west of the Facilities Management site. Trees included are lemon-scented gum (*E. citriodora*), red iron-bark (*E. sideroxylon*) and blue gum (*E. globulus*).

- *Landscaping, Small Trees and Shrubs*. This community is used to describe landscaping along the perimeter of the slope surrounding the Facilities Management site. Common landscaping species include Catalina cherry (*Prunus ilicifolia* ssp. *lyonii*), melaleuca (*Melaleuca leucadendron*) and Mexican sage (*Salvia leucantha*).

- *Coast Live Oak Woodland*. This plant community consists of patches of coast live oak located on the slope south of the building demolition site. The understory of much of the coast live oak woodland within the survey area is composed of poison oak (*Toxicodendon diversilobum*). Individual coast live oak trees were not considered oak woodland. Coast live oak woodland has been assigned a rarity ranking of S4/G5 meaning it is apparently secure, at fairly low risk of extinction or elimination at the Statewide level.

- *Poison Oak Stands*. This community is used to describe patches of poison oak located outside of oak woodland on slopes south of the Facilities Management site.

- *Rabbit's-foot Grass Stands*. This plant community consists of linear strips of rabbit's-foot grass located along the fence south of the Facilities Management site. Other species present in these stands include sea-coast bulrush (*Bolboschoenus robustus*), bristly ox-tongue, cockle-bur (*Xanthium strumarium*) and loosestrife (*Lythrum hyssopifolia*). Rabbit's-foot grass stands appear to be supported by freshwater seepage from the slope south and east of the Facilities Management site.

- *Sandbar Willow Thickets*. This plant community consists of dense thickets of sandbar willow (*Salix exigua*), varying from about 6 to 10 feet high. Sandbar willow thickets

occur immediately east of the Facilities Management site. The largest patch appears to be supported by increased soil moisture supplied by a storm drain outlet. Sandbar willow thickets has been assigned a rarity ranking of S4/G5 meaning this plant community is apparently secure, at fairly low risk of extinction or elimination at the Statewide level.

Environmentally Sensitive Habitat Areas (ESHA) and Coastal Wetlands. As defined in the 2010 LRDP, ESHA includes coastal wetlands and oak woodlands. No ESHA is located in the proposed building demolition area. The 2010 LRDP designates ESHA around the eastern and southern perimeter slopes of the Facilities Management site. Padre Associates conducted vegetation mapping and performed a coastal wetlands delineation in 2021 to refine the boundaries of the project site and adjacent area ESHA.

Special Status Plant Species. Due to its developed condition, it is unlikely that any special status plants exist within the proposed building demolition area. Sea-coast bulrush (*Bolboschoenus robustus*) is a rare plant of Santa Barbara County as identified by the Santa Barbara Botanic Garden) and was observed at a seep on the slope south of the Facilities Management site. Southern tarplant *(Centromadia parryi ssp. australis)* is a plant identified as rare, threatened or endangered in California and elsewhere by the California Native Plant Society and was not found at the Facilities Management site.

Wildlife and Special Status Wildlife. Wildlife species reported to occur in the Project area (Storke Campus, Facilities Management site, San Clemente Restoration Project area, and other adjacent areas include 12 species of amphibians and reptiles, 90 species of birds, and 15 species of mammals. Special-status wildlife species observed at or near the Facilities Management project site are limited to Cooper's hawk (*Accipiter cooperi*), yellow warbler (*Dendroica petechia brewsteri*), double-crested cormorant (*Phalacrocorax auritus*), Nuttall's woodpecker (*Dryobates nuttallii*), oak titmouse (*Baeolophus inornatus*), Allen's hummingbird (*Selasphorus sasin*) and long-billed curlew (*Numenius americanus*). Special-status wildlife species that may forage (but not breed) within or near the Project site but not observed during field surveys may include loggerhead shrike (*Lanius ludovicianus*), white-tailed kite *(Elanus caeruleus)*, and northern harrier *(Circus cyaneus)*.

Of the species identified above, Cooper's hawk, Nuttall's woodpecker, oak titmouse, and Allen's hummingbird are considered to have a moderate potential to occur in the vicinity of the proposed building demolition area as they may forage in areas located on the adjacent slopes. Loggerhead shrike and white-tailed kite also have a moderate potential to occur in the Project area, although there is no suitable breeding habitat for loggerhead shrike, and no foraging habitat for white-tailed kite is located on or adjacent to the Facilities Management site. Yellow warbler and northern harrier have a low-moderate potential to occur in the project area because no foraging areas are located on or adjacent to the Facilities Management site. There is a very low potential for double-crested cormorant and long-billed curlew to utilize the project site due to the absence of suitable foraging and breeding habitat.

b. Vehicle Washing and Fueling Site

Vegetation. SAIC (2007) reported southern tarplant, coast popcorn flower (*Plagiobothrys undulatus*) and annual saltmarsh aster (*Symphyotrichum subulatum*) at the Cabrillo Business Park site but those plants were preserved as part of the business park development. Coast popcorn flower and annual saltmarsh aster are considered rare plants of Santa Barbara County by the Santa Barbara Botanic Garden. These species were not reported within or adjacent to the UCSB-owned property.

Vegetation at the UCSB-owned property in the Cabrillo Business Park is generally limited to ornamental plants located around the perimeter of the site that were planted to provide a visual screen from adjacent areas. Vegetation in unpaved portions of the site generally consists of ruderal (weedy) plants. The areas on the property that would be used to construct the proposed vehicle washing and fueling facilities is devoid of vegetation.

Wildlife. There is no habitat located on the UCSB-owned property in the Cabrillo Business Park site that would be used for the construction of the proposed vehicle fueling and washing facilities that supports common or sensitive wildlife species. Several buildings on the site, however, are used by cliff swallows to construct nests.

5.4.2 Checklist Responses

a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

UCSB Facilities Management Site

Vegetation. The UCSB Facilities Management building demolition site has been extensively developed with buildings and paved areas. Therefore, it is unlikely that the site supports sensitive plants and none were observed during site surveys. Surveys of the slope areas adjacent to the demolition site identified the rare plant sea-coast bulrush, however, no demolition activities are proposed to occur on the adjacent slopes, and the Project proposes to install temporary construction fencing at the base of the slopes while demolition activities occur to prevent inadvertent damage to the slopes. Therefore, the proposed demolition project would result in **less than significant** impacts to sensitive vegetation.

Wildlife. The proposed demolition site has been extensively developed and does not provide habitat likely to be used by sensitive amphibian, reptile, mammal, or bird species. However, as described in Section 5.4.1 above, several special-status bird species have a low-moderate or moderate potential to forage or nest in habitat located on the slopes

adjacent to the building demolition area. As indicated above, the Project proposes to install temporary construction fencing at the base of the adjacent slopes while demolition activities occur to prevent inadvertent damage to the slopes and habitat they support. Therefore, the Project would not result in the removal of potential breeding or foraging habitat for sensitive wildlife species.

The Project does not propose to remove any trees from the Facilities Management site, however, the removal of other on-site vegetation (e.g., landscape shrubs) could have the potential to affect nests of common bird species birds due to direct mortality of eggs and/or nestlings. Demolition activities may also result in temporary conditions, such as increased noise and site activity, that have the potential to result in indirect impacts to nesting birds due to nest abandonment. Nesting bird species are afforded protection through the Federal Migratory Bird Treaty Act and California Fish and Game Code. This indirect impact would have the potential to impact common bird species located in the demolition area and adjacent slopes, and sensitive bird species that utilize the adjacent slopes. One eucalyptus tree on the adjacent slope south of the proposed demolition area has supported a red-tailed hawk nest each year since 2018.

Potentially significant direct (nest removal from the proposed demolition area) and indirect (nest abandonment) impacts to breeding birds resulting from Project-related vegetation removal and/or demolition activities during the nesting season would be **reduced to less than significant** with implementation of Mitigation Measures MM BIO-1a, 1b and 1c, which require avoidance of the bird breeding season and active nests.

Vehicle Washing and Fueling Facilities

Vegetation and Wildlife. The proposed vehicle washing and fueling facility site, and areas that would be disturbed by the extension of utilities to the facility site, are devoid of vegetation. Therefore, the washing and fueling facilities would not have the potential to impact sensitive vegetation. There is no vegetation on or near the facility site that would have the potential to support nesting birds, however, several buildings on the site are used by cliff swallows to construct nests. Project-related construction during the breeding season (March through August) could have the potential to result in abandonment of the nests. This potentially significant impact would be **reduced to less than significant** with implementation of Mitigation Measure MM BIO-1a, 1b, and 1c.

b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

UCSB Facilities Management Site

The UCSB Facilities Management building demolition site is a developed area that does not support riparian or other sensitive habitat types. Small areas of sensitive habitat

(ESHA) are located on the slopes adjacent to the demolition site, including 0.52 acres of wetland habitat and 0.45 acres of oak woodland habitat. The Project proposes to install temporary construction fencing at the base of the slopes while demolition activities occur to prevent inadvertent damage to the slopes and habitat on the slopes. Therefore, the proposed demolition project would result in **less than significant** direct impacts to sensitive habitats.

A small area of designated ESHA (oak woodlands and arroyo willow thickets) are located north of the building demolition area along the north side of Mesa Road. Sensitive habitats associated with the Goleta Slough are located approximately 300 feet north of the demolition site. As described in IS/MND Section 5.10 (Hydrology and Water Quality) the proposed Project would not substantially change the existing stormwater flows that are currently discharged from the site. In addition, the Project would be required to implement construction site water quality measures (i.e., a Stormwater Pollution Prevention Plan) and would not be a substantial short- or long-term source of pollutants that may significantly impact the quality of receiving waters. Therefore, the Project would result in **less than significant** indirect water quality-related impacts to nearby on- and off-campus sensitive habitat resources.

Vehicle Washing and Fueling Facilities

The proposed vehicle washing and fueling facility site, and areas that would be disturbed by the extension of utilities to the facility, are devoid of vegetation. Therefore, the washing and fueling facilities would have **no impact** related to the direct disturbance of sensitive habitats.

The proposed vehicle washing and fueling site is approximately 1,000 feet west of sensitive habitat associated with the Goleta Slough, and is separated from the slough by Los Carneros Road. The proposed facilities would also be approximately 150 feet north of a habitat area to the south, which was formerly connected to the Goleta Slough. The proposed facilities would not substantially alter existing stormwater drainage characteristics, and as described in IS/MND Section 5.10 (Hydrology and Water Quality) would have less than significant short- and long-term water quality impacts that may adversely affect nearby habitat areas. Therefore, the proposed fueling and washing facilities would result in **less than significant** water quality-related impacts to nearby off-campus sensitive habitat resources.

c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

UCSB Facilities Management Site

The UCSB Facilities Management demolition area is a developed area that does not support wetland habitat types. A small (0.52 acre) area of wetland habitat is located on the slopes that are adjacent to the demolition site Habitat types that comprise this wetland area include sandbar willow thickets, bristly ox-tongue/Italian thistle stands, and rabbit's foot grass stands. The Project proposes to install temporary construction fencing at the base of the slopes while demolition activities occur to prevent inadvertent damage to the slopes and wetland habitat. As described in IS/MND Section 5.10 (Hydrology and Water Quality) the proposed Project would not substantially change the existing stormwater flows that are currently discharged from the site. Therefore, the proposed demolition project would result in **less than significant** impacts to wetland habitat.

Vehicle Washing and Fueling Facilities

The proposed vehicle washing and fueling facility site, and areas that would be disturbed by the extension of utilities to the facility site, are devoid of vegetation. As described in IS/MND Section 5.10 (Hydrology and Water Quality) the proposed Project would not substantially change the existing stormwater flows that are currently discharged from the site. Therefore, the washing and fueling facilities would have a **less than significant** related to the disturbance of wetland habitat.

d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Both the Facilities Management building demolition site and the vehicle fueling and washing site are fenced, and have sparse vegetative cover that would promote the use of the sites for wildlife migration Therefore, the Project would have **less than significant** wildlife movement impacts.

e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

2010 LRDP Appendix 2: *Campus Tree Trimming and Removal Program*, applies to trees with a trunk diameter of six inches or greater and requires that impacted ornamental trees be replaced with a native tree at a 1:1 ratio, and that impacted native trees be replaced with a native tree at a 3:1 ratio. All impacted oak trees, regardless of size, must be replaced with at least 10 oak seedlings.

The Project does not proposed to remove any trees from the Facilities Management demolition site. However, should a tree removal be required, or if demolition activities inadvertently impact a tree, that tree must be replaced in accordance with 2010 LRDP requirements. There are no trees located at or near the proposed vehicle fueling and washing facility site that may be impacted by construction activities. Therefore, the Project would result in **less than significant** impacts related to tree preservation policies.

Please refer to Table 5.11-1 in the Land Use section of this IS/MND for an evaluation of the Project's consistency with other applicable biological resource protection policies of the 2010 LRDP. That analysis concludes that the Project would be consistent with applicable biological resource protection policies, or would be consistent with the implementation of proposed mitigation measures.

f. *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The proposed UCSB Facilities Management building demolition site nor the proposed vehicle fueling and washing facility site are included in a Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, the Project would have **no impact** related to the implementation of such plans.

5.4.3 Cumulative Impacts

Other UCSB projects as listed in Table 1.7-1 must comply with the 2010 LRDP and mitigation measures of the LRDP Final EIR, which would limit the extent and magnitude of cumulative impacts to biological resources. Of these other projects, the Ocean Road Housing Project may result in the greatest biological impacts resulting from the removal of mature eucalyptus trees that provide nesting habitat. Such an impact, however, would be reduced to a level of less than significant by mitigation measures included in the 2010 LRDP Final EIR. The proposed Project could potentially contribute to these impacts, however, with implementation of proposed mitigation measures BIO-1a, 1b and 1c (bird nest avoidance, and tree replacement requirements of the 2010 LRDP, there would be no net loss of nesting trees on the UCSB campus and the incremental contribution of the Project would not be cumulatively considerable

5.4.4 Mitigation Measures

Impacts Reduced to a Less Than Significant Level With Proposed Mitigation

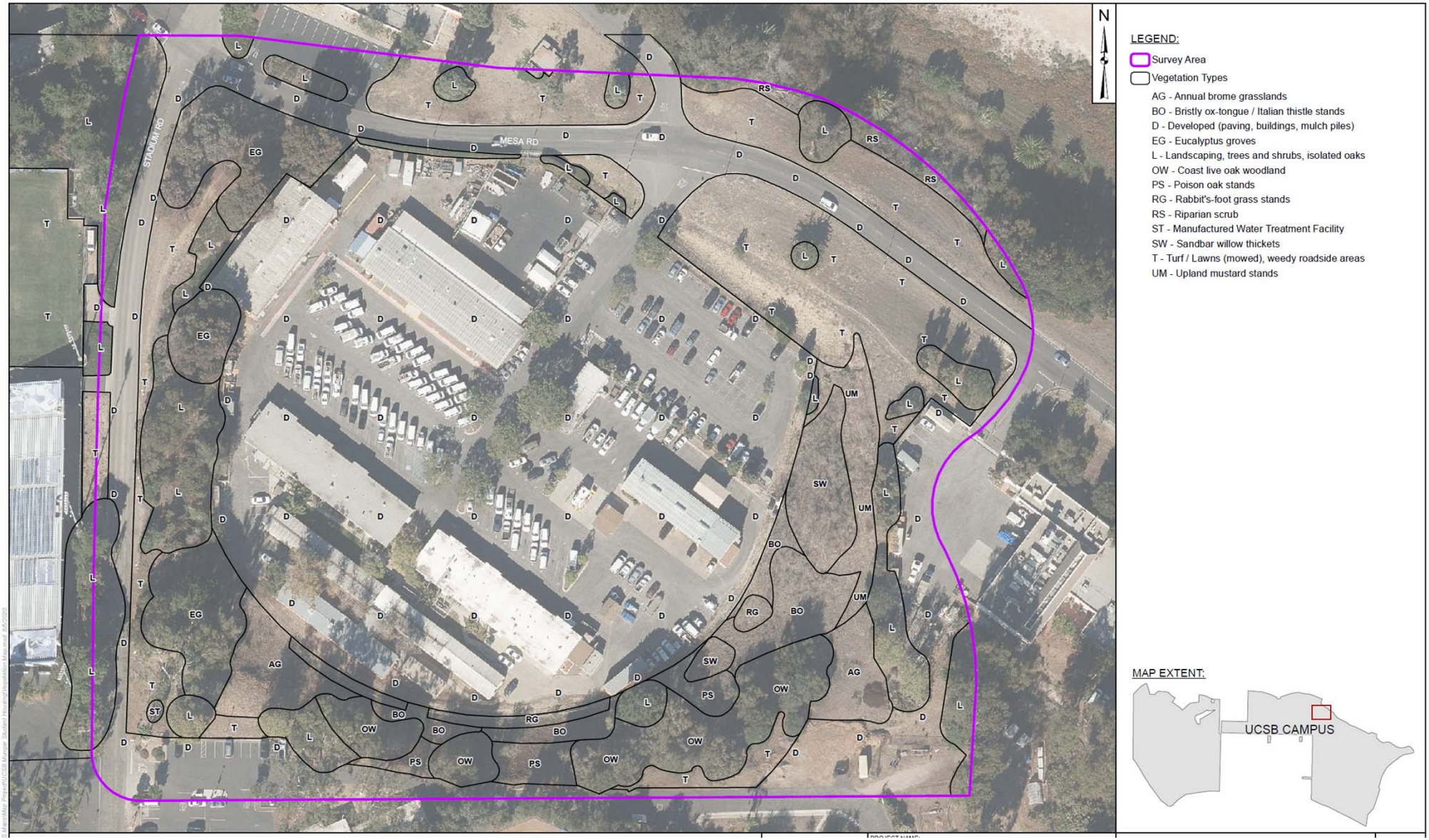
Potential Project-related impacts to nesting birds can be reduced to a less than significant level with the implementation of the following mitigation measures.

IMPACT BIO-1 **Project-related demolition and construction activities have the potential to result in the disturbance of active nests used by raptors and common bird species.**

BIO-1a. To avoid disturbance or loss of active bird nests during development of the proposed Project, all tree and vegetation disturbing activities shall be conducted between September 15 and February 15, outside of the typical nesting season.

BIO-1b. If tree or vegetation removal is determined to be necessary during the typical nesting season (February 15 to September 15), a nesting bird survey shall be conducted by a qualified biologist approximately one week prior to the proposed action. Surveys shall follow standard protocols as established by CDFW and/or CCC. If the biologist determines that a tree/shrub is being used for nesting at that time, disturbance shall be avoided until after the young have fledged from the nest and achieved independence. If no nesting is found to occur, tree removal can proceed.

BIO-1c. To avoid indirect disturbance of active bird nests by Project construction occurring within the typical nesting season, a qualified biologist shall be retained to conduct one or more pre-construction surveys per standard protocols approximately one week prior to construction, to determine presence/absence of active nests adjacent to the project site. The survey shall be conducted to detect any bird breeding or nesting behavior on the project site or within 500 feet for raptors and 300 feet for all other bird species. If no breeding or nesting activities are detected, noise-producing construction activities may proceed. If breeding/nesting activity is confirmed, work activities within 300 and/or 500 feet of the active nest(s) shall be delayed until the young birds have fledged and left the nest.



Source: Padre, 2022

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 5.4-1

UCSB Facilities Management Site Vegetation Map

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
5.5 CULTURAL RESOURCES - Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	✓	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	✓	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	✓	☐	☐

The potential for the demolition of buildings at the UCSB Facilities Management site to result in impacts to archaeological resources is based on an evaluation conducted by Applied EarthWorks, Inc. for a housing development project previously proposed for the Facilities Management site. The results of the evaluation are included in a report titled *Phase 1* and *Extended Phase 1 Archaeological Study and Seismic Trench Monitoring for the University of California, Santa Barbara, Munger Housing Project, Santa Barbara County, California* (June, 2022). A summary of the report and its conclusions are provided below. The confidential report is on file with the UCSB Office of Campus Planning and Design and may be reviewed by appropriately qualified persons.

The potential for the Project to result in impacts to historic resources is also based on an evaluation conducted by Applied EarthWorks, Inc. The results of the evaluation are included in a report titled *Historic Structures Report for the University of California, Santa Barbara, Munger Housing Project, Santa Barbara County, California* (June, 2022). The entire report is hereby incorporated by reference and can be reviewed by making arrangements with the UCSB Office of Campus Planning and Design.

5.5.1 Setting

a. Archaeology Setting

Regional Setting. The UCSB Main Campus and surround area within the historic territory of the Native American Indian group known as the Chumash. The Chumash occupied the region from San Luis Obispo County to Malibu Canyon on the coast, the four northern Channel Islands, and inland as far as the western edge of the San Joaquin Valley. The Chumash are subdivided into factions based on distinct dialects. The Goleta area is located within the historic territory of the Barbareño Chumash whose name is derived from the Mission with local jurisdiction, Santa Barbara. The Barbareño occupied the narrow coastal plain from Point Conception in Santa Barbara County to Punta Gorda in Ventura County.

Significant development in the Project vicinity started in the 1940s when U.S. Marine Corps Air Station Goleta was established. Grading, road construction, and other activities associated with the development and maintenance of the base and airfield impacted the area. Other modifications to the area occurred after the University of California acquired the property in 1948.

Previous Investigations. A records search was conducted by staff at the Central Coast Information Center (CCIC) of the California Historical Resources Information System (CHRIS) to identify previously recorded cultural resources. Background research identified 46 previous archaeological investigations within the 0.25-mile search radius. In addition, 17 archaeological sites and two historic buildings were identified within the search radius. Six sites are within or adjacent to the Project area. CA-SBA-3392 is adjacent to the UCSB Facilities Management site and CA-SBA-49 is within and directly adjacent to this area. CA-SBA-50 and CA-SBA-3391 are west and south, respectively, of the Facilities Management site. CA-SBA-52 and CA-SBA-3935 are within the Cabrillo Business Park area. The majority of the prehistoric sites within the search radius contain shell midden with marine and estuarine species and other material categories such as flaked stone debitage and tools, fire-altered rock, manos, metates, hopper mortars, pestles, steatite bowl fragments, shell beads, and asphaltum.

A review of previous studies indicates that the Project areas have been surveyed for archaeological resources. In addition, nearly all of the Project areas have been disturbed by construction activities associated with development of U.S. Marine Corps Air Station Goleta, UCSB, and the Cabrillo Business Park.

None of the previously recorded archaeological sites within and adjacent to the Project areas nor the other resources within a 0.25-mile radius are listed in the National Register of Historic Places or California Register of Historical Resources, as California Historical Landmarks, California Points of Historical Interest, City of Santa Barbara Landmarks, City Structures of Merit, or on the City Historic Landmarks Commission Potential Historic Resource Designation list. Brief descriptions of the previously recorded archaeological sites located on and near the proposed project sites are provided below.

UCSB Facilities Management Site. Known archaeological sites located in the vicinity of the UCSB Facilities Management site are briefly described below.

CA-SBA-49. CA-SBA-49 as a large prehistoric habitation and midden site on the UCSB Main Campus overlooking Goleta Slough. Formal excavation was carried out at that site in 1941 that encountered numerous burials and stratified midden deposits. Subsequent investigations in the 1980s in conjunction with construction and facilities upgrades at the UCSB campus revealed that the site area was extensively disturbed during the 1940s construction of the U.S. Marine Corps Air Station Goleta.

Early site records indicate that CA-SBA-49 contained deposits of marine shell, chert debitage, flaked and ground stone tools, steatite bowl fragments, asphaltum, shell beads, and human remains. Development has drastically impacted the site, but in 1982 discrete areas of intact deposits were documented. A subsequent investigation notes that intact deposits may exist only along the edge of the site that borders Goleta Slough. The 2010 LRDP Final EIR states that CA-SBA-49 was essentially destroyed during the construction of U.S. Marine Corps Air Station Goleta in the 1940s when site sediments were used as fill.

CA-SBA-50. CA-SBA-50 is located directly east of CA-SBA-49 near Los Carneros Road on the Storke Campus. The site was originally recorded in 1929 along the western edge of the Goleta Slough. Much later, it was reported that the site was represented by a low density shell scatter within a remnant orange orchard west of Los Carneros Road. Test excavations were conducted in 1978 west of Los Carneros Road to determine site boundaries and evaluate site significance. That evaluation documented flaked stone and ground stone artifacts, vertebrate remains, and invertebrate remains extending to a depth of 60 centimeters. Subsequent survey of this site area did not reveal any surface indicators of the site, although a map prepared for the study depicts the site boundary as a 150 meter diameter area east of Los Carneros Road. Additional investigations excavated eight backhoe trenches, which revealed considerable disturbance by recent and WW II grading, and no archaeological material was recovered. As such, no site remnants were document east of Los Carneros Road.

CA-SBA-3391. This site was recorded in 2001 as a low-density shell scatter in a field north of the UCSB baseball field. This surface scatter of six weathered shellfish fragments extends 10 by 15 meters in an area previously disturbed by soil stockpiling activities. It is possible that the shells were imported with excavated material, however, they may also be peripherally associated with site CA-SBA-49. No evidence of chipped stone, ground stone, midden soil, beads and/or other artifactual evidence of aboriginal origin were noted during the survey. Subsequent construction monitoring adjacent to CA-SBA-3991 for the UCSB Recreation and Aquatics Center Expansion Project did not detect intact prehistoric or historic deposits. The cultural materials that were observed were in disturbed contexts, and no temporally diagnostic prehistoric artifacts were noted or collected.

CA-SBA-3392. CA-SBA-3392 is located near the Facilities Management Site and is described as a peripheral remnant of CA-SBA-49 where a small scatter of clam shell fragments (unidentifiable to species) and one Franciscan chert flake were noted on the surface. The site was discovered while monitoring utility construction along the east side of Stadium Road near the intersection with Mesa Road. No temporally diagnostic artifacts were observed, and no testing was completed.

Vehicle Washing and Fueling Site. Known archaeological sites in the vicinity of the UCSB-owned property in the Cabrillo Business Park are briefly described below.

CA-SBA-52. CA-SBA-52 is located on the Cabrillo Business Park site and was first recorded in 1929 as a dense midden from the Early and Middle periods between approximately 5000 and 3500 B.P. 47 trenches were excavated in the site and recovered large quantities of marine shell; large, medium, and small terrestrial and sea mammal bone; fish bone; asphaltum cakes; and a variety of flaked and ground stone artifacts. In addition, two cemeteries were identified at the site. Additional studies carried out at the site in the 1960s and 1970s found similar types and distributions of artifacts. However, these studies noted that portions of the site had been destroyed due to improvements along Los Carneros Road and the construction of the buildings in the 1960's on the property now owned by UCSB. Studies conducted in 1999 and 2009 further refined the boundaries of the site and identified areas of intact significant deposits

A Phase 3 mitigation study at CA-SBA-52 and CA-SBA-53were conducted in 2018. Five backhoe trenches were excavated southwest of the Aerophysics Laboratory building, which is the largest building located on the project site. Few archaeological materials were recovered, and all came from previously disturbed soils. As a result, it was concluded that no intact significant archaeological deposits are present in the area they tested, however, it was noted that intact deposits likely exist in a zone along Los Carneros Road.

CA-SBA-3935. This site is located at the Cabrillo Business Park on the area occupied by the former San Marcos Dairy and includes remnants of the dairy structures and a historic-era trash scatter. Test excavation units excavated in 2009 recovered approximately 81,000 artifacts. Following artifact analysis and historical research, it was determined that the artifacts and structural remnants were consistent with other well-documented historic dairy complexes in central California, and the site is not significant under CEQA and not eligible for the National Register of Historic Places because it does not meet any of the significance criteria.

Native American Coordination. The Native American Heritage Commission (NAHC) was contacted on February 23, 2021, regarding the housing project previously proposed for the UCSB Facilities Management site to request a review of the Sacred Lands File for sacred or sensitive Native American areas that may be within or near the Project area. In a reply dated March 8, 2021, the NAHC stated that cultural sites are present in the vicinity of UCSB. The commission provided contact information for organizations and individuals who may have knowledge of cultural resources in the Project area and recommended they be contacted for additional information.

Letters were sent to each individual and organization on the NAHC list requesting comments regarding sensitive cultural resources within or near the Project area. Follow-up telephone calls to those who had not yet responded were placed March 29, 2021. The following responses were received:

- Ms. Kelsie Merrick, Culture Department Administrator for the Santa Ynez Band of Chumash Indians (SYBCI), provided a formal letter attached to an email on March 22, 2021, on behalf of the Elder's Council and Chairperson Kenneth Kahn. Merrick advised that the Elder's Council required no further consultation unless supplementary literature revealed additional information or the scope of work changed. The Council requested that a Native American monitor be present during all ground-disturbing activities. On September 1, 2021, Ms. Merrick contacted Shari Hammond, Principal Planner for UCSB Campus Planning and Design and provided a letter from the Elder's Council requesting consultation for the Project. A consultation call with tribal representative Ms. Wendy Giddens Teeter occurred on October 6, 2021. Ms. Teeter was provided with more information about the previous project and the results of the archaeological study prepared for that project. Ms. Teeter requested that a Chumash Tribe monitor be present during all ground-disturbing activities.

- Mr. Patrick Tumamait, of the Barbareño/Ventureño Band of Mission Indians, responded via email on March 12, 2021. Mr. Tumamait expressed concerns that the Facilities Management site is in a sensitive cultural area and recommended that a Chumash monitor be on site during any kind of survey or excavation.

- Mrs. Eleanor Fishburn (nee Arrellanes), of the Barbareño/Ventureño Band of Mission Indians, responded via email on March 29, 2021. Mrs. Fishburn recommended archaeological and Native American monitoring due to the cultural sensitivity of this area.

- Mr. Fred Collins responded via email on March 23, 2021. Mr. Collins stated that he supported the recommendations of the local individuals.

- Ms. Annette Ayala, of the Barbareño/Ventureño Band of Mission Indians, responded via telephone on March 29, 2021. Ms. Ayala stated that Eleanor Fishburn would be the person to contact for this area and that she would contact her as well to offer any support if needed.

- Ms. Mariza Sullivan sent an email to Shari Hammond, Principal Planner for UCSB Campus Planning and Design, on July 28, 2021. Ms. Sullivan, Chairperson for the Coastal Band of the Chumash Nation (CBCN) requested that her comments be added to the record. Sullivan advised that CA-SBA-49 and CA-SBA-3392 are in the vicinity and that this area has a moderate to high sensitivity for cultural resources and every precaution should be taken. The CBCN advocated that a tribal monitor be present during all ground-disturbing activities and that they be informed of the monitor selected. Additionally, the CBCN requested that all findings be shared and requested copies of any archaeological records

associated with the previous project. Lastly, the CBCN requested information about where soils would be brought in from or taken to that may require further examination.

The remaining contacts listed by the NAHC did not respond to mail or telephone outreach.

The previous Native American communication and consultation described above included proposed development activities that would be conducted by the proposed Project (i.e., demolition of existing buildings at the UCSB Facilities Management site, and the use of the UCSB-owned property in the Cabrillo Business Park for the construction of the proposed vehicle washing and fueling facilities.

b. Historic Setting

UCSB Facilities Management Site. UCSB was established at its present site in 1954 on the site of a former Marine Corps Air Station (MCAS). The base was established in 1942 to provide training facilities for Marine pilots. By the end of World War II, the base encompassed 1,500 acres, including the area now occupied by the Santa Barbara Airport. The portion of the air station constructed on the mesa south of the Goleta Slough consisted of approximately 100 wood-framed buildings, including barracks, dining halls, chapels, theaters, and a laundry.

Barracks, Quonset huts, and smaller mass-produced wood-framed temporary buildings were constructed at the mesa south of the Goleta Slough that would later be developed into UCSB. Many of these buildings remained present at the mesa in 1948 when the federal government offered that portion of the former MCAS Goleta facility to the Regents of the University of California for development of a new university.

World War II temporary buildings are highly unlikely to qualify for either the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) for three reasons: their lack of architectural merit; the routine nature of the functions of most of these buildings; and the fact that they typically lack integrity. Most surviving World War II temporary buildings still in use at UCSB have been substantially modified to provide for their continued use, and many have been relocated from their original wartime sites. World War II temporary buildings that qualify for the NRHP or the CRHR are usually associated with events that go beyond the routine, i.e. are associated with important events, meaning they are associated with events beyond a "general association" with World War II. Additionally, to qualify for NRHP or CRHR listing, a World War II temporary building needs to retain a high degree of historic integrity.

Vehicle Washing and Fueling Site. Although local agricultural and oil production endured in the Goleta area following World War II, the aerospace research and development industry represented an increasingly dominant share of local economic output beginning in the 1950s. In the vicinity of the Santa Barbara Airport, farmland was converted to new development consisting of office, light industrial, and industrial buildings constructed by aerospace firms or firms producing equipment and technology to supply aerospace firms. The local aerospace industry

stimulated commercial and residential development in Goleta and generated rapid local population growth.

In 1956, a five-building plant facility, including an administration building, research building, engineering building, and buildings associated with aerophysics testing was developed in the northern portion of what is now the Cabrillo Business Park. In 1960, General Motors (GM) came to Goleta and acquired the Aerophysics Development Corporation plant and established operations under its Defense Systems Division.

GM Research Laboratories was established in 1962, which took over defense-related research and development at the former Aerophysics facility. GM's AC Electronics Division was closely tied to the development and success of the National Aeronautics and Space Administration's (NASA) Apollo lunar program. Activities of the Aerospace Operations Department focused on research in fundamental and defense-related aerospace sciences. Their defense-related research included vehicle flight and reentry physics, hypervelocity impact, structural dynamics, and material analysis.

The main Aerophysics Laboratory was housed in a narrow building originally about 700 feet long and approximately 40 feet wide. In the early 1970s, the building was extended westwardly to a length reaching around 985 feet. This building contained two hypervelocity gun ranges, the Aerophysics Range and the Aeroballistics Range. Scientists and engineers used the ranges to launch tiny scale models of missiles to collect precise data on the signatures of reentry bodies. The data collected allowed for the creation of defense technology.

Other Hyperballistics Facility buildings include an Office Building, and the Shock Tube Laboratory. The Office Building consists of three sections: the original 1967 section, a 1970's section, and an attached portable building. The Shock Tube Laboratory is a Quonset hut-style building that was capable of obtaining information on high-temperature gaseous systems significant to hypervelocity flight. Buildings associated with the Shock Tube Laboratory include a small shower facility and a small storage building.

Construction of the Hyperballistics Facility began in 1966. The original configuration of buildings was in place by 1967 and included the main Aerophysics Laboratory, the adjacent Office Building, and the Shock Tube Laboratory with the associated shower facility building. As seen today, several additions were made to the site, most of which were in place by 1975. These additions include a westward extension to the length of the Aerophysics Laboratory, a large addition to the Office Building, and the construction of a small storage building beside the Shock Tube Laboratory. A southward addition to the width of the east end of the Aerophysics Laboratory was completed sometime after 1984. There are two loading docks sheltered by metal canopies with metal support post supports present on the property that were added sometime between 1995 and 2001.

5.5.2 Checklist Responses

a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

The California State Historic Preservation Office maintains the California Register of Historical Resources (California Register). Eligibility for the California Register requires that a resource retain sufficient integrity to convey significance and importance. Location, design, setting, materials, workmanship, feeling, and association are key elements in considering a property's integrity. In addition, an important historical resource is one that meets one or more of the below criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

2. Is associated with the lives of persons important to local, California, or national history.

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.

4. It has yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation.

UCSB Facilities Management Site

The 2010 LRDP Final EIR (2010 LRDP Final EIR Appendix 4.2, Historic Resources) includes a study that evaluated intact built resources on the UCSB campus that may be removed or partially removed by development identified by the 2010 LRDP. The study determined that the resources evaluated had no potential to qualify as historical resources under CEQA. The study, however, did not evaluate five buildings (Bldgs. 336, 437, 439, 510 and 593) located at the Facilities Management site. An evaluation of these buildings was conducted (Applied EarthWorks, 2022) for the housing project previously proposed for the site and applied CRHR significance criteria and historic integrity considerations. The results of that evaluation are summarized below.

Building 336. This approximately 540-square foot one-story office building with modest Modern architectural features was constructed in 1969 to serve as the Central Garage Office. The historic evaluation concluded that this building was not constructed as part of the development or operation of MCAS Goleta. There is no evidence that the building has direct association with a historically significant person, and the building is a commonplace example of a small office building that incorporates Modern architectural features. Finally,

the building is not a potential source of important historical information. Therefore, Building 336 does not meet any of the criteria for listing in the CRHR and does not quality as a historical resources for the purposes of CEQA.

Building 437. This 3,991 square foot one-story building was constructed in 1942 to serve as a storehouse in the Quartermaster compound at MCAS Goleta. The building was moved to its current location in 1951 as part of the development of a Corporation Yard, now the Facilities Management yard. A visual inspection of the building shows it has undergone major alterations on all four elevations. Although the building is associated broadly with World War II Marine Air Corps activity, it is not associated with a more specifically significant historical event or pattern of events within the context of World War II. In addition, research efforts did not reveal any evidence that the building has direct association with an important event or pattern of events within the context of UCSB's development or academic and research activities, or that the building is associated with a historically significant person. The building generally remains representative of a typical wood-framed World War II military building, however, such buildings have been well documented, and they remain fairly commonplace elements of the built environment. The building is also not significant as a potential source of important historical information. Therefore, Building 437 does not meet any of the criteria for listing in the CRHR and does not qualify as a historical resources for the purposes of CEQA.

Building 439. This 5,362 square-foot one-story building was constructed in 1942 to serve as a storehouse in the Quartermaster compound at MCAS Goleta. College planners moved the building to its current location in 1951 as part of the development of a Corporation Yard, now Facilities Management. A visual inspection of the building shows it has undergone major alterations on all four elevations. Although the building is associated broadly with World War II Marine Air Corps activity, it is not associated with a more specifically significant historical event or pattern of events within the context of World War II. In addition, research efforts did not reveal any evidence that the building has direct association with an important event or pattern of events within the context of UCSB's development or academic and research activities, or that the building is associated with a historically significant person. The building generally remains representative of a typical wood-framed World War II military building, however, such buildings have been well documented, and they remain fairly commonplace elements of the built environment. The building is also not significant as a potential source of important historical information. Therefore, Building 439 does not meet any of the criteria for listing in the CRHR and does not qualify as a historical resources for the purposes of CEQA.

Building 510. This 137 square-foot one-story building that now serves as storage for the Central Garage unit was constructed in 1942. The 1951 UCSB Master Plan for the Corporation Yard (now Facilities Management) documents that Building 510 was to be moved to its current location and remodeled. Building 510 is not associated with a significant historical event or pattern of events within the context of World War II. Research efforts did not reveal any evidence that the building has direct association with

an important event or pattern of events within the context of UCSB's development or academic and research activities, or that the building is associated with a historically significant person. Building 510 remains representative of a small wood-framed World War II temporary building, however, such buildings have been well documented, and they remain fairly commonplace elements of the built environment. Lastly, Building 510 is not a potential source of important historical information. Therefore, Building 510 does not meet any of the criteria for listing in the CRHR and does not qualify as a historical resources for the purposes of CEQA.

Building 593. This 442-square-foot one-story structure was built in 1945 for military storage. Although Building 593 is associated with World War II and the development of MCAS Goleta, research yielded no evidence that the modest structure has any potential to be considered an important building associated with MCAS Goleta or that it has direct association with an important event or pattern of events within the context of UCSB's development or academic and research activities. There is also no evidence that the building has a direct association with a historically significant person who performed work or other activity within or at the structure. Building 593 is not significant for its type, period, or method of construction, or for exhibiting high artistic value, and is not a potential source of important historical information. Therefore, Building 593 does not meet any of the criteria for listing in the CRHR and does not qualify as a historical resources for the purposes of CEQA.

In conclusion, Facilities Management Building Nos. 336, 437, 439, 510, and 593 are not eligible for CRHR listing and do not qualify as historical resources under CEQA. This determination is similar to a previous historical resources survey that concluded other buildings on the Facilities Management site are not historically significant. Therefore, the demolition of structures on the Facilities Management site would not cause a substantial adverse change in the significance of a historical resource and the Project's impact to resources would be **less than significant**.

Vehicle Washing and Fueling Facilities

The existing buildings (Hyperballistics Facilities) at the UCSB-owned property in the Cabrillo Business Park are directly associated with space exploration and astronomical knowledge as well as the development of new technologies and sciences associated with the U.S. space and missile defense programs. Additionally, the facilities' operations reflect the rise of the aerospace and defense-related technology industries throughout California. Furthermore, the growth of the operations here played a large role in the post–World War II population growth of Goleta Valley.

Criterion 1. The Hyperballistics Facilities specialized in the research and testing of fundamental physical phenomena and defense-related vehicle flight and reentry physics. The ballistics range equipment within these facilities was often described as one of the world's most advanced arrays and only a handful of other facilities in the United States

made use of ballistic ranges in research during this time. The research and testing completed within the Hyperballistics Facilities directly contributed to the development of gyroscopes used in GM's inertial guidance and navigation systems that not only guided American astronauts to the moon, but later guided the first spacecraft to orbit Saturn and the first landing of a spacecraft on an asteroid.

The Hyperballistics Facilities are significant under CRHR Criterion 1 at the local, state, and national levels with a period of significance from 1966, when GM acquired the aerophysics plant in Goleta, to 1990, when GM donated the ballistics range equipment to the University of Alabama, Huntsville. Although the equipment was removed, the configurations of the structures remained unchanged. The period of significance extends to within the last 50 years; however, sufficient time has passed and sufficient documentation is available to achieve the scholarly perspective necessary to judge the resource's significance within the last 50 years.

Criterion 2. The Hyperballistics Facilities do not have significance for association with the work of a historically significant individual. Therefore, the property is not significant under CRHR Criterion 2.

Criterion 3. The Hyperballistics Facility buildings do not exhibit high artistic values or embody an important type, period, or method of construction. Additionally, as enclosures for industrial and scientific research activities, the buildings are commonplace representations of the types of primarily utilitarian buildings constructed to house industrial activities or serve as freight warehouses across California during the mid-twentieth century. The Hyperballistics Facilities property is significant for the technology housed within two of the buildings—the Aerophysics Laboratory's gun ranges and associated handling equipment, and the Shock Tube Laboratory's equipment for gas molecule plasma testing. These buildings also have significance under Criterion 3 for the research and experiments enabled by the equipment, although the majority of this equipment is no longer present. However, the overwhelming majority of this equipment, which makes up the property's most important engineering and design features under Criterion 3, is no longer present at the property.

Criterion 4. The Hyperballistics Facilities were a complex of laboratories and associated buildings focused on the research and testing of physical principles primarily related to flight. As a consequence of the removal of interior engineering features and scientific equipment, the property's buildings are not a potential source of important historical information not reflected in documents and do not have the potential to yield important new information about historic construction methods, materials, or technologies. Therefore, the Hyperballistics Facilities property does not have significance under Criterion 4.

Site Integrity Evaluation. This evaluation addresses whether the Hyperballistics Facilities property retains sufficient integrity to convey its historical significance under Criteria 1

and 3. This analysis applies the seven aspects of integrity described by the National Park Service (2002): location, setting, association, materials, workmanship, design, and feeling.

The Hyperballistics Facilities were used to conduct research and testing of fundamental physical phenomena and defense-related vehicle flight and reentry physics. Today, the facilities are primarily used for storage. Therefore, the Hyperballistics Facilities do not retain integrity of association of use. The Hyperballistics Facilities were erected between 1966 and 1967, and they have not been moved since that time; therefore, the facilities retain integrity of location. After 1956, the property and surrounding area began a process of development in aerospace industry corporate business parks. This development continued throughout its period of significance. Today, the Hyperballistics Facilities are a part of the Cabrillo Business Park. The complex of buildings and structures within the facilities have maintained their original configuration and their spatial relationship to one another. The area directly surrounding the facilities still includes large open areas of fields with minimal alterations such as the new storage unit facility to the north across Discovery Drive. While some changes have been made to the site, the setting has not been altered so much that the complex has lost its ability to convey its historical significance under Criterion 1. Therefore, the Hyperballistics Facilities and the surrounding area retain integrity of setting and feeling.

After the period of significance, the Hyperballistics Facilities had minor additions such as the two loading docks and related canopies. Additionally, a Terminal Ballistics Laboratory and the equipment within the Aerophysics Laboratory were removed. Nevertheless, the remaining buildings and structures within the facilities original to the 1960s and 1970s have not been substantially altered, and additions could easily be removed returning the built environment to its appearance during those decades. Therefore, the facilities retain sufficient integrity of materials, workmanship, and design to convey historical significance under Criterion 1. However, due to the loss of the Terminal Ballistics Laboratory as well as the removal of the equipment within the Aerophysics Laboratory, the Hyperballistics Facilities property does not retain sufficient integrity of materials, workmanship, and design to convey its historical significance under Criterion 3.

CRHR Eligibility. The Hyperballistics Facilities property retains sufficient integrity to convey its significance under CRHR Criterion 1. The property is eligible for the CRHR and, therefore, qualifies as a historical resource for the purposes of CEQA.

Proposed construction of vehicle fueling and washing facilities immediately north of the west portion of the Aerophysics Laboratory building would introduce structures that diminish the complex's integrity feeling, immediate setting, and overall design. The introduction of these new structures would result in a significant impact to the historical resource that could be **reduced to a less than significant** level with proposed mitigation requirements included in proposed mitigation measures CUL-1a and 1b. These measures required archival documentation of existing conditions at the project site, and the creation of an on-site public interpretation display.

b. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

UCSB Facilities Management Site

Applied EarthWorks conducted surface survey, Extended Phase 1 testing, and monitoring of seismic trenching related to the previous housing project proposed for the Facilities Management site. The results of these investigations are summarized below.

As part of the Extended Phase I investigation, fourteen shovel test pits (STPs) were excavated within the Facilities Management site. STPs 1–10 were excavated within and near the CA-SBA-49 site boundary. STPs 1–6 and 8 contained redeposited historic-era and prehistoric materials in anthropogenically mixed sediments. STPs 7, 9, and 10 were devoid of cultural materials and contained soils that had been previously disturbed by construction. Archaeological material noted in STPs 1–6 and 8 included trace quantities of marine shell such as Venus and undifferentiated clams that are likely associated with the prehistoric archaeological deposits in CA-SBA-49. Historic period items included broken ceramics, glass, and metal fragments. Miscellaneous faunal remains observed included large mammal (cow, pig, and horse) and fish (bony and cartilaginous) bone. Much of the bone observed was saw-cut. A canid tooth, modern rodent bones, and Pismo clam shell were also observed. All materials lacked contextual integrity because they occurred within disturbed sediments mixed with construction fill and modern refuse such as glass, ceramics, plastic, aluminum, tin, asphalt, concrete, and other metals.

The seismic trench monitoring conducted at the Facilities Management site showed that given the soil depositional conditions and widespread soil disturbance from past construction activities, it is highly unlikely that intact archaeological deposits are present. All prehistoric and historic-era materials observed during trench excavations were noted within disturbed or secondary deposits. Marine shell observed included Venus clam and California oyster. The only notable historic-era object found during trenching consisted of a Gorham silver soldered lid with "Property of Santa Barbara Cottage Hospital" stamped into the surface along with "EP" and a stamp depicting an anchor and a dirigible that dates the item to 1929. The lid likely dates from when the land was used for ranching and farming prior to World War II.

As an item of interest, a large fossil bone was observed in one of the excavated trenches. The bone was likely from Pleistocene-era megafauna and was too old to be associated with human activity. An attempt was made to radiocarbon date the bone to determine an approximate depositional age for the surrounding soils. The bone was too fossilized for radiocarbon dating, however, charcoal recovered nearby from the same depth and stratigraphic layer was dated to approximately 38,000 years ago. This date indicates that the fossil bone is likely from a time period well before humans occupied the area.

The minimal archaeological material observed during testing, coupled with observed depositional context, indicates a low potential for intact archaeological deposits at the Facilities Management site. In addition, proposed building demolition activities would not remove building foundations and would not result in demolition-related ground disturbances that would have the potential to encounter previously undetected archaeological resources. Similarly, the demolition project does not propose to remove any on-site trees. However, should it become necessary to remove a tree, it would be cut at or just above the ground surface and would not result in ground disturbance impacts. Therefore, it is expected that the proposed demolition activities would not encounter significant intact buried archaeological material and potential impacts to archaeological resources would be **less than significant**.

Vehicle Washing and Fueling Facilities

Site CA-SBA-3935 (the former San Marcos Dairy site) is generally located north of the UCSB-owned property in the Cabrillo Business Park and is not considered to be significant. Therefore, construction of the proposed vehicle fueling and washing facilities would result in a **less than significant** impact to this site.

Previous studies of CA-SBA-52 identified zones within the boundaries of the UCSB-owned property where significant archaeological deposits are located. Based on the results of the previous studies of CA-SBA-52, the proposed vehicle fuel and washing stations would be located at sites that avoid the identified sensitive site deposits. Therefore, it is not expected that construction of the proposed vehicle washing and fueling facilities and associated on-site utility improvements would impact CA-SBA-52. However, should unanticipated resources be encountered as a result of ground disturbing construction activities, a potentially significant impact could occur. The potential for unexpected impacts to resources associated with CA-SBA-52 would be **reduced to less than significant** with the implementation of proposed mitigation measures CUL-2a through -2e.

c. *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

UCSB Facilities Management Site

As described in response "b" above, there is a low potential for buried archaeological resources to be located at the Facilities Management demolition site. Also as described above, the proposed demolition activities would not result in ground disturbances that would have the potential to encounter human remains. Therefore, the proposed building demolition project would result **in less than significant** potential impacts to human remains.

Vehicle Washing and Fueling Facilities

As described in response "b" above, there is a low potential for buried archaeological resources to be located at the proposed vehicle washing and fueling facility site. However, given the reported presence of human remains and intact archaeological deposits outside the Project area, proposed construction-related excavations would have the potential to impact previously undetected archaeological resources, including human remains. With the implementation of proposed mitigation measures CUL-1 through CUL-1e, this unlikely but potentially significant impact would be **reduced to less than significant**.

5.5.3 Cumulative Impacts

The proposed demolition of existing buildings at the UCSB Facilities Management site would not result in a significant project-specific impact to historic resources because it was determined that no significant historic resources are located at that site. Therefore, potential building demolition-related impacts on historical resources would not be cumulatively considerable or significant.

Potential impacts to the Hyperballistics Facility site located on the UCSB-owned property in the Cabrillo Business Park resulting from the construction of the proposed vehicle fueling and washing facilities would diminish the Facility's integrity feeling, immediate setting, and overall design. The addition of the proposed washing and fueling facilities, however, would not result in the destruction or removal of any significant historical resources, and the facilities' historical resource impact would be reduced to a less than significant level with the implementation of proposed mitigation measure CUL1a and 1b. Therefore, with the implementation of proposed mitigation measures, the Project's cumulative impact on historical resources at the UCSB-owned Cabrillo Business Park property site would not be cumulatively considerable or significant.

The proposed demolition of buildings at the UCSB Facilities Management site would not result in ground disturbing activities that have the potential to result in significant impacts to archaeological resources. Therefore, the proposed building demolition project's cumulative impact on archaeological resources would not be cumulatively considerable or significant.

The proposed Project would have a low potential to impact archaeological resources resulting from the construction of vehicle fueling and washing facilities at the UCSB-owned property in the Cabrillo Business Park. Should the project result in an unexpected impact to archaeological resources, it would be required to implement measures that reduce that impact to a less than significant level. Future on- and off-campus development projects have the potential to result in impacts to archaeological resources, however, such impacts would be reduced through compliance with applicable adopted resource protection policies and the implementation of CEQA review requirements. Therefore, with the implementation of proposed mitigation measures, the potential cumulative impacts to archaeological resources resulting from the construction of the

proposed vehicle fueling and washing facilities would not be cumulatively considerable or significant.

In conclusion, since the potential for the Project to impact known intact cultural resources is low, and mitigation measures would be implemented to reduce unanticipated impacts to a less than significant level, the Project would not result in cumulatively considerable impacts to cultural resources. Therefore, potential cumulative impacts on cultural resources would be **less than significant.**

5.5.4 Mitigation Measures

Impacts Reduced to a Less Than Significant Level With Proposed Mitigation

Impacts to cultural resources that have the potential to result from the proposed Project can be reduced to a less than significant level with the implementation of the following mitigation measures.

CUL-1 The construction of the proposed vehicle washing and fueling facilities at the UCSB-owned property in the Cabrillo Business Park would materially alter the physical characteristics of the Hyperballistics Facilities property that convey its historical significance.

MM CUL-1A. UCSB shall prepare, or have prepared, a photographic and written archival documentation of the Hyperballistics Facilities property in accordance with the National Parks Service's Historic American Engineering Record (HAER) Guidelines. Documentation to Level II HAER Standards shall be prepared prior to construction of the proposed vehicle fueling and washing facilities.

At a minimum, the archival documentation shall include the following:

1. A professional photographer shall visually document the existing conditions at an adjacent to the proposed location of the washing and fueling facilities and character-defining features in large-format, black-and-white, archival photographic prints and negatives to standards outlined in the HAER Guidelines.

2. To ensure public access, archival documentation packages consisting of the photograph prints, written data, and other materials shall be sent to and archived by local repositories such as the UCSB Library Special Collections Department and the Goleta Valley Public Library.

MM CUL-1B. UCSB shall prepare, or have prepared, an interpretive sign or exhibit on the history of Hyperballistics Facilities property. The interpretive sign or exhibit shall be prepared and on display prior to construction of the proposed vehicle fueling and washing facilities, or demolition of existing structures at the project site.

At minimum, the interpretive sign or exhibit shall include the following:

1. The sign or exhibit shall be displayed at the University-owned property in the Cabrillo Business Park in a location where it can be accessed by the public.

2. Signage shall be placed on UCSB-owned property facing Los Carneros Road that would direct motorists, cyclists, and pedestrians to the interpretive display.

3. The interpretive display shall make use of historic photographs and information from the Hyperballistics Facilities HAER to convey the property's significance in Goleta's post–World War II development and its significance in the fields of space exploration and aerospace defense research and development.

IMPACT CUL-2 Ground disturbing activities at the UCSB-owned property in the Cabrillo Business Park to construct the proposed vehicle washing and fueling facilities have the potential to result in significant impacts to archaeological resources.

CUL-2a. A pre-construction meeting shall be conducted by an archaeologist and a Chumash Tribal representative. Meeting attendees shall include the archaeologist, local Chumash Tribal representative, construction supervisors, and heavy equipment operators to ensure that all parties understand the cultural resources monitoring program and their respective roles and responsibilities. All construction personnel who would work on the site during any phase of ground disturbance shall be required to attend the meeting. The names of all personnel who attend the meeting shall be recorded denoting that they have received the required training.

The meeting shall review the following: types of archaeological resources that may be uncovered; provide examples of common archaeological artifacts and other cultural materials to examine; describe why monitoring is required; what makes an archaeological resource significant; identify monitoring

procedures; what would temporarily halt construction and for how long; describe a reasonable resource discovery scenario (i.e., feature or artifact); describe reporting requirements and the responsibilities of the construction supervisor and crew, and consequences of violating State laws and regulations. The meeting shall make attendees aware of prohibited activities, including vehicle use in protected areas, and educate construction workers about the inappropriateness of unauthorized collecting of artifacts that can result in impacts on cultural resources, and requirements for confidentiality and culturally appropriate treatment of any discovery of significance to Chumash Tribes.

CUL-2b. An archaeologist and Chumash Tribal provided monitor shall be retained to monitor activities conducted on the project site, such as the removal of existing paving, initial grading activities, ground disturbing activities, and the removal of on-site trees.

CUL-2c. The archaeologist and Chumash Tribal Monitor shall have the power to temporarily halt or redirect project construction in the event that potentially significant cultural resources are exposed. The Tribal Monitor(s) will have all necessary background training to identify and recommend appropriate treatment for any discoveries, including sites and objects of cultural value. Based on monitoring observations and the actual extent of project disturbance, the Tribal Monitor(s) and Project archaeologist shall have the authority to refine the monitoring requirements as appropriate (i.e., work be temporarily stopped, diverted or slowed within 100 feet of the direct impact area; change to spot checks; reduce or increase the area to be monitored) in consultation with the UCSB Office of Campus Planning and Design. Upon completion of the monitoring program a monitoring report shall be presented to the UCSB Office of Campus Planning and Design and to the Central Coast Information Center (CCIC).

CUL-2d. In the event that archaeological resources are unearthed during project construction, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until a Chumash Tribal representative and archaeologist has evaluated the nature and significance of the find. After the find has been appropriately evaluated, work in the area may resume. Significant cultural resources may remain on-site at the direction of the Chumash Tribal representative, Project archaeologist, and the University. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the

landscape, or returning objects to a location within the project area where they will not be subject to future impacts.

CUL-2e. If human ancestral remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner (or if necessary an osteologist/zooarchaeologist) has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission. If avoidance of the remains is not feasible, they shall be excavated and removed by a qualified archaeologist in the presence of the Most Likely Descendent. Repatriation of the exhumed remains and all associated items shall be conducted in accordance with the requirements of the Chumash Tribal Representative and the California Native American Graves Protection and Repatriation Act (Health and Safety Code 8010-8011).

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
5.6 ENERGY - Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	✓	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	✓	☐

5.6.1 Setting

Most of the uses and operations conducted at the UCSB Facilities Management site have been relocated to three newly constructed buildings in the Cabrillo Business Park in the City of Goleta. Energy use at the Facilities Management site now consists primarily of operating the existing vehicle fueling and washing facilities, which were not relocated; site maintenance; and low-level security lighting.

The UCSB-owned property in the Cabrillo Business Park, which would be used for the relocation of the existing vehicle fuel and wash operations, is primarily used for storage purposes. Therefore, operations conducted at the site do not result in a substantial demand for energy resources.

5.6.2 Checklist Responses

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

UCSB Facilities Management Site

Demolition-related operations would require the use of gasoline and diesel fuel to operate heavy equipment such as a backhoe and small bulldozer, and electricity to operate equipment such as portable saws. Fuel would also be used by vehicles to transport demolition material to the construction and demolition waste processing center in the City

of Santa Barbara; to haul processed waste material to the Tajiguas Landfill; and for worker commute trips. These short-term operations would occur for a duration of approximately three weeks. Overall, short-term energy use required to implement the proposed demolition project would occur for a limited period of time and would not be substantial.

Long-term energy use at the UCSB Facilities Management site after the completion of demolition operations would primarily be for periodic maintenance and any low-level lighting that remains at the site.

Due to the very limited short- and long-term energy use required by the proposed demolition project, it would not use energy in a wasteful, inefficient, or unnecessary manner. Therefore, the demolition project would have a **less than significant** energy use impact.

Vehicle Washing and Fueling Site

Equipment that would be used to construct the proposed wash and fuel facilities would include a backhoe for on-site utility trenching, small grading equipment to prepare the foundation for a new concrete and asphalt pad, and equipment to install proposed fueling and washing equipment and structures. Fuel required to operate this equipment, as well as for construction worker commute trips, would result in a short-term use of energy and would not be substantial.

As described in Section 5.17 (Transportation) of this IS/MND, the relocation of the existing on-campus fuel and wash facilities to the UCSB-owned property in the Cabrillo Business Park would result in approximately 88 vehicle miles travelled per day for fuel and wash services. This nominal amount of vehicle miles would not have the potential to result in a significant long-term fuel use impact. Other long-term energy use to operate the new washing and fueling facilities (e.g., lighting and equipment operation) would be similar to energy use associated with the existing on-campus facilities.

Due to the very limited short- and long-term energy use required by the proposed wash and fuel facility project, it would not use energy in a wasteful, inefficient, or unnecessary manner. Therefore, the demolition project would have a **less than significant** energy use impact.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The University of California and UCSB have adopted a variety of plans and programs to reduce energy use. For example, the UC Sustainable Practices Policy was updated in 2022 and commits the University to implementing actions intended to minimize its impacts on the environment and reduce dependence on non-renewable energy. The Policy's energy use reduction standards require the implementation of a variety of measures, such as requiring

new building projects be designed, constructed, and commissioned to outperform the California Building Code (CBC) energy-efficiency standards by at least 20 percent.

The University Carbon Neutrality Initiative was introduced in 2013 and commits UC campuses to emitting net zero GHG emissions by 2025 from Scope 1 (direct emissions from fuel combustion) and Scope 2 (indirect emissions from purchasing electricity) sources. In line with this initiative, UC campuses have also committed to achieving net zero GHG emissions from all sources (including on-road mobile) by 2050. These goals require the UC system to improve energy efficiency in buildings, reduce emissions from UC campus fleets and other sources, and increase utilization of renewable energy sources.

The proposed Facilities Management demolition project would result in the removal of existing on-site buildings. The vacant project site would not have a substantial energy demand. The relocation of the existing on-campus vehicle washing and fueling facilities would not increase existing energy use required to operate the equipment; would not substantially increase fuel use by UCSB vehicle fleet; or result in a substantial increase in the demand for local or regional energy supplies. Therefore, the Project would not conflict with or obstruct the implementation of the University's energy reduction goals and would result in a **less than significant** energy use impact.

5.6.3 Cumulative Impacts

The proposed Project, in combination with other reasonably foreseeable development on the UCSB campus and in the Project region would contribute to an increase in the demand for fuel and energy. However, the Project would not result in a substantial short- or long-term demand for energy resources. In addition, other development projects in the region would be required to comply with applicable building code and local jurisdiction requirements that reduce energy demand. Overall, these factors reduce the potential for wasteful, inefficient, and unnecessary consumption of energy resources by cumulative development in the Project region. Therefore, the proposed Project's energy impacts would not be cumulatively considerable and would be **less than significant**.

5.6.4 Mitigation Measures

The proposed Project would have less than significant energy impacts. No mitigation measures are required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
5.7 GEOLOGY AND SOILS - Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☐	✓
ii) Strong seismic ground shaking?	☐	☐	☐	✓	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	✓	☐
iv) Landslides?	☐	☐	☐	☐	✓
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	✓	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	✓	☐

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	✓	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☐	✓
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	✓	☐

5.7.1 Setting

a. Facilities Management Site

Regional Setting. The UCSB Campus is located on a marine terrace that is south of the Santa Ynez Mountains and generally about 30-50 feet above sea level. Stream erosion over the past 10,000 years eroded the terrace to form a series of valleys, which have accumulated deposits of gravel, sand, silt, and clay. The underlying bedrock formations on the Campus include the Monterey, Sisquoc, Pico and Santa Barbara Formations.

Site Geology. Based upon the findings from recent subsurface investigation, the Project site is covered by a thin layer of artificial fill soils. Beneath the artificial fill, native soils were encountered, from youngest to oldest, consisted of colluvium and marine terrace deposits. Colluvium deposits consisting of silty sand and silty clay were encountered mostly in borings in the eastern portion of the site. Marine terrace deposits were encountered in borings in most of the balance of the site.

Older siltstone bedrock materials of lower Pleistocene to upper Pliocene-age were encountered below the fill and native soils to the maximum explored depth of 61.5 feet below the ground surface. The bedrock consisted of olive to dark gray siltstone and claystone with minor fine-grained sand component and scattered thin layers of sandstone.

Groundwater Conditions. Based on observations from borings conducted by TetraTech in 2020, the depth to groundwater ranges from 10 to 36.5 feet at the Facilities Management site. The source of observed groundwater seepage was the granular soils (sands) in the native colluvium and marine terrace deposit soils. Historic high groundwater levels as high as about 5 feet below the existing ground appear to be isolated to the southeast portion of the site. Groundwater across the remainder of the site is anticipated to be deeper than 10 feet below existing grades (TetraTech, 2020).

Faulting and Seismicity. The UCSB campus is located in a seismically active region that has experienced moderate to large earthquakes during historic times. The faults closest to the campus with reported historic seismic activity are offshore faults in the Santa Barbara Channel. These faults have generated earthquakes of magnitude (M) 6.3 in 1925, M5.5 in 1926, M6.0 in 1941, M5.2 in 1968, and M5.1 in 1978. The epicenters of these earthquakes were reportedly located approximately 5 to 10 miles south of the Santa Barbara coast. The project region has also experienced strong ground motion from the 1812, 1857, 1906, 1934, 1952 and 1966 earthquakes along the San Andreas fault.

The More Ranch fault location is mostly inferred in the Project area (i.e., not exposed at the surface) as it is covered by marine terrace deposits. Its location has been mapped based on exposures in the sea cliff west of Devereux Lagoon, and within bedrock outcroppings east of Mesa Road and near the southern end of the Santa Barbara Municipal Airport. The north branch is the closest to the Project site, mapped about 150 feet north of Mesa Road. The south branch of the fault is mapped by Minor et al. (2009) approximately 1,100 feet to the south of the project site.

A fault investigation (TetraTech, 2022) was conducted for the Project due to the close proximity of known traces of the north branch of the More Ranch Fault to the Facilities Management site. This investigation included exploratory fault trenching and borings at the site. Three minor faults were identified at the Project site: a thrust fault, the west fault and east fault. The investigation concluded that the thrust and west faults were not active, and the east fault was possibly active during the Holocene epoch. The east fault, however, is located adjacent to the Facilities Management site but is east of the existing Facilities Management buildings.

b. Vehicle Washing and Fueling Site

Site Geology. The Cabrillo Business Park site consists of two relatively flat terraces separated by an elevation difference of about 17 feet. The upper terrace is bisected by minor drainage swales that have been incised into the surface. Site elevations range from 7 feet above sea level along the eastern property boundary to 44 feet above sea level at the northwest corner of the property.

The Cabrillo Business Park site is underlain by older alluvium, younger alluvium, and artificial fill materials. The older alluvium underlies the areas of higher relief (i.e., the western portion of the property), but also likely underlies the younger alluvial sediments and artificial fill materials on-site. Younger alluvial sediments generally underlie the low-lying, eastern portion of

the site, which was formerly the historic delta area of Tecolotito Creek where it entered the Goleta Slough. Artificial fill materials are generally present under existing buildings, driveways, and parking areas. Surficial soils encountered by Padre Associates (1999) within the depths affected by proposed grading generally consist of plastic silty clay and clay. Test results indicate that those materials are considered to exhibit medium expansive soil characteristics. Soils with expansion potential contain clay materials that swell or expand when wet and shrink when dry.

Faulting. Active and potentially active faults have been mapped in the vicinity of the Cabrillo Business Park. The north branch of the More Ranch fault is located approximately 1,500 feet south of the southern margin of the business park and the UCSB-owned property. The North Ellwood fault straddles the Cabrillo Business Park's northeast corner, approximately 1,600 feet north of the UCSB-owned property. This fault is considered potentially active.

Potential Geologic Hazards. Padre Associates (1999) concluded that some of the saturated, granular sediment layers underlying the Cabrillo Business Park site between depths of about 10 and 35 feet appear to be susceptible to liquefaction in the event of a moderate nearby earthquake. Deeper granular layers may be susceptible to liquefaction in the event of a very strong nearby earthquake. Significant ground surface disruption would likely not occur in association with liquefaction at the site; however, surface settlement of about 2 to 3.5 inches may occur. Seismically induced settlement of unsaturated granular material is anticipated to be less than 0.5 inch.

5.7.2 Checklist Responses

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

UCSB Facilities Management Site

As described above, the UCSB Facilities Management site is approximately 150 feet south of the north branch of the More Ranch fault. The inactive thrust and west faults located on and adjacent to the site do not result in a significant ground rupture potential impact. The east fault, which may be considered to be active, is located adjacent to but east of the existing Facilities Management buildings.

The proposed removal of existing buildings and structures from the Facilities Management site would not have the potential to result in an increased impact related to risk of loss, injury, or death in the event of fault movement. Therefore, the demolition project would have **no impact** related to ground rupture impacts.

Vehicle Washing and Fueling Facility

As described above, active and potentially active faults are located in the vicinity of the UCSB-owned property in the Cabrillo Business Park. The closest of the known faults, however, is approximately 1,500 feet south of the proposed washing and fueling facility. Therefore, the project would have a **less than significant** risk related to potential loss, injury, or death resulting from fault movement.

ii) Strong seismic ground shaking?

UCSB Facilities Management Site

It is likely that the project site will experience strong ground shaking at some time in the future. However, the demolition project would not result in the development of structures that would have the potential to be adversely affected by movement along a nearby or distant fault. Therefore, the demolition project would have **no impact** related to ground shaking impacts.

Vehicle Washing and Fueling Facility

It is likely that the proposed washing and fueling facilities will experience strong earthquake-related ground shaking at some time during the life of the project. However, all project-related structures would be constructed in accordance with the requirements of the California Building Code and California Fire Code, which would reduce the potential for ground shaking impacts on the surrounding environment, including other Cabrillo Business Park structures and facilities. Therefore, the project's potential ground shaking impacts are considered to be **less than significant**.

iii) Seismic-related ground failure, including liquefaction?

UCSB Facilities Management Site

The proposed building demolition project would not result in the development of structures that would have the potential to be adversely affected by liquefaction. Therefore, the project would have **no impact** related to the effects of ground failure.

Vehicle Washing and Fueling Facility

Some of the saturated, granular sediment layers underlying the Cabrillo Business Park site between depths of about 10 and 35 feet appear to be susceptible to liquefaction in the event of a moderate nearby earthquake.

The proposed above-ground fuel tank and other facilities at the washing and fueling site may be adversely affected by liquefaction and result in hazards to the public. The risk of liquefaction-related effects would be reduced through compliance with standard new construction requirements, such as those identified by LRDP Policy GEO-1, which requires the following:

"New development proposals shall be supported by geotechnical and soil studies conducted by a California-licensed geologist or geotechnical engineer, as appropriate, to determine technical requirements for adequate building foundation and infrastructure designs; such studies shall include an appropriate evaluation of seismic or liquefaction hazards that may affect the subject site. The results of such studies, and the recommendations of the preparing professional, shall be submitted in support of the pertinent Notice of Impending Development."

The implementation of the required site-specific design and construction requirements identified by geotechnical and soil studies would reduce the effects of soils-related impacts. Overall, the proposed project would not cause or substantially exacerbate the potential adverse effects of liquefaction on the surrounding environment, including other Cabrillo Business Park structures and facilities. Therefore, impacts related to liquefaction are considered **less than significant**.

iv) Landslides

UCSB Facilities Management Site

The proposed building demolition site is generally level and no changes to the slopes that border the Facilities Management site to the east, west and south would occur. Therefore, the demolition project would have **no impact** related to slope stability impacts.

Vehicle Washing and Fueling Facility

The proposed vehicle washing and fueling site is generally level and the project would not result in the creation of new slopes. Therefore, the project would have **no impact** related to slope stability impacts.

b. *Would the project result in substantial soil erosion or the loss of topsoil?*

UCSB Facilities Management Site

The UCSB Facilities Management building demolition site is predominately covered by paved surfaces and buildings. The proposed demolition of on-site building and structures would not result in the removal of the existing impervious surfaces. In addition, proposed

demolition activities would not remove vegetation from, or otherwise disturb, the slopes that are adjacent to the demolition site.

In California, any construction or demolition project or activity that results in a land disturbance of equal to or greater than one acre including, but not limited to, clearing, grading, grubbing, or excavation is required to obtain coverage under the California Construction General Permit. This permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for each individual construction project greater than or equal to one acre. The SWPPP must list the Best Management Practices (BMPs) the discharger will use to control sediment and other pollutants in storm water and non-storm water runoff.

Additional water quality protection measures are required by 2010 LRDP Appendix 3: *Water Quality Protection Program.* This LRDP Appendix requires development that must obtain a Notice of Impending Development to prepare a Construction Pollution Prevention Plan (CPPP). The CPPP describes temporary best management practices the project will implement to minimize erosion and sedimentation and to minimize pollution of runoff by construction chemicals and materials.

With the preparation and implementation of erosion control BMPs consistent with an approved CPPP and SWPPP, the potential for short-term erosion impacts would be substantially reduced. After the existing buildings have been removed, the demolition site would still be substantially covered by existing impervious paving and the foundations of the former buildings, which would minimize the potential for long-term erosion impacts. Therefore, the proposed demolition project would result in **less than significant** erosion impacts and no mitigation measures are required.

Vehicle Washing and Fueling Facility

The construction of the washing and fueling facilities would require grading to construct a new concrete and asphalt pad, and trenching for the installation of new on-site underground utilities. It is estimated that approximately 750 cubic yards of project-related grading would be required. Most of the disturbed areas would subsequently be covered by the proposed concrete and asphalt pad and would not result in a potential long-term source of erosion.

Project-related grading and ground disturbance would be confined to a limited area and would not exceed the one acre threshold required to obtain coverage under the Construction General Permit. The grading activities, however, would be required to prepare a Construction Pollution Prevention Plan, as required by 2010 LRDP Appendix 3. With the implementation of these requirements, the project's soil erosion impacts would be **less than significant**.

c. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

UCSB Facilities Management Site

As described above, the proposed Project would not result in the creation of unstable slopes and would not result in the development of structures that may be affected by soil-related hazards. Therefore, the demolition project would have **no impact** related geologic- and soil-related hazard impacts.

Vehicle Washing and Fueling Facility

Potential soil-related hazard effects would be reduced through compliance with standard new construction requirements, such as those identified by LRDP Policy GEO-1, which requires new development be supported by geotechnical and soil studies to reduce the effects of soils-related impacts. Overall, the project would not cause or substantially exacerbate the potential adverse effects of liquefaction or other soil-related hazards on the surrounding environment. Therefore, impacts are considered **less than significant**.

d. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

UCSB Facilities Management Site

The proposed demolition project would not result in the development of structures that may be affected by soil-related hazards. Therefore, the demolition project would have **no impact** related to expansive soil hazard impacts.

Vehicle Washing and Fueling Facility

Laboratory testing of surficial soils at the Cabrillo Business Park site indicate these materials exhibit medium expansive soil characteristics.

The proposed washing and fueling facilities may be adversely affected by expansive soils and result in hazards to the public. The risk of expansive soils effects would be reduced through compliance with standard new construction requirements, such as those identified by LRDP Policy GEO-1, which requires new development be supported by geotechnical and soil studies to reduce the effects of soils-related impacts. With the implementation of these requirements, the proposed project would not cause or substantially exacerbate the potential adverse effects of expansive soils on the surrounding environment, including other Cabrillo Business Park structures and facilities. Therefore, Project impacts related to expansive soils at the permanent relocation site are considered **less than significant**.

e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

UCSB Facilities Management Site

The proposed building demolition project does not propose to construct any structures that would require wastewater disposal. Therefore, the project would have **no impact** associated with the use of a septic system.

Vehicle Washing and Fueling Facility

Wastewater produced by the proposed vehicle washing and fueling facilities would be disposed of using a new connection to existing on-site sanitary sewer service. Therefore, the project would have **no impact** associated with the use of a septic system.

f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

UCSB Facilities Management Site

During the excavation of a fault study trench at the Facility Management site, a large fossil bone was uncovered. Photos of the bone were reviewed by a paleontologist who concluded it was likely from Pleistocene-era megafauna and was too old to be associated with human activity. An attempt was made to radiocarbon date the bone to determine an approximate depositional age for the surrounding soils. The bone was too fossilized for radiocarbon dating, however, charcoal recovered nearby from the same depth and stratigraphic layer was dated to approximately 38,000 years ago. This date indicates that the fossil bone is likely from a time period well before humans occupied the area (Applied EarthWorks, 2022).

The proposed demolition of existing buildings would not result in excavations that would have the potential to encounter additional fossil resources. The slopes that are adjacent to the proposed demolition site were excavated in the 1940's and are not a unique geologic feature. Therefore, the demolition project would have **no impact** on fossil resources or a unique geologic feature.

Vehicle Washing and Fueling Facility

Grading required to construct the proposed washing and fueling facilities would be for the construction of a new concrete and asphalt pad, and trenching for on-site utility extension. This proposed grading would not be extensive and would not extend deeper than approximately three feet below the ground surface and within artificial fill or recent

alluvium. Therefore, it is unlikely that the project would encounter paleontological resources and this potential impact would be **less than significant**.

5.7.3 Cumulative Impacts

Impacts from geologic hazards, such as how buildings and properties perform during a large earthquake, are generally site-specific and do not combine such that the risk of hazard- related impacts at any particular site may be increased. Individual development sites and projects have geologic conditions particular to that site and must be considered on a site-specific basis so that appropriate site development and construction standards can be identified and implemented.

The proposed Project would not result in a substantial increase the number of people, structures, or utilities that could be exposed to the potential effects of ground rupture, ground shaking and other geological hazards. The Project's compliance with hazard reduction requirements of the 2010 LRDP, the recommendations of site-specific geotechnical studies as required by 2010 LRDP Policy GEO-1, and building and fire code requirements prescribed by the California Code of Regulations (Title 24), would ensure that site-specific impacts are reduced to a less than significant level. Other development projects in the Project region must comply with similar applicable building codes and hazard reduction measures. Therefore, future development on the UCSB campus and other development in surrounding communities would not result in or contribute to cumulative seismic hazard impacts. As a result, the proposed Project's geologic hazard impacts would not be cumulatively considerable and a **less than significant** impact would result.

5.7.4 Mitigation Measures

The Project would not result in significant impacts related to geological hazards and no mitigation measures are required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
5.8 GREENHOUSE GAS EMISSIONS – Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	✓	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	✓	☐

5.8.1 Setting

a. Causes and Effects of Climate Change

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. The term "climate change" is often used interchangeably with the term "global warming," but "climate change" is preferred because it indicates that there are other related effects in addition to rising temperatures. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming during the past 150 years. As reported by the United Nations Intergovernmental Panel on Climate Change (IPCC, 2013), the understanding of anthropogenic warming and cooling influences on climate has led to a high confidence that the global average net effect of human activities since 1750 has been one of warming. The prevailing scientific opinion on climate change is that most of the observed increase in global average temperatures since the mid-20th century is likely due to the observed increase in anthropogenic greenhouse gas (GHG) concentrations (IPCC, 2013).

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). GHGs are 1) present in the atmosphere naturally, 2) are released by natural sources,

or 3) are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF6). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases and sulfur hexafluoride (SF_6). Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO_2E), and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a GWP of one. By contrast, CH_4 has a GWP of 21, meaning its global warming effect is 21 times greater than carbon dioxide on a molecule per molecule basis.

There is a substantial body of scientific evidence that climate change is occurring due to an increase in the concentration of greenhouse gases in the Earth's atmosphere. California's Fourth Climate Change Assessment (2018) summarizes the current understanding of climate impacts in California. The Assessment concludes that there is very high scientific confidence that temperatures in the State are warming and snow pack is declining; and there is very high scientific evidence that sea levels are rising. There is also medium-high confidence that the number of heavy precipitation events, the occurrence of drought, and area burned by wildfire is increasing.

Estimates of future sea level elevations vary considerably based on assumptions regarding greenhouse gas emission control effectiveness and other factors. The *California Coastal Commission Sea Level Rise Policy Guidance* (2015) document recommends using sea level rise estimates prepared by the National Research Council. Those estimates predict that for most of California, sea level will rise two to 12 inches by 2030; five to 24 inches by 2050; and 17 to 66 inches by 2100. Short-term increases in sea level due to large storms are likely to be of greater concern to coastal infrastructure and development in coastal areas over the next several decades than long-term sea level rise rates.

b. Regulatory Framework

A brief summary of some of the legislation that addresses both climate change and greenhouse gas emissions is provided below.

Federal Authority. On September 22, 2009, the USEPA released its final GHG Reporting Rule (Reporting Rule), in response to the fiscal year 2008 Consolidated Appropriations Act (H.R.

2764; Public Law 110-161) that required the USEPA to develop "… mandatory reporting of GHGs above appropriate thresholds in all sectors of the economy". The Reporting Rule applies to most entities that emit 25,000 metric tons (MT) CO_2E or more per year. On September 30, 2011, facility owners were required to submit an annual GHG emissions report with detailed calculations of facility GHG emissions. The Reporting Rule mandates recordkeeping and administrative requirements for the USEPA to verify annual GHG emissions reports but does not regulate GHG as a pollutant.

The Clean Air Act defines the USEPA's responsibilities for protecting and improving the nation's air quality and the stratospheric ozone layer. On May 13, 2010, USEPA set greenhouse gas emissions thresholds to define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities. This final rule "tailors" the requirements of these CAA permitting programs to limit covered facilities to the nation's largest greenhouse gas emitters: power plants, refineries, and cement production facilities.

California Regulations and Programs. California climate change regulations most applicable to the proposed project are summarized below.

Executive Order S-3-05. This Executive Order provides that by 2010, emissions of greenhouse gases shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80 percent of 1990 levels.

*Assembly Bill 32***.** The California Global Warming Solutions Act of 2006 (AB 32) requires the California Air Resources Board to adopt regulations to evaluate statewide greenhouse gas emissions, and then create a program and emission caps to limit statewide emissions to 1990 levels. The program is to be implemented in a manner that achieves emissions compliance by 2020. AB 32 did not directly amend CEQA or other environmental laws, but it did acknowledge that emissions of greenhouse gases cause significant adverse impacts to human health and the environment.

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

Executive Order B-30-15. This order was signed by Governor Brown in April 2015 and established a greenhouse gas reduction target of 40 percent below 1990 levels by 2030. The order also directed state agencies with jurisdiction of greenhouse has emission sources to implement measures to achieve the interim 2030 goal, as well as the existing 2050 goal established by Executive Order S-3-05.

Senate Bill 32. This bill was signed in 2016 and established a greenhouse gas emissions reductions target of at least 40 percent below 1990 levels by 2030.

Executive Order B-55-18. This executive order established a statewide goal to achieve carbon neutrality as soon as possible and no later than 2045.

Scoping Plans. In June 2008, the California Air Resources Board (CARB) developed a Draft Scoping Plan for Climate Change, pursuant to AB-32. The Scoping Plan was approved on December 12, 2008, and proposed a comprehensive set of actions designed to reduce overall carbon emissions in California, improve our environment, reduce dependence on oil, diversify energy sources, save energy, and enhance public health while creating new jobs and enhancing the growth in California's economy. The Scoping Plan has been updated several times, most recently in December, 2022. This updated plan addresses recent legislation and direction from Governor Newsom, extends and expands upon earlier plans, and identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels. Major aspects of the 2022 Scoping Plan implement the following:

- Strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integration of equity and protecting California's most impacted communities as driving principles.
- Incorporate the contribution of natural and working lands to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Reliance on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluations of the substantial health and economic benefits of taking action.
- Identifying key implementation actions to ensure success.

<u>UCSB and University of California Programs.</u> Recent climate change programs implemented by UCSB and the University of California that are applicable to the proposed Project are summarized below.

UC Sustainable Practices Policy (2018). In 2003, the University adopted a comprehensive policy of detailed guidelines for Green Building Design and Clean Energy Standards (now the UC Sustainable Practices Policy), including an annual sustainability reporting requirement. This policy has been revised several times, and the most recent version became effective in July, 2023. It commits the UC to implementing actions intended to minimize its impacts on the environment and reduce dependence on non-renewable energy. The UC Sustainable Practices Policy covers energy-related goals across various areas of sustainable practices, such as green building design, meeting "Gold" U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) ratings for new buildings, climate action by achieving at least a 90 percent reduction in total GHG

by no later than 2025 relative to 2019 emissions, clean energy, sustainable transportation, sustainable operations, zero waste, sustainable purchasing, health and well-being, and sustainable water systems.

The 2023 Sustainable Practices Policy includes six new goals to accelerate the University's transition from fossil fuels and commit the University to:

- Prioritizing direct reductions of greenhouse gas emissions at all UC locations.
- Limiting the use of carbon offsets.
- Incorporating transportation and waste-related emissions in UC's reduction targets.
- Tailoring decarbonization plans to the specific circumstances of UC locations.
- Reflecting the values of anti-racism, diversity, equity, and inclusion in UC climate actions.
- Aligning the University of California's climate action plans with the net-zero carbon pollution goals set by the state of California.

The new climate action goals supersede UC's carbon neutrality goal, which was set 10 years ago as part of the Carbon Neutrality Initiative (CNI). Under the previous CNI, UC would have needed to rely heavily on purchased carbon offsets to achieve its 2025 target, while the new climate goals prioritize direct reductions in greenhouse gas emissions. Under the newly adopted goals, UC locations are expected to reduce total greenhouse gas emissions by 90 percent by 2045, with 2019 emission levels as a baseline, and negate any residual GHG emissions through investments in carbon removal projects. It is estimated that the cumulative GHG emission reduction required for UCSB to achieve its reduction goal is 187,840 metric tons of CO_2E.

Campus Sustainability Plan. The 2018 Campus Sustainability Plan describes major sustainability programs and actions recommended by the UCSB Sustainability Department. Thirteen functional areas have been identified, including:

- Community Engagement and Partnerships
- Student Leaders
- Academics
- Built Environment
- Communication
- Energy and Climate
- Food
- Laboratory Spaces
- Landscape and Biotic Environment
- Procurement
- Transportation
- Waste
- Water

5.8.2 Checklist Responses

a. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Short-Term Emissions. The proposed demolition of UCSB Facilities Management buildings, and the construction of the proposed vehicle wash and fuel facilities at the

UCSB-owned property in the Cabrillo Business Park, is expected to begin in mid-2024. It is estimated that both the building demolition activities and the construction of the vehicle service facilities would each require approximately three weeks to complete. To estimate Project-related short-term emissions, the CalEEMod v.2022.1.1.21 computer model was used and the analysis results are summarized on Table 5.8-1. Based on the CalEEMod results, proposed building demolition and vehicle wash and fuel facility construction activities would generate an estimated 72.7 metric tons of carbon dioxide equivalents. Based on the small amount of emissions that would occur, and the short duration of proposed demolition/construction operations, the Project's short-term GHG emissions would be less than significant.

Table 5.8-1
Estimated Demolition and Construction Emissions of Greenhouse Gases

Year	Annual Emissions			
	Carbon Dioxide (metric tons)	**Methane (metric tons)**	**Nitrous Oxide (metric tons)**	**Carbon Dioxide Equivalent (metric tons CO_2E)**
Facility Management Building Demolition	58.7	<0.005	<0.005	59.7
Vehicle Fuel and Wash Facility Construction	12.8	<0.005	<0.005	13.0
			Total	**72.7 metric tons**

Source: CalEEMod 2022.1.1.21

Long-Term Emissions

Building Demolition. After the completion of proposed building demolition activities, the UCSB Facilities Management site would be vacant and the site would not be a substantial source of GHG emissions. Long-term vehicle and equipment emissions resulting from periodic site maintenance activities may occur, however, such emission would be very minor and would not substantially contribute to existing GHG emissions that result from UCSB campus operations. Therefore, the demolition of existing Facilities Management buildings would result in a **less than significant** long-term GHG emission impact.

Vehicle Fueling and Washing Facilities. The relocation of existing vehicle fueling and washing facilities from the on-campus Facilities Management site to the UCSB-owned

property in the Cabrillo Business Park would not result in a substantial change in the way campus-serving vehicle wash and fuel facilities are operated, or result in a substantial change in the number of UCSB vehicles that are serviced. As described in Section 5.17 (Transportation) of this IS/MND, the relocation of the existing on-campus fuel and wash facilities to the UCSB-owned property in the Cabrillo Business Park would result in approximately 88 vehicle miles travelled per day for fuel and wash services. This nominal amount of vehicle miles travelled would not substantially contribute to existing GHG emissions caused by UCSB-generated traffic. Therefore, the proposed washing and fueling facilities would result in a **less than significant** long-term GHG emission impact.

As described in Section 2.2 (Project Description) of this IS/MND, the relocation of the existing on-campus fueling and washing facilities may require the interim use of third-party fueling and washing vendors located in the City of Goleta in the event that that the existing facilities are decommission before the replacement facilities are operational. Any additional vehicle-related GHG emissions resulting from the temporary use of third-party vendors would be minor and would occur for only a very limited time. These emissions, should they occur, would result in a **less than significant** GHG impact.

GHG Emission Impact Summary. The Project's short-term demolition and construction GHG emissions (72.7 metric tons of CO_2E, plus minor long-term GHG emissions from maintenance of the vacant Facilities Management site would not substantially contribute to overall campus-related GHG emissions. Relocating existing vehicle wash and fuel facilities from the UCSB campus to the Carrillo Business Park would not result in a substantial change in existing GHG emissions. Therefore, the Project's combined short- and long-term GHG emissions would result in a de minimis increase in GHG emissions and would result in a **less than significant** long-term GHG emission impact.

Other Climate Change Effects. The effects of global climate change may result in an increase in sea level, more frequent and severe floods, and an increase in wildfire hazards. The Facilities Management project site is approximately 20 feet above sea level, and the proposed vehicle wash and fuel station site is approximately 13 feet above sea level. Therefore, a rise in sea level of up to 66 inches (5.5 feet) would not result in adverse direct effects to the project sites.

The Facilities Management site is not located within a 100-year floodplain, and the proposed vehicle wash and fuel facility site is approximately 400 feet west of a designated 100-year floodplain. As described in Section 5.10 (Hydrology and Water Quality) of this IS/MND, a climate change induced rise in sea level would not adversely affect the Facilities Management site. However, the effects of sea level rise could cause the proposed vehicle wash and fuel facility to be inundated during a 100-year flood event. Flooding at the vehicle wash and fuel facility site would be a potentially adverse condition, but is considered to be a less than significant impact due to the low probability of a 100-year storm (even with increased storm frequency caused by climate change) to affect the

fueling/washing facility location, and the low potential for a release of fuel from the proposed above-ground concrete fuel storage tank should the fueling facility be inundated.

High fire hazard areas are generally located in areas with steep slopes and extensive areas of highly flammable native or other fire-prone vegetation. As described in IS/MND Section 5.20 (Wildfire) the Facilities Management site and the UCSB-owned property in the Cabrillo Business Park are not located in a high fire hazard area. Therefore, the Project would not attract additional people to an area that may be adversely affected by a climate change-related increase in wildfires.

In conclusion, the proposed Project would not be significantly impacted by climate change-induced increases in sea level, flooding, or wildfire events. Therefore, these effects of global climate change would have **less than significant** impact on the Project.

b. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Both the *UC Sustainable Practices Policy* and the *UCSB Campus Sustainability Plan* identify transportation-related measures that will reduce GHG emissions resulting from the use of University-owned fleet vehicles. Specifically, both plans specify that zero-emission vehicles, plug-in hybrid, or dedicated clean transportation fueled vehicles will account for at least 50 percent of all vehicle acquisitions. The proposed relocation of the existing vehicle fuel facility would not interfere with the implementation of these transportation-related vehicle procurement requirements, and the relocated facility would serve existing and future fleet vehicles allowed by this policy that do not use sustainable fuels. The new facility would also be located near the UCSB campus, such that vehicles miles travelled for vehicle fueling purposes would be minimal. Therefore, Project would be consistent with the *UC Sustainable Practices Policy* and the *UCSB Campus Sustainability Plan*, and the Project's GHG emission impacts would be **less than significant**.

5.8.3 Cumulative Impacts

Impacts related to GHG emissions and climate change are, by definition, cumulative impacts. The proposed Project would be consistent with the UC Policy on Sustainable Practices, and the Campus Sustainability Plan, and would result in minor short-term emission and de minimis long-term emissions. Therefore, cumulative GHG impacts of the proposed Project would be **less than significant**.

5.8.4 Mitigation Measures

The Project would not result in significant impacts related to greenhouse gas emissions and no mitigation measures are required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
5.9 HAZARDS AND HAZARDOUS MATERIALS – Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	✓	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	✓	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☐	✓
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐		✓	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	✓	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	✓	☐

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	✓	☐

5.9.1 Setting

It is the policy of the University of California to maintain a reasonably safe environment for its students, academic appointees, staff and visitors. Campus operations are to be conducted in compliance with applicable regulations and with accepted health and safety protocols.

The UCSB Office of Environmental Health and Safety (EH&S) has the primary responsibility for coordinating the on campus management of hazardous materials and laboratory safety, and assists the campus in meeting its obligations for compliance with State and Federal health, safety and environmental regulations. Programs and services administered by EH&S pertain to asbestos and lead safety, biological safety, emergency management, environmental compliance, environmental health, fire protection, hazardous material management and disposal, industrial hygiene, lab safety, stormwater management, and radiation and laser safety.

a. UCSB Facilities Management Site

Soil and Groundwater Conditions. The Facilities Management site has in the past supported at least six underground storage tanks and currently supports one above-ground storage tank. The potential for the Project to be impacted by petroleum hydrocarbons in soil and groundwater was evaluated in a report titled *Limited Phase II Environmental Site Assessment Report* (Stantec, 2020). Soil and groundwater sampling were conducted to determine if subsurface conditions contain total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), and metals at concentration that could adversely affect the long-term use of the project site for residential purposes. The conclusions of the report are summarized below.

Six underground storage tanks (USTs) were previously located at the Facilities Management site, including:

- Tank No. 1 was a former 350-gallon waste oil UST installed in 1975 and removed in 1993;
- Tank No. 2 was a former 10,000-gallon unleaded gasoline UST installed in June 1968 and removed in 1993;

- Tank No. 3 was a former 10,000-gallon unleaded gasoline UST installed in August 1976 and removed in 1993;

- Tank No. 7 was a former sewage lift station repurposed in the 1970s to hold waste oils generated by on-site maintenance processes;

- Tank No. 8 was a former sewage storage tank repurposed in the 1970s to hold waste oils generated by on-site maintenance processes; and

- Tank No. 10 was a former 550-gallon unleaded gasoline/diesel UST, reported to have been installed in the 1940s and removed in 1988.

Contamination identified in the locations of former tanks Nos. 7, 8, and 10 was excavated in 1991. Soils exhibiting visual or olfactory evidence of contamination were removed from the base and sides of the tank removal excavations until analyzed soil samples recorded TPH concentrations below 100 mg/kg. The excavations were then backfilled. Tank Nos. 1, 2 and 3 were removed in 1993. Waste oil was noted on groundwater following the removal of Tank No. 1. Hydrocarbon odors were also noted during the removal of Tank No. 2, and concentrations of VOCs of up to 70 parts per million (ppm) were recorded. A plume of gasoline was subsequently identified in the area surrounding Tank No. 2. Impacted soils were excavated and disposed of in the Tank No. 2 area during redevelopment of the on-site parking lot in October 2000.

Regulatory oversight related to the releases of petroleum hydrocarbons to soil and groundwater from former USTs on the project site was provided by the County of Santa Barbara, Public Health Department, Environmental Health Services Division (SBCEHD). All USTs have been removed from the site and groundwater monitoring was conducted to evaluate the presence of residual petroleum hydrocarbons and their natural attenuation over time. Based on the prior environmental work conducted at the site, a formal closure notification was issued for the site by the SBCEHD in October, 2019.

Asbestos Containing Materials. Asbestos is a naturally occurring material that was used for fireproofing and insulation in construction materials before it was banned by the U.S. Environmental Protection Agency in the 1970's. Asbestos-containing materials (ACMs) were commonly used for insulation of heating ducts, and in ceiling and floor tiles. Undisturbed asbestos fibers in building materials do not present a significant health hazard. However, after the fibers are disturbed they can become airborne. If inhaled, the fibers can become lodged into the lungs and may cause cancer, lung disease, or other pulmonary complications.

The hazardous materials survey of the Facilities Management site detected the presence of ACMs in nine buildings (Buildings 336, 370, 437, 439, 500, 510, 584, 594, and 595). Building materials found to include asbestos fibers generally consisted of vinyl floor tiles and mastic, joint compounds, insulation material, and roofing.

Lead Based Paint. Lead in paint generally does not pose a health threat unless the material is disturbed or sufficiently deteriorated to produce dust, which may become airborne and inhaled or ingested. Low levels of exposure to lead can cause health effects such as learning disabilities and behavioral problems in children. High levels of exposure to lead may cause lead poisoning and other issues such as anemia and impaired brain and nervous system functions. Currently there is no known safe level of lead exposure and no known safe blood lead concentration. However, as lead exposure increases, the range and severity of symptoms and effects also increases.

During the hazardous materials survey of the project site, paint chip samples were collected from selected locations. The survey found detectable concentrations of lead above the laboratory reporting limit that would require compliance with worker protection regulations. Lead was detected at Facilities Management buildings 336, 439, 510, 594, and 595.

PCBs. PCBs belong to a broad family of man-made organic chemicals known as chlorinated hydrocarbons. PCBs were domestically manufactured from 1929 until their manufacture was banned in 1979. Due to their non-flammability, chemical stability, high boiling point, and electrical insulating properties, PCBs were used in many industrial and commercial applications. Although no longer commercially produced in the United States, PCBs may be present in products and materials such as sealant/caulk that were produced before the 1979 PCB ban. Health effects resulting from exposure to high levels of PCBs for short periods of time can result in skin rashes. Prolonged exposure to PCBs may cause cancer and other adverse health effects.

During the hazardous materials survey of the project site, suspect PCB-containing sealant and caulk were collected and tested. One sealant type from the roof of Building 584 was found to be a PCB bulk product waste. Depending on their age, PCBs may also be contained in fluorescent light fixture ballasts.

Santa Barbara Municipal Airport. The Santa Barbara Municipal Airport is located in an incorporated portion of the City of Santa Barbara and has three runways: Runway 7-25 and two parallel crosswind runways, Runways 15R-33L and 15L-33R. Runway 7-25 is oriented east-west and Runways 15L-33R and 15R-33L are oriented northwest-southeast. Runway 7-25 is approximately 2,260 feet north of the Facilities Management site, and the southern end of Runway 15-33 is approximately 4,155 feet east of the site.

The *Santa Barbara Municipal Airport Land Use Compatibility Plan* (LUCP, 2023) is based on applicable state laws, regulations, and guidelines, including those in the *California Airport Land Use Planning Handbook* (2011) published by the California Division of Aeronautics. The LUCP identifies six airport safety zones, and locations of the designated safety are depicted on Figure 5.9-1. The *California Airport Land Use Planning Handbook* provides the following definitions of the safety zones:

- Zone 1: Runway protection zone and within runway object free area adjacent to the runway;

- Zone 2: Inner approach/departure zone;
- Zone 3: Inner turning zone;
- Zone 4: Outer approach/departure zone;
- Zone 5: Sideline zone; and
- Zone 6: Traffic pattern zone.

As shown on Figure 5.9-1, the UCSB Facilities Management site is located in Safety Zone 6. Table 3-2 (Santa Barbara Municipal Airport Safety Compatibility Criteria) of the LUCP identifies various types of land uses and land use intensities as being incompatible, conditionally compatible, or compatible in each of the airport safety zones. As shown by the Airport Safety Compatibility Table, residential uses are a compatible use in Safety Zone 6. This compatibility designation is consistent with the "Housing" land use designation of the Facilities Management site.

Wildfire. Lands where neither the state nor the federal government has legal responsibility for providing fire protection are referred to as "Local Responsibility Areas." The UCSB campus is located in a Local Responsibility Area and the Santa Barbara County Fire Department is responsible for providing fire protection services. The Facilities Management site is approximately two miles south of the nearest designated Very High Fire Hazard Severity Zone located in the Santa Ynez Mountain foothill area.

b. Vehicle Washing and Fueling Site

Soil and Groundwater Conditions. The Final EIR (2007) prepared for the Cabrillo Business Park project described previous land uses conducted on the business park project site, previous soil and groundwater contamination conditions that resulted from the previous uses, site investigations that were conducted to characterize contamination conditions, and remediation actions approved by the California Department of Toxic Substances Control (DTSC). Contamination conditions at the Cabrillo Business Park site resulted primarily from operations at the former Delco Electronics Corporation facilities located on the business park property.

The site investigations conducted on the property identified three areas requiring remediation, including: soil contaminated with VOCs, principally trichloroethylene (TCE); soil contaminated with PCBs; and groundwater contaminated with VOCs, primarily TCE. DTSC authorized the implementation of following remediation actions at the property: a soil vapor extraction well system for VOCs recovery; excavation and off-site treatment of contaminated soil; and pumping and treating on-site groundwater to reduce concentrations of VOCs. Remediation of identified soil contamination has been completed. The Final EIR reported that groundwater extraction and treatment remediation was currently in progress and was to continue until 2007, at a minimum.

In 2009, DTSC requested revisions to the site's groundwater extraction and treatment system and the preparation of an Operation and Maintenance Manual for the site. The manual included criteria for the groundwater treatment system, stating it would be operated until the

concentration of VOCs will not likely exceed drinking water Maximum Contamination Levels (MCL) at the designated point of compliance. A 2012 monitoring report concluded that the completion criteria had been met and the ground water extraction and treatment system was shut down (Hargis and Associates, 2019). A groundwater monitoring report prepared in 2019 indicates that areas impacted by VOCs are north of the UCSB-owned Cabrillo Business Park property that would be used as the vehicle washing and fueling site (Hargis and Associates, 2019). A groundwater monitoring report prepared in 2020 (Hargis and Associates, 2020) indicates that if the groundwater treatment system remains shut down, concentrations of TCE at the point of compliance would remain less than the MCL, and that concentration of TCE in on-site groundwater would naturally decline to less than the MCL within 30 years. Groundwater monitoring at the site in compliance with DTSC requirements is still being conducted.
#
The DTSC Envirostor database does not show any other active contamination remediation cases located on or adjacent to the Cabrillo Business Park site.

Asbestos, Lead Based Paint, and PCBs. An Environmental Site Assessment prepared for the UCSB-owned property in the Cabrillo Business Park (Tetra Tech, 2012) indicates that asbestos and low levels of PCBs were identified in site buildings through testing. No studies for lead based paint were conducted.

Santa Barbara Municipal Airport. The western end of Runway 7-25 is approximately 2,500 feet northeast of the proposed vehicle wash and fuel facility site, and the northern end of Runway 15-33 is approximately 6,700 feet northeast of the site. As shown on Figures 5.9-1 and -2, the *Santa Barbara Airport* LUCP) applied two safety zone designations to the UCSB-owned property in the Cabrillo Business Park. The majority of the property is located in a Zone 3 (Inner Turning Zone) area. The northwestern corner of the property is located in Zone 1 (Runway Protection Zone). The site that would be used for the installation of the proposed vehicle washing and fueling facilities is located in the Zone 3 area.

5.9.2 Checklist Responses

a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

UCSB Facilities Management Site

This threshold addresses potential impacts from the routine use or disposal of hazardous materials that would result from a proposed project. After the completion of demolition activities at the UCSB Facilities Management site, the site would be vacant and would not result in a substantial demand for the use or disposal of hazardous materials. Therefore, the proposed demolition project would result in **less than significant** long-term hazardous material impacts. Potential short-term impacts from proposed building demolition activities are evaluated under item "b" below.

Vehicle Washing and Fueling Site

The proposed fueling station would use an above ground storage tank with a capacity of 6,000 gallons and secondary containment features. In addition, and as described in IS/MND Section 5.10 (Hydrology and Water Quality) below, the project would also implement other best management practices that reduce the long-term potential for a release of fuel to the environment. The design, installation, and operation of the new fueling station would be similar to the existing fueling station used at the UCSB Facilities Management site, which complies with applicable above-ground storage tank regulations, including the preparation of a Hazardous Material Business Plan and a Spill Prevention and Countermeasure Plan. Therefore, the relocation of the existing fueling station and vehicle washing facility to the UCSB-owned property in the Cabrillo Business Park would result in **less than significant** impacts related to the routine use of hazardous materials.

b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

UCSB Facilities Management Site

Short-term hazardous material impacts that could result from the demolition of structures at the Facilities Management site include the potential for exposures to asbestos fibers, lead based paint, and PCB's; the potential to encounter contaminated soil and groundwater, and the use of hazardous materials. Each of these potential impacts are evaluated below.

Asbestos Containing Material. The demolition of buildings at the Facilities Management site would have the potential to result in the release of asbestos fibers. Exposure to asbestos-containing materials has the potential to result in significant health impacts to construction workers and other persons at or near the project site.

The Santa Barbara County Air Pollution Control District (APCD) issues permits for building renovation/demolition projects that involve the removal of asbestos-containing materials. APCD Rule 1001 – National Emission Standards for Hazardous Air Pollutants – Asbestos provides notification and reporting requirements related to potential emissions of asbestos fibers. Projects are required to obtain an asbestos survey for suspect asbestos containing materials and complete and submit an Asbestos Demolition/Renovation Notification for each regulated structure to be demolished or renovated. Demolition notifications are required regardless of whether asbestos is present or not. The completed notification should be presented or mailed to the District with a minimum of 10 working days advance notice prior to disturbing asbestos in a renovation or starting work on a demolition

In accordance with regulatory requirements, sampling and testing to detect the presence of asbestos containing material at the project site has been conducted, and buildings that

include ACMs have been identified. The abatement (removal) of asbestos containing materials would occur prior to the demolition of Facilities Management buildings. The removal of asbestos-containing materials would be conducted in compliance with OSHA workplace regulations, and ACMs would be transported from the project site in accordance with regulations adopted by the U.S. Department of Transportation. The asbestos-containing waste would be disposed in a manner consistent with requirements of the DTSC. Compliance with regulations regarding the removal, handling, transportation, and disposal of asbestos-containing waste would be adequate to reduce potential project-related ACM emission impacts to a **less than significant** level.

Lead-Based Paint. The demolition of buildings at the Facilities Management site would have the potential to result in short-term impacts to construction workers and other persons at the project site due to exposure to lead paint and lead paint dust. Sampling and testing to detect the presence of lead based paint at the project site has been conducted. Compliance with existing OSHA regulations and University requirements, such as removing items containing lead based paints, implementing paint dust control measures, and proper disposal of items containing lead based paint, would substantially reduce the potential for short-term exposures to lead based paint. Lead coated items would be composite sampled and disposed of as either hazardous or non-hazardous depending on results from an independent laboratory. Therefore, potential health impacts related to short-term exposures to lead based paints resulting from the demolition of the Facilities Management buildings would be **less than significant**.

PCBs. Surveys of the buildings at the Facilities Management site detected limited quantities of materials that contain or have the potential to contain PCBs. Therefore, the demolition of the buildings would have the potential to result in short-term exposures to materials that contain PCBs. Compliance with existing regulations, such as removing items containing PCBs and proper disposal of those items, would substantially reduce the potential for short-term exposures to PCBs. Therefore, potential health impacts related to short-term exposures to PCBs resulting from the demolition of the Facilities Management buildings would be **less than significant**.

Soil and Groundwater Conditions. The results of chemical analysis indicate TPH are present at generally low concentrations in soils and groundwater across the Facilities Management project site. The potential for persons involved with proposed demolition activities to be exposed to these conditions would be very low because the Project would not remove existing project site paving or result in other excavation activities. In the unlikely event that contaminated soil or groundwater is encountered, the Project would comply with the requirements of 2010 LRDP Policy HAZ-5, which requires the following:

Policy HAZ-5 – *If contaminated soil and/or contaminated groundwater are encountered during excavation and/or grading activities, except where such activities are implementing a Commission-approved remediation plan, the following steps shall be taken:*

(a) The construction contractor(s) shall stop work and immediately inform EH&S;

(b) An on-site assessment shall be conducted to determine if the discovered materials pose a significant risk to the public or construction workers;

(c) If the materials are determined to pose such a risk, a remediation plan shall be prepared and submitted to EH&S to comply with all federal and state regulations necessary to clean and/or remove the contaminated soil and/or groundwater;

(d) Soil remediation methods could include, but are not necessarily limited to, excavation and on-site treatment, excavation and off-site treatment and/or disposal, and/or treatment without excavation;

(e) Remediation alternatives for contaminated groundwater could include, but are not necessarily limited to, on-site treatment, extraction and off-site treatment, and/or disposal; and

(f) The construction schedule shall be modified or delayed to ensure that construction will not obstruct remediation activities and will not expose the public or construction workers to significant risks associated with hazardous conditions.

With the implementation of 2010 LRDP Policy HAZ-5 requirements, potential short-term exposures to contaminated soil and groundwater would be **less than significant** level.

Hazardous Material Use. The potential for a major release of other hazardous materials, such as fuel, solvents, or lubricants from the Facilities Management project site during demolition operations is low. However, if these types of materials were to be released, potentially significant environmental impacts could occur at the project site, and water quality-related environmental impacts could affect receiving waters such as the Goleta Slough. Compliance with existing regulations, such as the General Construction Permit and the preparation and implementation of a construction site Stormwater Pollution Prevention Plan (refer to Section 5.10, Hydrology and Water Quality), would substantially reduce the potential for the release of hazardous materials in quantities that would have the potential to result in significant health, safety, or environmental impacts. Due to the low probability for an extensive release of hazardous materials, potential impacts from the use of hazardous materials during the demolition of existing buildings would be **less than significant**.

As described in response "a" above, after the completion of proposed demolition operations the former Facilities Management site would be vacant, and periodic maintenance activities at the site would not be a substantial potential source of hazardous materials that have the potential to be released into the environment. Therefore, potential long-term hazardous material release impacts would be **less than significant.**

Vehicle Washing and Fueling Site

Construction of the proposed vehicle fueling station would include the installation of a new concrete pad, the installation of a 6,000-gallon above ground fuel storage tank and pump dispensers, protective bollards, and trenching to bring electrical power and a communication line to the fueling facility site. Construction of the proposed vehicle washing facility would include the installation of the proposed asphalt and concrete pad, a subsurface 350-gallon oil/water separator, vehicle washing equipment, and trenching to extend electrical power, water and sewer lines, and a communication line to the site.

No structure demolition is required to construct the vehicle fuel and wash facilities, therefore, there is a very low potential for the construction of the facilities to encounter hazardous materials such as asbestos, lead-based paint, and PCBs. Ground disturbance required for the construction of the facilities would not be extensive but would have a low potential to encounter contaminated soils near the ground surface. All proposed construction operations at the vehicle wash and fuel site would comply with LRDP policies, including LRDP Policy HAZ-5, which identifies actions to be taken if contaminated soil and/or groundwater are encountered during excavation and/or grading activities.

The proposed fuel and wash facilities project site would be less than one acre in size and would not be subject to the requirements of the General Construction Permit. However, the Project would implement the requirements of LRDP Policy WQ-2, which, in part, requires that: *Proposed campus development shall be sited, designed, constructed, operated and managed in accordance with water quality protection requirements set forth in this LRDP, including Appendix 3, Water Quality Protection. Appendix 3 requires new development, which entails construction or other activities or land uses that have the potential to release pollutants into coastal waters, to submit a water quality protection plan…with the Notice of Impending Development.*

With the implementation of the LRDP policy requirements described above, the potential for short-term construction activities at the vehicle washing and fueling site to result in a substantial release of hazardous materials would be **less than significant**.

As described in response "a" above, the proposed fueling station would use an above-ground 6,000 gallon storage tank with secondary containment features. In addition, and as described in IS/MND Section 5.10 (Hydrology and Water Quality), the fueling station would also implement other best management practices that reduce the potential for a release of fuel to the environment. Therefore, the proposed fueling station would result in **less than significant** long-term impacts related to an accidental release of hazardous materials.

c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

There are no existing or proposed schools located within one-quarter mile of the UCSB Facilities Management site or the UCSB-owned property in the Cabrillo Business Park. The nearest school is the Isla Vista Elementary School, which is approximately one mile west of the Facilities Management site and approximately 0.6 mile south of the proposed vehicle washing and fueling site. Therefore, the Project would have **no impact** to school facilities.

d. *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

A recent query of the California State Water Resources Control Board GeoTracker data base (http://geotracker.waterboards.ca.gov) indicates that there are no active soil or water contamination cases at the UCSB Facilities Management site or at the UCSB-owned property in the Cabrillo Business Park. As described in response "b" above, low-level soil and groundwater contamination is known to exist at the UCSB Facilities Management site and the at the Cabrillo Business Park. Those conditions, however, would have a low potential to affect the proposed Project. Therefore, the implementation of the Project at those sites would result in a **less than significant** hazard to the public or the environment.

e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

UCSB Facilities Management Site

As shown on Figure 5.9-1, the UCSB Facilities Management site is located in an area designated by the Santa Barbara Airport LUCP as "Safety Zone 6" (General Traffic Pattern Area). As identified by LUCP Table 3-2 (Santa Barbara Municipal Airport Safety Compatibility Criteria) a wide variety of land uses are considered to be compatible within Safety Zone 6 areas, including residential uses. This safety zone designation is consistent with the "Housing" land use designation of the Facilities Management site.

The Santa Barbara Airport LUCP and the *California Airport Land Use Planning Handbook* identify conditions that may be created by new development projects that have the potential to result in conflicts with airport operations. Specific conditions to be avoided include: sources of glare or bright lights; lights that could be mistaken for airport lights; sources of dust, steam or smoke that may impair pilot visibility; sources of electrical interference with aircraft communications or navigation; and uses that create an increased attraction of birds or other wildlife. A project may also result in an airport operation

conflict if it would attract large numbers of people to a site near the airport. The proposed demolition of buildings at the Facilities Management site would not result in short-term conditions that would increase night lighting; result in substantial dust, steam or smoke emissions; be a source of electrical interference; create water sources or habitats that would attract large numbers of birds; or result in a large number of people at the site.

New development projects must also comply with airport safety requirements adopted by the Federal Aviation Administration (FAA). Airport safety requirements related to the height of buildings and structures are included in FAA FAR Part 77. Most of the UCSB Campus is located within the Airport's Restrictive Surfaces boundary, which means that proposed buildings are restricted to a maximum height of 150 feet above the runway surface (UCSB, 2010). The Santa Barbara Airport runways are at an elevation of approximately nine feet above sea level, therefore, this height restriction results in a maximum structure height at the project site of approximately 159 feet above sea level. Equipment used to demolish the Facilities Management buildings would have a maximum height of approximately 20 feet and would not result in structure height conflicts with aircraft operations.

After the completion of demolition activities, the Facilities Management site would be vacant. As such, the site would not result in long-term light, wildlife, structure height, or other conditions that would have the potential to result in conflicts with airport operations. Therefore, the Project would result in **less than significant** short- and long-term airport-related safety impacts.

Vehicle Washing and Fueling Site

As shown on Figures 5.9-1 and -2, the UCSB-owned property in the Cabrillo Business Park is predominately located in a Safety Area 3 (Inner Turning Zone) area. A small portion of the property (the northwestern corner of the site) is located in Safety Area 1 (Runway Clear Zone). The proposed vehicle wash and fuel facilities would be located in Safety Area 3.

LUCP Table 3-2 (Santa Barbara Municipal Airport Safety Compatibility Criteria) indicates that "automobile/vehicle sales and services" (*i.e.,* the proposed vehicle washing facility) and the "storage or use of hazardous materials (flammable, explosive, corrosive or toxic)" (*i.e.,* the proposed fueling facility) are designated as "conditionally compatible" uses in Zone 3 areas. In addition, Table 3-2 indicates that local zoning requirements and County fire codes should be deferred to regarding determinations of compatibility for hazardous material storage uses.

The University of California is exempt from local zoning requirements and County fire codes, but has adopted the California Fire Code and the National Fire Protection Association (NFPA) 30A (Code for Motor Fuel Dispensing Facilities and Repair Garages) (White, 2023). These codes and standards include provisions for the installation and

operation of fueling facilities at airports, but do not specifically address requirements for fueling facilities located near airports.

The *California Airport Land Use Planning Handbook* provides guidance regarding the compatibility of proposed land uses in airport safety zones, and identifies "basic compatibility policies." These polices identify general types of land uses and the following compatibility classifications: "normally allow, limit, avoid, and prohibit."

The Handbook policies indicate that "hazardous uses (e.g., above ground bulk fuel storage)" should be avoided in Safety Area 3, and defines "above ground bulk fuel storage" as a tank size greater than 6,000 gallons. The proposed fuel storage tank at the UCSB-owned property in the Cabrillo Business Park would be 6,000 gallons and would not exceed the identified tank size threshold. The proposed vehicle washing and fueling facilities would also be consistent with other safety criteria identified by the Handbook, as they would occupy a small portion of the project site, leave a substantial area of open space on the property, and would not attract a substantial number of people to the site.

All lighting installed at the vehicle fueling and washing facilities would be low-intensity safety/security fixtures that are shielded and directed downward, and the proposed facilities would not have the potential to result in smoke, bird attraction, or electrical interference impacts that could interfere with aircraft or airport operations. In addition, the proposed washing and fueling equipment, and equipment used to the construct the facilities, would have a maximum height of approximately 10 feet and would not exceed FAA structure height requirements. Therefore, the proposed development and use of vehicle fueling and washing facilities at the UCSB-owned property in the Cabrillo Business Park would be consistent with the land use requirements of the Santa Barbara Airport LUCP, and would result in **less than significant** airport safety impacts.

f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

UCSB maintains a campus-wide Emergency Operations Plan (EOP) that establishes emergency response procedures. The EOP establishes a chain of command during emergencies, and provides requirements for individual departments to prepare their own EOPs for immediate response to emergency situations.

Demolition of the Facilities Management buildings, and the construction of the proposed vehicle wash and fuel facilities would not generate a substantial amount of traffic, or require temporary road closures adjacent to the project sites. During proposed demolition/construction operations, adequate emergency access to the Facilities Management site would be provided from Mesa Road, and access to the UCSB-owned property in the Cabrillo Business Park would be from Los Carneros Road and Navigator Way. Therefore, the Project would not result in temporary obstructions of any road or access that would interfere with emergency response services or an evacuation plan.

The proposed Project would not expand any existing UCSB academic programs; would not result in any additional students, faculty, or staff being located on the UCSB campus; or increase the number of vehicles included in the campus vehicle fleet that require service. Therefore, the Project would have a **less than significant** impact related to emergency response or evacuation plans.

g. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

The proposed Project sites are approximately two miles south of the nearest designated Very High Fire Hazard Severity Zone located in the Santa Ynez Mountain foothill area. There are no areas on or near the proposed Project sites that present a substantial wildland fire risk, such as highly flammable dense vegetation, steep slopes, difficult access and/or inadequate fire suppression water supplies. Therefore, the Project would result in a **less than significant** impact related to wildfire safety.

5.9.3 Cumulative Impacts

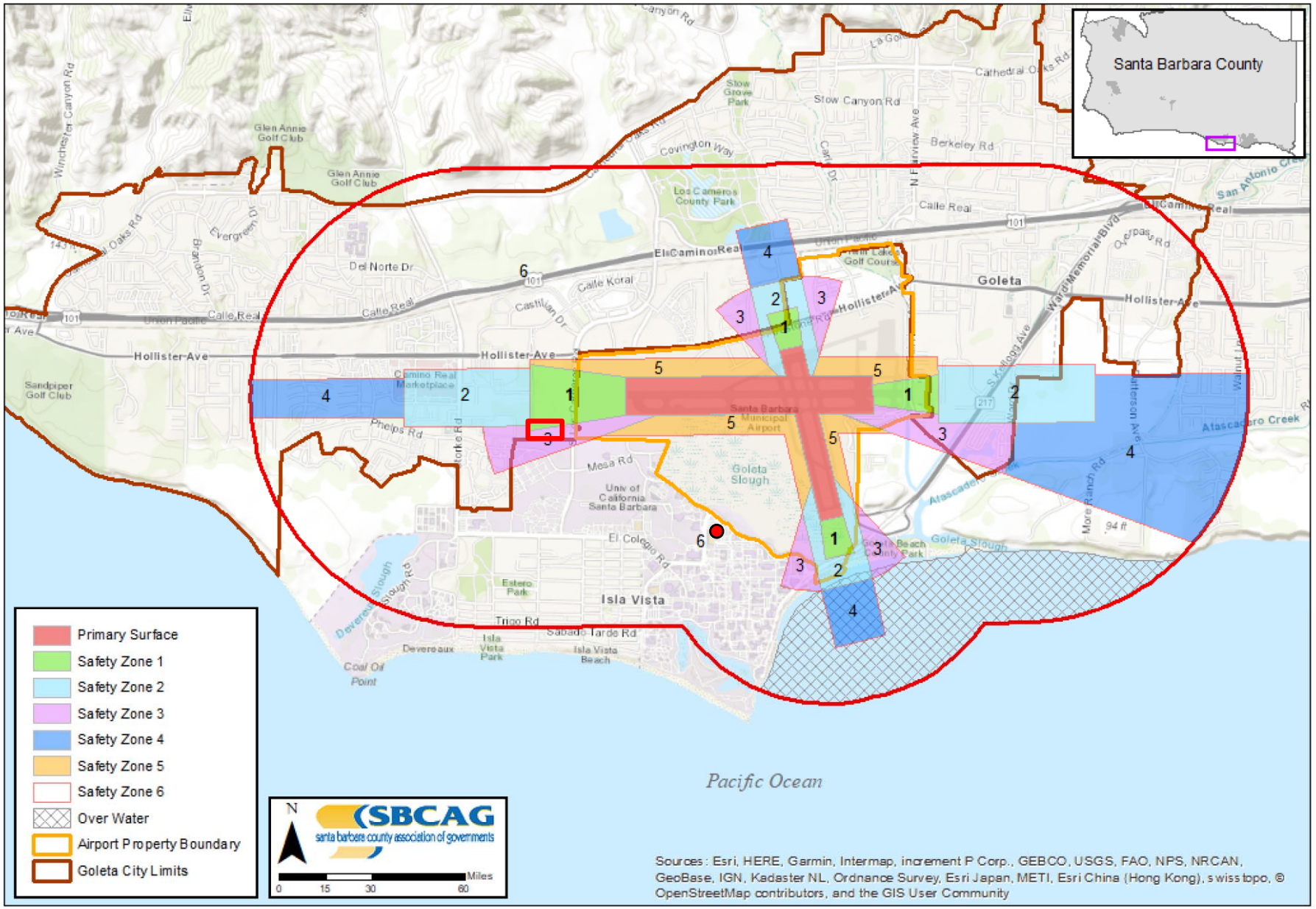
The short-term use of hazardous materials and the possible generation of hazardous waste during the demolition of UCSB Facilities Management buildings would not result in a substantial increase in the use of hazardous materials, or the management of hazardous wastes in the Project region. After the completion of building demolition activities, the project site would be vacant and would not result in a cumulatively considerable contribution to potential hazardous material use impacts, potential airport operation impacts, or wildfire impacts.

The proposed relocation of existing vehicle washing and fueling facilities to the UCSB-owned property in the Cabrillo Business Park would not result in the increased use of hazardous materials in the Project region. The installation of the proposed vehicle-serving facilities at a site near the Santa Barbara Municipal Airport would be consistent with applicable airport land use compatibility criteria included in the *Santa Barbara Municipal Airport Land Use Compatibility Plan.* Consistency with the land use compatibility criteria indicates that the project would have a minimal potential for airport operation-related risk. Therefore, the proposed Project's cumulative airport land use compatibility impacts would not be cumulatively considerable or significant. The proposed vehicle facilities would not be located in a high wildfire hazard zone.

Based on the above, the Project's contribution to hazard-related impacts in the Project region would not be cumulatively considerable and the Project's cumulative hazard impacts would be **less than significant**.

5.9.4 Mitigation Measures

The Project would not result in significant hazard or hazardous material impacts and no mitigation measures are required.



Proposed Vehicle Washing and Fueling Facility Site

Facilities Management Building Demolition Site

Source: Santa Barbara Airport Land Use Compatibility Plan, 2023

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 5.9-1

Santa Barbara Airport Land Use Compatibility Plan Runway Protection Zones

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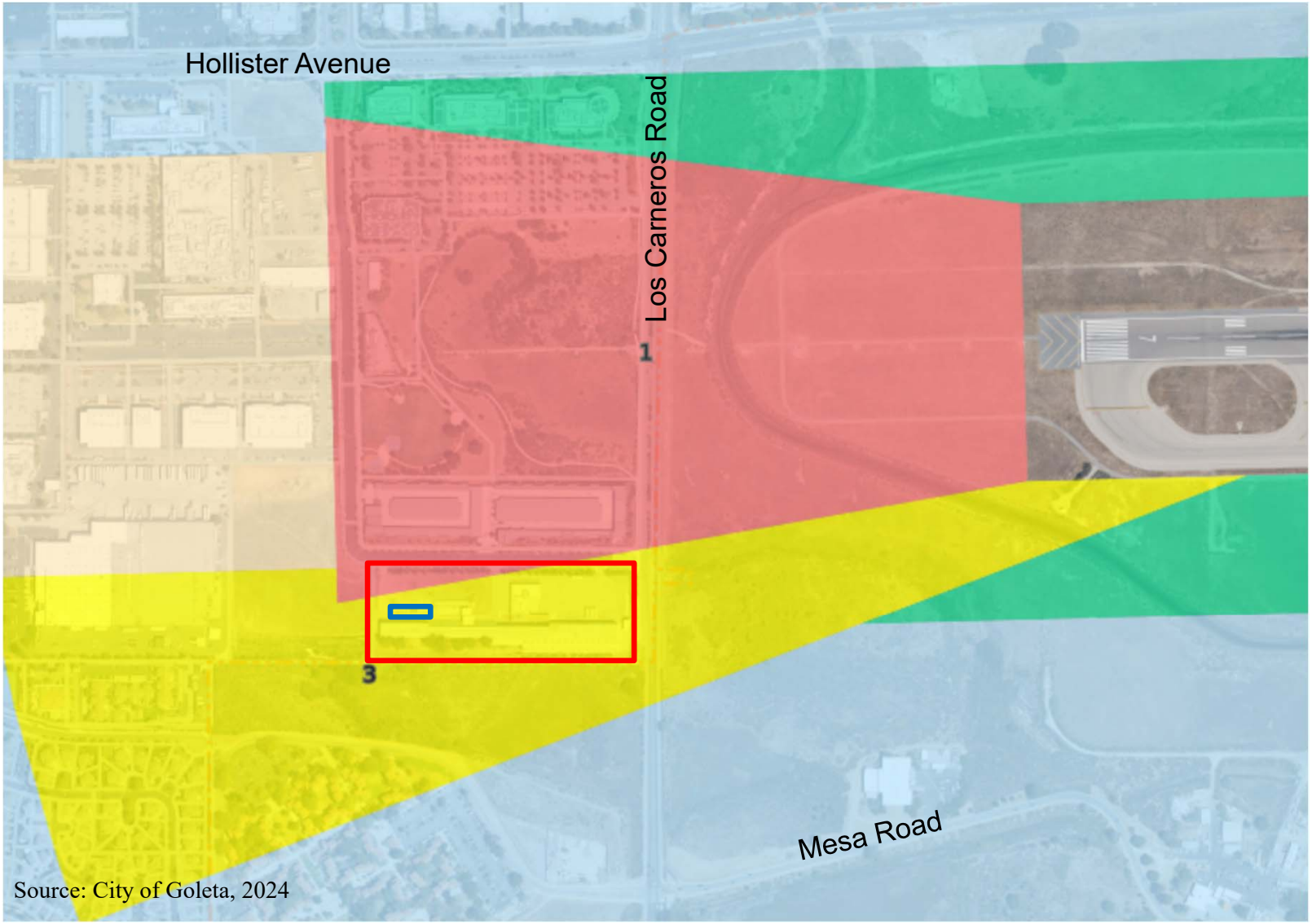

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 5.9-2

Santa Barbara Airport Land Use Compatibility Plan Runway Protection Zones
Proposed Vehicle Washing and Fueling Site Detail

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
5.10 HYDROLOGY AND WATER QUALITY - Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality ?	☐	☐	☐	✓	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	✓	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
i) result in a substantial erosion or siltation on- or off-site;	☐	☐	☐	✓	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	✓	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or?	☐	☐	☐	✓	☐
iv) impede or redirect flood flows?	☐	☐	☐	✓	☐

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	✓	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	✓	☐

5.10.1 Setting

a. Surface Water Resources

The UCSB Facilities Management site is located south of and adjacent to the Goleta Slough, and the UCSB-owned property in the Cabrillo Business Park is west of and adjacent to the Slough. Runoff water from both sites is eventually directed to the Slough.

The 430-acre Goleta Slough is an area of estuary, tidal creeks, tidal marsh, and freshwater wetlands, consisting primarily of filled and unfilled remnants of the historic inner Goleta Bay. It empties into the Pacific Ocean through an intermittently closed mouth at Goleta Beach County Park. In 1995, the California Coastal Commission identified the slough as a Critical Coastal Area. It is the northernmost example of a large Southern California estuary. Portions of UCSB Campuses and the Goleta Slough, including areas on and adjacent to the Project site, are catalogued as Coastal Wetlands by the U.S. Fish and Wildlife Service National Wetlands Inventory and identified as Environmentally Sensitive Habitat Areas (ESHA). The Goleta Slough is surrounded almost entirely by urban development, including the Santa Barbara Municipal Airport to the north, public utilities and light industrial uses to the east, a public beach between the ocean and the slough to the southeast, the UCSB Main Campus to the south and west, and residential and light industrial operations extending beyond the immediate vicinity of the slough.

The Goleta Slough/Estuary is currently listed on the 2020/2022 303(d) list for priority organics, pathogens (indicator bacteria and enterococcus), dissolved oxygen, and pH. Potential sources of indicator bacteria in the slough are natural sources, urban runoff/storm sewers, and other unknown sources. Sources of all the other pollutants listed as impairments are either unknown or no source analysis is yet available.

b. 100-Year Flood Areas

UCSB Facilities Management Site. The portion of the FEMA-designated 100-year floodplain in the vicinity of the UCSB Facilities Management site, represented by Zone AE, is

shown on Figure 5.10-1**.** The 100-year floodplain extends southward across Mesa Road and encroaches upon the northern perimeter of the Facilities Management site.

Vehicle Washing and Fueling Site. The portion of the FEMA-designated 100-year floodplain in the vicinity of the UCSB-owned property in the Cabrillo Business Park is shown on Figure 5.10-2. The 100-year floodplain is located on the eastern part of the property, however, the proposed vehicle fueling and washing facilities would be located on the western portion of the site outside of the mapped floodplain boundary.

c. Storm Water Management

UCSB has been designated by the State Water Resources Control Board as a "non-traditional" small Municipal Separate Storm Sewer System (MS4) under the State's National Pollution Discharge Elimination System (NPDES) Permit for stormwater discharges. As a small MS4, the Campus is required to enroll in the State's General NPDES Permit for stormwater discharges, and must prepare a Stormwater Management Program Guidance Document that meets criteria specified by the State Water Resources Control Board (SWRCB).

Phase II Small MS4 Permit. In 1999, Phase II of the NPDES permitting program was established requiring states to issue permits to operators of small MS4s, those with a population less than 100,000. In addition, the term Small MS4 also includes systems similar to separate storm sewer systems in municipalities such as systems at universities, military bases, highway systems, etc. These entities are referred to as Non-traditional Small MS4s.

The USEPA Phase II Final Rule prompted the State Water Resources Control Board (SWRCB) to adopt Water Quality Order No. 2003-0005-DWQ, NPDES General Permit CAS000004 WDRs for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (2003 General Permit) on April 30, 2003. The 2003 General Permit required designated MS4s to develop a Stormwater Management Plan (SWMP) which identified and assigned BMPs to reduce the discharge of pollutants to the maximum extent practicable. In 2013, the SWRCB revised the 2003 General Permit and adopted Water Quality Order No. 2013-0001-DWQ, NPDES General Permit CAS000004 WDRs for Storm Water Discharges from Small MS4s (2013 MS4 General Permit). Instead of developing a SWMP, the 2013 General Permit requires that Small MS4s develop a Guidance Document specific to each MS4 to provide planning and guidance for each program area and to identify responsible implementing parties.

The 2013 MS4 General Permit requires UCSB to:

- Effectively prohibit non-stormwater discharges through the MS4.
- Detect and eliminate illicit discharges and illegal connections to the MS4.
- Respond to spills and prohibit dumping or disposal of materials other than stormwater into the MS4.

- Require vendors, contractors, and operators of commercial facilities to minimize the discharge of pollutants to the MS4.
- Ensure construction site or industrial facility operators provide a Waste Discharge Identification Number for coverage under the CGP or IGP and comply with the appropriate permit.
- Review designs and proposals for new development and redevelopment to determine whether adequate BMPs would be installed, implemented, and maintained during construction and after final stabilization (post-construction).
- Promptly cease and desist discharges and/or cleanup and abate a discharge, including the ability to:
    1. Effectively require the discharger to abate and clean up their discharge, spill, or pollutant release within 72 hours of notification.
    2. Require abatement, within 30 days of notification, for uncontrolled sources of pollutants that could pose an environmental threat or perform the cleanup and abatement work and bill the responsible party, if necessary.

Stormwater Management Program Guidance Document. UCSB has prepared a Storm water Management Program Guidance Document (June, 2014) that addresses seven general control measures: 1) community education and training on stormwater impacts; 2) community involvement and participation; 3) illicit discharge detection and elimination; 4) construction site storm water runoff control; 5) post-construction stormwater management in new development and redevelopment; 6) pollution prevention/good housekeeping for facilities operation and maintenance; and 7) stormwater program effectiveness evaluation.

Stormwater Management Program Guidance Document Section 3.6, *Post-Construction Stormwater Management Program,* focuses on hydromodification control. The purpose of the hydromodification control criteria are to protect beneficial uses of water resources and promote the desired conditions of healthy watersheds to the maximum extent practical, including:

- Maximize infiltration of clean storm water and minimize runoff volume and rate increases or reductions based on existing conditions.
- Protect riparian areas, wetlands and their buffer zones.
- Minimize pollutant loading.
- Provide long-term watershed protection.

Central Coast Post-Construction Stormwater Management Requirements. The Central Coast Regional Water Quality Control Board adopted post-construction requirements for new and redevelopment projects on July 12, 2013, and those requirements went into effect on March 6, 2014. The requirements stipulate that MS4 permittees, such as UCSB, ensure that

regulated projects within their authority are designed to detain, retain, or treat a specified percentage of storm water runoff. This objective is achieved by mimicking a project sites natural hydrology through the implementation of Low Impact Development design measures.

Low impact development (LID) refers to runoff water management methods that minimize storm water pollutants, reduce storm water runoff rates and volumes, and promote groundwater infiltration and storm water reuse in an integrated approach to protecting water quality and managing water resources. Objectives of LID include the implementation of measures that mimic undeveloped storm water and urban runoff rates and volumes; prevent pollutants of concern from leaving a development site in storm water; and minimize hydromodification impacts to natural drainage systems. Hydromodification effects often result from urban development and associated increases in impermeable area, and can include increased storm water runoff volume, velocity, temperature, and discharge duration. Hydromodification can also result in increased erosion and sedimentation and may also contribute to increases in nutrients, pathogens, pesticides, metals hydrocarbons organic debris, and litter in runoff water.

The post construction requirements adopted in 2013 require certain projects to implement the LID measures summarized in Table 5.10-1.

Based on the criteria presented above, the proposed demolition activities at the UCSB Facilities Management site would be classified as a Tier 1 Project because the demolition of the project site buildings would not create or replace existing impervious area (i.e., existing paving and building foundations would be retained in the current condition). The proposed wash and fuel facilities would be a Tier 3 project because it would replace approximately 6,000 square feet existing impervious asphalt paving with approximately 6,000 square feet of impervious concrete.

California Construction General Permit. Pursuant to the CWA Section 402(p), requiring regulations for permitting certain stormwater discharges, the SWRCB issued a statewide general permit for stormwater discharges from construction sites. The California NPDES Construction Stormwater General Permit (Order No. 2009-009-DWQ, as amended by Order 2010-0014-DWQ and 2012-006-DWQ; CA CGP), was adopted by the SWRCB on September 2, 2009 and became effective on July 1, 2010.

Table 5.10-1
Post-Construction Stormwater Requirements for Regulated Projects in the Central Coast Region

Type of Project	Performance Requirements
Tier 1 • Projects, including single-family homes (SFHs) that are not part of a larger development, that create or replace 2,500 square feet (sf) or more of impervious surface.	**Performance Requirement No. 1:** • Limit disturbance of natural drainage features. • Limit clearing, grading, and soil compaction. • Minimize impervious surfaces. • Minimize runoff by dispersing runoff to a landscape or using permeable pavements.
Tier 2 • Projects other than SFHs that create or replace 5,000 sf of more of net impervious surface.[1] • SFHs that create or replace 15,000 sf or more of net impervious surface.	**Performance Requirement No. 1, plus** **Performance Requirement No. 2:** • Treat runoff with an approved and appropriately sized LID treatment system prior to discharge from the site.
Tier 3 • Projects other than SFHs that create or replace 15,000 sf or more of impervious surface. • SFHs that create or replace 15,000 sf or more of net impervious surface.[1]	**Performance Requirement No. 2, plus** **Performance Requirement No. 3:** • Prevent offsite discharge from events up to the 95th percentile, 24-hour rainfall event using Stormwater Control Measures (i.e., Structural LID BMPs).
Tier 4 • Projects that create or replace 22,500 square feet of impervious surface	**Performance Requirement No. 3, plus** **Performance Requirement No. 4:** • Control peak flows such that they do not exceed pre-project peak flows for the 2-year through 10-year rainfall events.

Source: Geosyntec, 2022

In California, any construction or demolition project or activity that results in a land disturbance of equal to or greater than one acre including, but not limited to, clearing, grading, grubbing, or excavation triggers the need for coverage under the General Permit. This includes smaller areas that are part of a larger common plan of development and sites used for support activities related to a construction site. However, where discrete construction projects within a large common plan of development are located at least one quarter mile apart and the area between the projects is not being disturbed, each individual project can be treated as a separate plan of development, provided any interconnection road, pipeline, or utility project that is a part of the same common plan is not concurrently being disturbed. Based on this requirement, the proposed Facilities Management demolition project would be considered to be a separate project from the proposed vehicle washing and fueling facilities project because the two project sites are located more than one-quarter mile apart. The proposed building demolition project site is approximately six acres in size and would be subject to the Construction General Permit requirements. The proposed vehicle washing and fueling facility site, however, would result in a total ground disturbance area of approximately 10,000 square feet (9,250 square feet for a new asphalt and concrete pad and approximately 750 square feet of utility trenching). Since the wash and fuel

facility project site is less than one acre in size, it would not be subject to the General Permit requirements.

Regulated projects are required to submit a Notice of Intent (NOI) to the State Water Resources Control Board under the General Permit. The NOI is submitted via an online system called the Stormwater Multiple Applications and Report Tracking System (SMARTS) by the Legally Responsible Person as defined in the permit. As part of the obtaining coverage, a discharger must complete a construction site risk assessment to determine a project's Risk Level; prepare a Stormwater Pollution Prevention Plan (SWPPP), including site maps, a Construction Site Monitoring Program, and sediment basin design calculations, if applicable.

Once the General Permit coverage is obtained, the SWPPP must be implemented throughout the duration of the project until a Notice of Termination is submitted. The primary objective of the SWPPP is to identify and apply proper construction, implementation, and maintenance of best management practices to reduce and/or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the project site. The SWPPP also outlines the monitoring and sampling program required for the construction site to verify compliance with discharge Numeric Action Levels set by the General Permit.

d. Groundwater Conditions

The Goleta Groundwater Basin underlies the City of Goleta, spanning approximately 9,210 acres. The basin is divided into three subbasins: the Central subbasin, where the majority of extractions occur; the West subbasin, which is generally shallower and has the least extractions; and the North subbasin. The UCSB Facilities Management site is located just south of the southern boundary of the eastern, confined portion of the West subbasin. Water in soil underlying the Facilities Management site is expected to drain downgradient into Goleta Slough.

UCSB Facilities Management Site. Groundwater at the UCSB Main Campus occurs primarily as perched groundwater and is not a potable resource. Perched groundwater is created when water percolates through permeable terrace deposits until it encounters relatively impermeable siltstone and shale bedrock formations. The quality of this groundwater is generally poor, with very high levels of total dissolved solids that exceed drinking water standards. Groundwater levels at the Facilities Management site are reported to be approximately 14 feet below ground level. Information in other reports has indicated that groundwater was encountered at depths ranging from about 10 to 14 feet below the ground surface.

Vehicle Washing and Fueling Site. The UCSB-owned property in the Cabrillo Business Park is also located over the West subbasin of the Goleta Groundwater Basin. Groundwater at the site is reported to be approximately 5.5 feet below the ground surface (Tetra Tech, 2012).

e. LRDP Policy Requirements

The 2010 LRDP includes policies and project approval requirements related to the reduction of potential water quality impacts that the Project would be required to implement.

Water quality policies applicable to the Project include WQ-01, WQ-04, WQ-06, WQ-07, and WQ-10. The Project's consistency with these policies is evaluated in IS/MND Section 5.11 (Land Use and Planning).

2010 LRDP Appendix 3, Water Quality Protection Plan, includes requirements for development that requires the approval of a Notice of Impending Development from the California Coastal Commission. Appendix 3 requires the preparation and approval of a Construction Pollution Prevention Plan that describes temporary Best Management Practices (BMPs) a project will implement to minimize erosion and sedimentation during construction, and to minimize pollution of runoff by construction chemicals and materials. Appendix 3 also requires the preparation and approval of Post-Development Plans. A Post-Development Runoff Plan is required to describe the site design and runoff source control measures a project will implement to protect coastal waters after development is completed. A Water Quality and Hydrology Plan requires a polluted runoff and hydrologic site characterization, sizing standard for BMPs, use of low impact development approach to retain runoff on-site, and documentation of the expected effectiveness of proposed BMPs.

5.10.2 Checklist Responses

a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Short-Term Impacts

Project-related demolition and construction activities would result in the removal of existing wood and metal structures from the UCSB Facilities Management site; and minor amounts of grading at the UCSB-owned property in the Cabrillo Business Park primarily for the construction of a new concrete and asphalt pad and utility trenching. If not properly managed, each of these activities would have the potential to impair the quality of surface water due to discharges of sediment and other construction-related materials, such as solid waste and other debris, concrete and asphalt, fuel and other automotive products. Although the potential for a major release would be low, a release of demolition or construction-related pollutants from the project sites would have the potential to result in a significant water quality impact to receiving waters such as the Goleta Slough.

Construction site requirements included in the *Stormwater Management Program Guidance Document*; policies of the 2010 LRDP; and the requirements of LRDP Appendix 3: Water Quality Protection Program, would substantially reduce the potential for significant short-term impacts to water quality by requiring the implementation of various best management practices that reduce the potential for the discharge of pollutants to the maximum extent practicable. In addition, demolition activities at the UCSB Facilities Management site would be required to prepare and implement a SWPPP as required by the NPDES General Construction Permit. The Project contractor would prepare a site-specific SWPPP and submit it to UCSB Environmental Health and Safety for approval before construction of the new facilities begins. A Notice of Intent to comply with the NPDES

General Construction permit would also be filed with the State Water Resources Control Board.

With the implementation of existing regulatory and policy requirements, the potential for the Project to result in significant short-term construction-related water quality impacts would be **less than significant**.

Long-Term Impacts

Under Section 303(d) of the Federal Water Pollution Prevention and Control Act (i.e., the Clean Water Act) states are required to identify water bodies that do not meet their water quality standards. Once a water body has been listed as impaired, a Total Maximum Daily Load (TMDL) for the constituent of concern (pollutant) must be developed for that water body. A TMDL is an estimate of the daily load of pollutants that a water body may receive from point sources, non-point sources, and natural background conditions, without exceeding its water quality standard.

As described above, water quality impairments identified for the Goleta Slough include priority organics, pathogens (indicator bacteria and enterococcus), dissolved oxygen, and pH. All impairments at the Goleta Slough are listed as Category 5A, meaning they still require the development of a TMDL. Development of the TMDLs for priority organics and indicator bacteria in Goleta Slough are expected to be completed in 2027. Development of the TMDLs for enterococcus, dissolved oxygen, and pH in Goleta Slough is expected to be completed in 2035.

Runoff from the UCSB Facilities Management site and the UCSB-owned property in the Cabrillo Business Park is collected in existing stormwater collection systems and is ultimately discharged to the Goleta Slough. The potential for the demolition of existing buildings at the UCSB Facilities Management site, or the construction of proposed vehicle washing and fueling facilities at the UCSB-owned property to contribute to existing water impairments of the Goleta Slough are evaluated below.

Pathogens. Sources of pathogens (indicator bacteria) such as coliform and enterococcus bacteria typically include animal wastes, human encampments, and overflows from wastewater systems. The proposed demolition of UCSB Facilities Management buildings, and the proposed vehicle wash and fuel facilities, would not include the use of septic systems, or result in the creation of other conditions that could be potential sources of pathogens.

Dissolved Oxygen. Potential causes of low dissolved oxygen levels in water bodies can include accumulations of organic matter (e.g., algae blooms and yard waste), increased water temperature, and animal waste. As described in response "c" below, the proposed demolition of UCSB Facilities Management buildings, and the proposed vehicle wash and fuel facilities, would not result in substantial changes to existing runoff water discharges to the Goleta Slough. Therefore, the Project would not result in changes to existing water

temperatures that could result in reduced dissolved oxygen levels. Discharges of water from the proposed vehicle wash facility would be to the sanitary sewer system, therefore, waste water from the washing facility would not have the potential to contribute nutrients (i.e., soaps, detergents, or similar substances) that have the potential to promote algae growth. The proposed Project would not be a source of human, animal, or yard waste.

pH. Human activities that can result in increased pH in aquatic systems include stormwater runoff from agriculture (e.g., lime-rich fertilizers), asphalt roads, mine waste, and elevated nutrient concentrations. The proposed demolition of UCSB Facilities Management buildings would not result in the discharge of substances that would have the potential to result in increased or decreased pH levels in runoff water. The proposed vehicle wash and fuel facilities would include a new asphalt pad area approximately 3,250 square feet in size, however, this very small area would not substantially increase the amount of asphalt paving in the Goleta Slough watershed.

Priority Organics. Priority organics are generally chemicals such as chlorinated hydrocarbons or volatile organic compounds used in industrial or manufacturing process, or commonly found in pesticides. After the existing buildings at the UCSB Facilities Management site have been demolished and removed, the site would be vacant and not a substantial source of organic pollutants.

The proposed vehicle washing and fueling facilities at the UCSB-owned property in the Cabrillo business park would replace similar facilities located on the UCSB Main Campus, and would not result in an increase in vehicle washing or fueling operations in the Project area. The proposed washing area would be paved, designed to prevent run-on to or runoff from the area, and plumbed to drain to the sanitary sewer.

The presence of oil and grease in vehicle wash water would be controlled by the use of an oil/water separator. This would substantially reduce oil and grease discharges from the site, and waste water that contains soap residue would be disposed into the sanitary sewer. Therefore, the washing facility would not be a substantial source of substances that have the potential to contain priority organic substances

The proposed fueling facility would include an above ground fuel storage tank with secondary containment, which substantially reduces the potential for fuel leaks to occur at the site. The proposed fueling area (i.e., the area extending a minimum of 6.5 feet from the corner of each fuel dispenser or the length at which the hose and nozzle assembly may be operated plus a minimum of one foot, whichever is greater) would be located on an impermeable (concrete) surface graded at the minimum slope necessary to prevent ponding; and separated from the rest of the site by a grade break and curb that prevents run-on of stormwater to the maximum extent practicable. The fueling area would also be covered by a canopy that extends a minimum of ten feet in each direction from each pump. Alternatively, the fueling area would be covered and the cover's minimum dimensions would be equal to or greater than the area within the grade break or fuel dispensing area. The canopy [or cover] would not drain onto the fueling area.

The proposed vehicle wash and fuel facilities would also be subject to the *UCSB Stormwater Management Program Guidance Document,* which describes activities necessary for compliance with the Small MS4 Permit, including pollution prevention/good housekeeping for facilities operation and maintenance.

In conclusion, it is expected that the Project would not be a substantial source of pollutants of concern that would have the potential to result in long-term adverse effects to beneficial uses in the receiving waters. Therefore, the Project would not violate any water quality standards or waste discharge requirements (i.e., the Water Quality Control Plan (Basin Plan) prepared by the RWQCB for the Central Coast Region, or substantially degrade surface or groundwater quality, and the Project's potential long-term water quality impacts would be **less than significant.**

b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

The proposed Project would not result in direct withdrawals of groundwater. The proposed demolition of buildings at the UCSB Facilities Management site would not increase the area of impervious surfaces at that site. The proposed asphalt and concrete pad that would be constructed at the UCSB-owned property in the Cabrillo Business Park would be approximately 9,250 square feet and would replace an existing asphalt area of approximately 6,000 square feet. Therefore, the Project would have a **less than significant** impact related groundwater recharge or water supplies.

c. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

i) *result in a substantial erosion or siltation on- or off-site.*

UCSB Facilities Management Site. After the existing buildings have been removed from the UCSB Facilities Management site, the site would still be substantially covered by existing impervious paving and the foundations of the former buildings. Therefore, existing drainage patterns at the site would not be substantially altered. Runoff water would continue to be directed to the Main Campus stormwater collection system and discharged to the Goleta Slough similar to existing conditions.

Vehicle Washing and Fueling Site. New ground surfaces at the UCSB-owned property in the Cabrillo Business Park would consist of a proposed 9,250 square foot asphalt and concrete pad that would replace approximately 6,000 square feet of impervious asphalt paving. The proposed new pad would consist of approximately 6,000 square feet of impervious concrete and approximately 3,250 square feet of pervious asphalt paving. Therefore, the new pad would result in a similar impervious surface area (i.e.,

an existing 6,000 sq. ft. impervious asphalt area would be replaced with 6,000 square feet of impervious concrete) and the remaining 3,250 square feet of pad area would be pervious pavement. Runoff water from the new pad would be collected by a new drainage catch basin that discharges to an existing storm drain. Therefore, existing drainage patterns at the site would not be substantially altered and runoff water would continue to be discharged to the Goleta Slough similar to existing conditions.

Therefore, the Project would result in a **less than significant** impact because it would not substantially alter existing drainage patterns or result in a related increase in erosion-related impacts.

ii) *substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.*

As described in response "i" above, the Project would not result in substantial changes to stormwater runoff conditions at the UCSB Facilities Management site or the at the UCSB-owned property in the Cabrillo Business Park. Therefore, the Project would result in **less than significant** impacts related to increased on- or off-site flooding.

iii) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.*

UCSB Facilities Management Site. As described on Table 5.10-1 (Post-Construction Stormwater Requirements) the demolition of buildings at the Facilities Management site would be a Tier 1 project because proposed demolition activities would retain existing site paving and building foundations, and would not create or replace 2,500 square feet or more impervious surface area. The demolition project would implement the required Tier 1 performance requirements because: a) it would not disturb any natural drainage features; b) it would not result in any grading and vegetation clearing would generally be limited to the removal of small ornamental landscaping adjacent to buildings to be removed; c) no new impervious surfaces would be created; and d) existing unpaved areas at the site (i.e., planter areas and unpaved areas beneath project site office trailers) would be retained. With the implementation of these best management practices, the demolition project would not increase existing runoff rates or amounts, and would not exceed the capacity of existing stormwater drainage systems.

As described in Section 5.9.2b (Hazards and Hazardous Materials) above, known hazardous materials at the Facilities Management site, including asbestos containing material, items covered with lead-based paint, and PCBs would be removed from the project site prior to the start of demolition operations. As described in item "a" above, the potential for demolition operations to result in short-term water quality impacts would be minimized through the implementation of an approved SWPPP and applicable 2010 LRDP requirements.

Vehicle Washing and Fueling Site. As described on Table 5.10-1 (Post-Construction Stormwater Requirements) the proposed vehicle washing and fueling facilities would be a Tier 3 project because it would replace existing asphalt paving with a new 6,000 square foot impervious concrete pad. The project would implement the required Tier 3 performance requirements because: a) it would not disturb any natural drainage features; b) no vegetation would be removed, and the limited area of proposed grading would primarily occur in an area already covered with asphalt pavement; c) the proposed new pad would result in a similar amount of existing impervious surface area because 6,000 sq. ft. of impervious asphalt would be replaced with 6,000 square feet of impervious concrete, and the remaining 3,250 square feet of pad area would be constructed with pervious pavement; d) collected runoff from the new pad area would be directed to the project site storm drain system using perforated underground pipe and a shallow dirt drainage swale. These features would promote water infiltration and minimize runoff; e) hydrocarbon (i.e., oil and grease) contaminants associated with proposed vehicle washing operations would be controlled through the use of an oil/water separator. Hydrocarbon contamination that may result from increased vehicle operations at the site would be reduced by the proposed drainage swale that would extend between the proposed pad area and a new stormwater catch basin. Hydrocarbon contaminants tend to be adsorbed (attached) to particles that can be controlled by settlement and filtration in the swale. In addition, the proposed swale would slope very gently to the east and would not be a substantial source of erosion or sedimentation; f) as described in responses above, the proposed fuel and wash area would not substantially change the existing volume of runoff water from the project site, and on-site stormwater infiltration would be provided through the use of a perforated below grade drainage pipe that is installed in a gravel filled trench, and an earthen drainage swale.

Therefore, the Project would result in **less than significant** impacts related to the generation of additional runoff water or the discharge of polluted runoff.

iv) *impede or redirect flood flows?*

As shown on Figure 5.10-1, existing buildings located at the UCSB Facilities Management site are not located in a designated 100-year flood plain. As shown on Figure 5.10-2, the proposed vehicle wash and fuel facilities at UCSB-owned property in the Cabrillo Business Park would be located west of and beyond the designated 100-year flood plain located on the eastern portion of the property. Therefore, the Project would not result in the development of any structures in a designated100-year flood hazard area, would not impede or redirect flood flows, and would have a **less than significant** impact related to flooding hazards.

d) *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

UCSB Facilities Management Site

Flood Hazard. As shown on Figure 5.10-1, the Facilities Management buildings are located adjacent to but not within the existing FEMA-designated 100-year flood hazard area. Therefore, the proposed building demolition project would not be affected by 100-year flood flows and it would not result in a significant risk for the release of pollutants due to project site inundation. It is anticipated that the building demolition project would be completed in 2024, therefore, the project would not have the potential to be adversely affected by future changes in flooding conditions that may be caused by climate change. Potential flooding-related hazards at the Facilities Management site would be **less than significant.**

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Tsunami Hazard. A tsunami is a series of waves generated by a vertical displacement of the ocean floor, most commonly as a result of earthquake-related faulting. The California Department of Conservation has prepared a Tsunami Hazard Area Map for Santa Barbara County. The map was compiled with the best currently available scientific information and depicts areas that could be exposed to tsunami hazards during a tsunami event. The identified hazard areas are primarily based on inundation limits corresponding to a 975-year average return period tsunami event model. These limits also reflect potential local tsunami sources (i.e., local faults) and reflect affected area limits that coincide with geographic features or city streets (California Department of Conservation, 2022). The tsunami hazard area map for the Project area is shown on Figure 5.10-2. As shown on the Figure, tsunami waves would not directly affect the UCSB Facilities Management site. It is anticipated that the proposed building demolition project would be completed in 2024, therefore, the project would not have the potential to be adversely affected by future changes in tsunami wave run-up conditions that may be caused by a climate change induced rise in sea level. Potential tsunami wave runup hazards at the Facilities Management site would be **less than significant.**

Seiche Hazard. A seiche is a wave or series of waves in an enclosed or semi-enclosed body of water such a lake, reservoir, or harbor. Seiche waves can be generated by events such as earthquake-related ground shaking, a landslide into the water body, wind, or a tsunami.

The 2010 LRDP EIR indicates that sources for a seiche wave located on or near the UCSB campus include the Campus Lagoon, the Goleta Slough, and the Devereux Slough. A seismic event occurring when water is present in those waterbodies could result in a disturbance of the water surface, however, those water bodies are too shallow to present a significant risk to surrounding development and potential impacts to the UCSB Facilities Management site would be **less than significant**.

Vehicle Washing and Fueling Site

Flood Hazard. As shown on Figure 5.10-3, the FEMA-designated 100-year floodplain is located on the eastern part of the UCSB-owned property in the Cabrillo Business Park, and the proposed vehicle fueling and washing facilities would be located on the western portion of the site outside of the mapped floodplain boundary. Based on existing flood hazard conditions, the proposed vehicle wash and fuel facilities would result in a **less than significant** risk for the release of pollutants due to project site inundation.

The effects of climate change, such as more intense storms and higher sea levels, are expected to continue and increase in the coming decades. As required by 2010 LRDP Policy SH-02, UCSB has prepared a coastal hazards assessment report titled *Draft Sea Level Rise Adaptation Strategy* (UCSB, 2022) that evaluates potential climate change induced impacts of sea level rise on the UCSB campus. Included in the sea level rise report are flood maps prepared by the Coastal Storm Modeling System (CoSMoS), which was developed by the United States Geological Survey to assess future coastal flooding exposure across the California coast by integrating sea level rise, dynamic water levels, and coastal change.

Figure 5.10-4 shows projected minimum and maximum flooding conditions during a 100-year storm that are projected to occur with a climate change induced two meters of sea level rise. The designation of minimum and maximum areas affected by flooding reflect modeling uncertainty regarding the digital land elevation data, model-predicted water levels, and vertical land motion (i.e., land elevation that is rising or subsiding). As shown, under potential future flood conditions, the proposed wash and fuel facilities would be inundated. However, given the low probability of a 100-year storm (even with increased storm frequency caused by climate change) to affect the fueling facility location, and the low potential for a release of fuel from the above-ground concrete storage tank with secondary containment and emergency shut off capabilities, it is not anticipated that the fueling facility would result in a significant pollutant release risk. Therefore, the proposed wash and fuel facilities have the potential to result in potentially adverse but **less than significant** flooding-related impacts under possible future flood conditions. It should be noted that a future rise in flood levels caused by the effects climate change is not an effect of the proposed Project, and as described in Section 5.9 (Greenhouse Gas Emissions) of this IS/MND, the Project's cumulative climate change impacts would be less than significant.

Tsunami Hazard. The UCSB *Draft Sea Level Rise Adaptation Strategy* indicates that with a projected long-term rise in sea level, tsunami wave runup conditions would not extend to the west of Los Carneros Road and onto the UCSB-owned property in the Cabrillo Business Park, and would be similar to the existing hazard risk conditions shown on Figure 5.10-4. Therefore, the potential for future tsunami-related impacts coupled with the effects of sea level are anticipated to result in a **less than significant** impact.

Seiche Hazard. As described above, the Goleta Slough and other waterbodies in the project area are too shallow to present a significant seiche wave risk to surrounding development. Therefore, potential impacts to the UCSB-owned property in the Cabrillo Business Park would be **less than significant**.

e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

As described in responses provided above, the proposed building demolition and vehicle washing and fueling projects would not be substantial sources of pollutants that would result in significant impacts to surface water quality or the quality of groundwater. The Project would also implement the requirements of the UCSB Stormwater Management Program Guidance Document, and as described in IS/MND Section 5.11 (Land Use and Planning) would be consistent with applicable water quality policies of the 2010 LRDP. Groundwater on the Main Campus is not used as a water source and is not subject to the requirements of a groundwater management plan. Therefore, the Project would have **less than significant** impacts related to this significance criterion.

5.10.3 Cumulative Impacts

Surface Water Quality Cumulative Impacts

Cumulative impacts consider the effect of the Project in combination with similar projects that would discharge to the Goleta Slough. Similar to the proposed Project, related or similar development projects would be subject to state, regional, and local requirements, such as MS4 Permit and Central Coast Region Post-Construction Requirements; Construction General Permit requirements; Basin Plan water quality objectives, and TMDLs, which are designed to assure that regional development does not adversely affect water quality in receiving waters.

Future projects would be evaluated to determine appropriate best management practices and treatment measures to avoid impacts to water quality. In addition, UCSB, or the County or City of Goleta, as appropriate, would review construction projects on a case-by-case basis to ensure that local and regional drainage surface water quality is protected. Given compliance with applicable laws, rules, and regulations, the Project's potential water quality and hydrology impacts would not be cumulatively considerable and it's cumulative impacts are **less than significant**.

Groundwater Cumulative Impacts

The Project would not infiltrate pollutants of concern that impact groundwater quality, or substantially reduce groundwater recharge. Due to the groundwater conditions at the project sites, and the Project's compliance with all applicable permits and regulatory requirements, the incremental effects of the Project on groundwater quality and recharge would not be cumulatively considerable and **less than significant**.

5.10.4 Mitigation Measures

The Project would not result in significant impacts related to hydrology or water quality and no mitigation measures are required.

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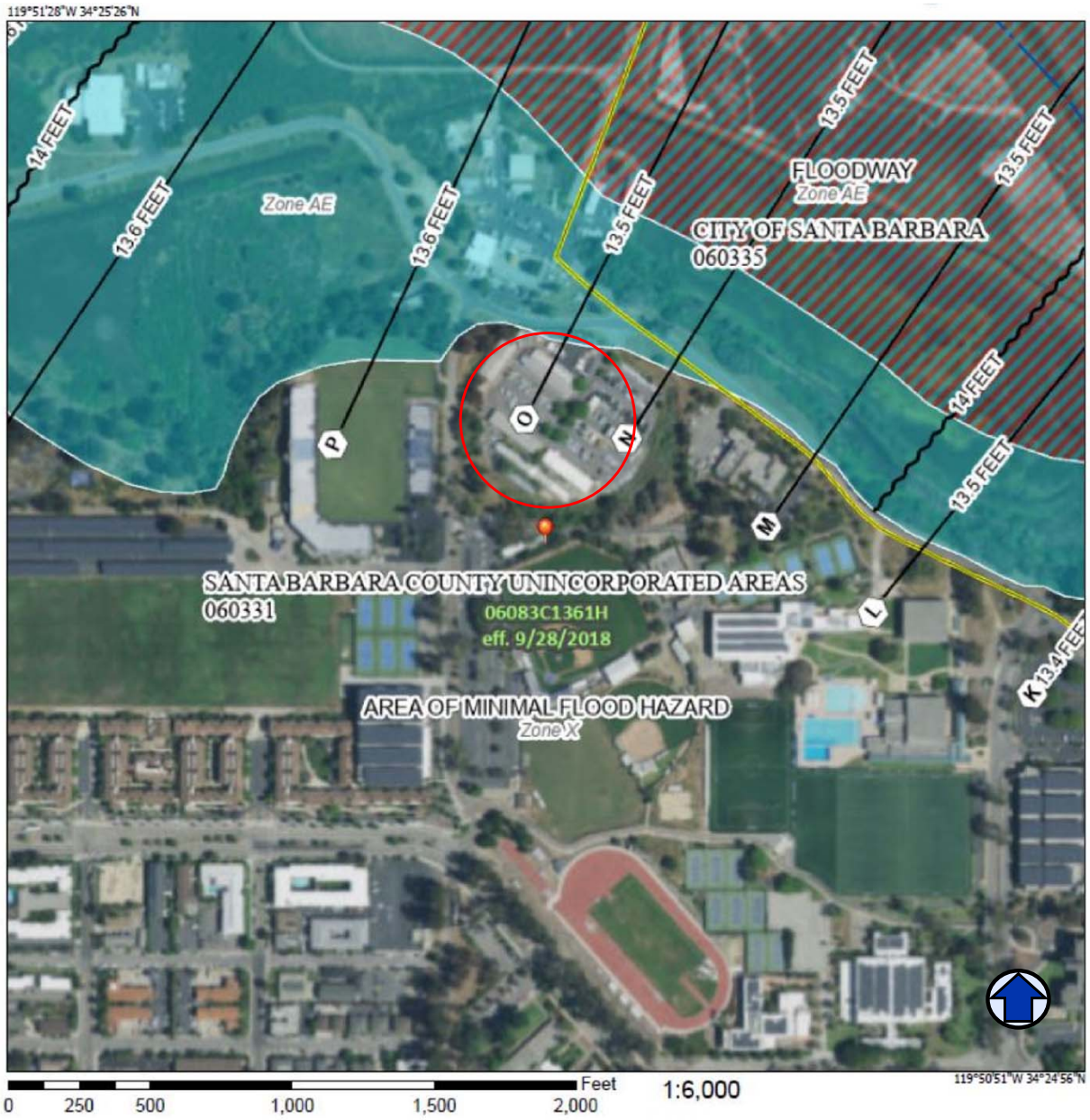
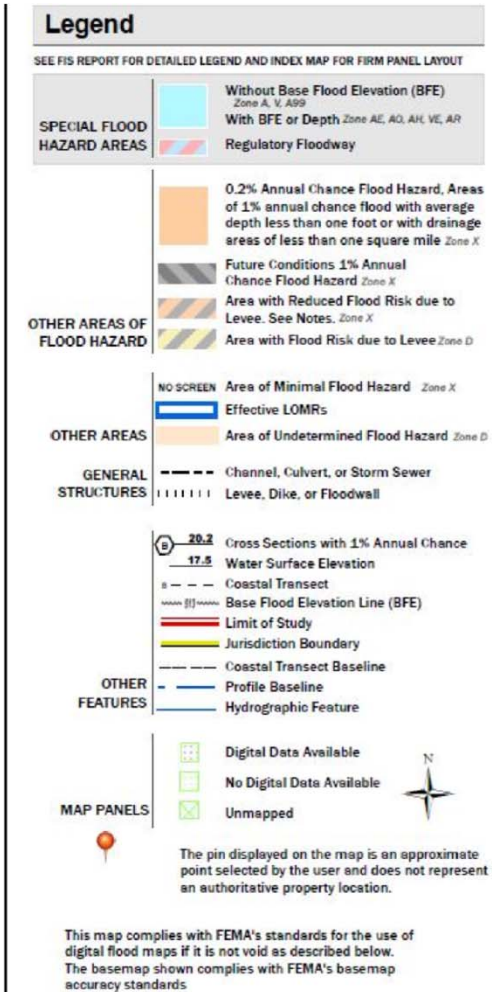


Source: FEMA, National Flood Hazard Layer FIRMette, 2022



Facilities Management Demolition Area

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 5.10-1

UCSB Facilities Management Area 100-Year Floodplain

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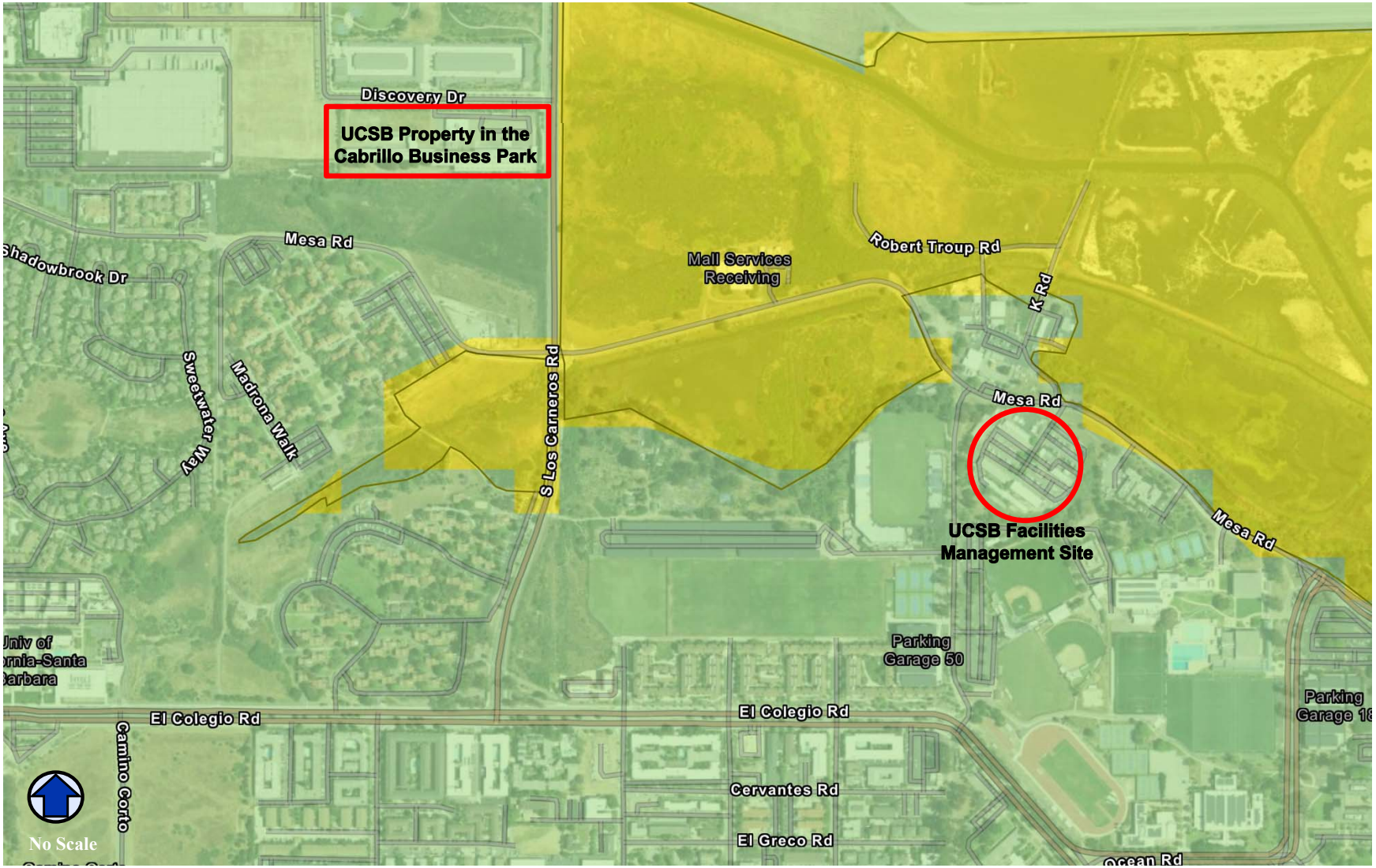

Source: California Department of Conservation, 2022

Tsunami Hazard Zone

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 5.10-2

Project Area Tsunami Hazard Zone

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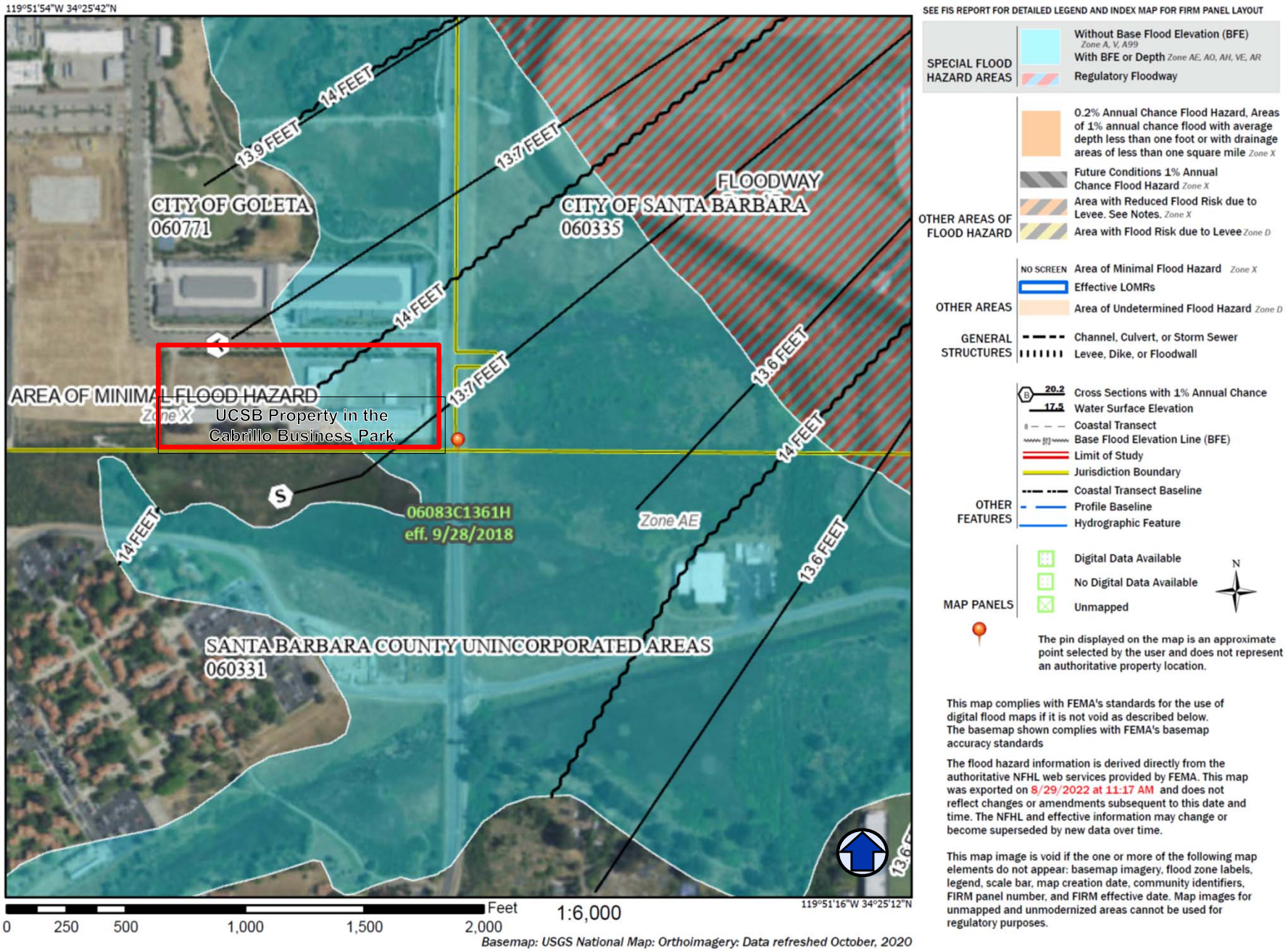

Source: FEMA, National Flood Hazard Layer FIRMette, 2022

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 5.10-3

UCSB Property in the Cabrillo Business Park 100-Year Floodplain

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Source: Draft Sea Level Rise Adaptation Strategy (UCSB, 2022)

University of California, Santa Barbara

UCSB Facilities Management Demolition Project

Figure 5.10-4

UCSB Property in the Cabrillo Business Park 100-Year Floodplain with Two Meters of Sea Level Rise

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Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
5.11 LAND USE AND PLANNING - Would the project:					
a) Physically divide an established community?	☐	☐	☐	☐	✓
b) Cause a significant environmental effect due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	✓	☐	☐

5.11.1 Setting

2010 LRDP 2010 LRDP. Land use planning requirements for the UCSB campus are included in the 2010 Long Range Development Plan (2010 LRDP), which was certified by the Regents in September 2010 and was certified by the California Coastal Commission in November, 2014. The 2010 LRDP identifies and describes the physical development needed to achieve the campus's academic goals through 2025; is a land use plan for the development of future campus facilities; and addresses the requirements of the California Coastal Act of 1976. The 2010 LRDP applied an "Housing" land use designation to the UCSB Facilities Management site. The 2010 LRDP does not include the UCSB-owned property in the Cabrillo Business Park.

5.11.2 Checklist Responses

a. *Physically divide an established community*?

The UCSB Facilities Management site is located near the northwest corner of the UCSB Main Campus. Local access to the site is from Mesa Road, which extends along the northern perimeter of the Main Campus. The UCSB-owned property in the Cabrillo Business Park, which would be used for the relocation of vehicle washing and fueling facilities that are to be removed from the Facilities Management site, is located in the City of Goleta. Access to the business park and the proposed fuel and wash facility site is from Los Carneros Road and Navigator Way.

The Facilities Management building demolition project would remove existing structures

and buildings from that site. The existing vehicle wash and fuel facilities that are to be removed would be replaced by constructing new similar facilities at the Cabrillo Business Park. Access to the new wash and fuel facilities would be from existing roadways and the new facilities would be served by existing utility (e.g., water, sewer, and electricity) connections located on the project site. Therefore, the Project would have **no impact** related to dividing and established community.

b. *Cause a significant environmental effect due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The 2010 LRDP identifies five major goals and identifies how elements of the LRDP implement each of the goals. The five goals of the 2010 LRDP include:

- Mature the academic programs
- Strengthen the campus form
- House students, faculty and staff
- Integrate sustainable practices
- Contribute to regional solutions

The Facilities Management Demolition Project would be consistent with the applicable 2010 LRDP goals listed above as it would remove existing structures and uses that are not consistent with the "Housing" land use designation that was applied to the project site by the 2010 LRDP. The Project would also remove existing buildings that have exceeded their intended and useful life (e.g., World War II era buildings and other structures that were constructed in the 1970's and 80's). These Project-related activities would strengthen the campus form and make the project site consistent with the 2010 LRDP's "Housing" land use designation. New on-campus housing would address an existing region-wide need for additional housing.

Relocation of the existing vehicle washing and fueling facilities to the UCSB-owned property in the Cabrillo Business Park would be consistent with the office, light industrial, self-storage, and other similar uses that have been developed at the business park. As described in Sections 5.3 (Air Quality), 5.8 (Greenhouse Gas Emissions), 5.10 (Hydrology and Water Quality), and 5.17 (Transportation) of this IS/MND, the Project would be consistent with the goal to integrate sustainable practices because it would not substantially increase existing VMT; would not result in significant air quality or greenhouse gas emission impacts; and would not result in increased water use or potential water quality impacts.

Policies included in the UCSB 2010 LRDP apply to the UCSB Main, Storke, North and West Campus areas. The LRDP policies do not apply to the property owned by UCSB located in the Cabrillo Business Park because that property is located in the City of Goleta and not included in the LRDP. UCSB is constitutionally exempt from local governments'

regulations, such as city and county general plans, land use policies, and zoning regulations, whenever using property under its control in furtherance of its educational purposes. However, for information purposes, the policy consistency analysis on Table 5.11-1 evaluates the entire Project's (i.e., the proposed Facilities Management building demolition and vehicle and fueling facilities) consistency with the applicable LRDP policy requirements. Proposed development projects undertaken at UCSB must be consistent with the policies of the 2010 LRDP.

Table 5.11-1
2010 Long Range Development Plan
Policy Consistency Analysis

POLICY	ANALYSIS
Land Use	
LU-05 - Development shall be planned to fit the topography, soils, geology, hydrology, and other conditions existing on the site so that grading is kept to a minimum. Campus development shall protect, and where feasible restore, natural hydrologic features such as natural stream corridors, groundwater recharge areas, floodplains, vernal pools, and wetlands.	**Consistent.** The demolition of buildings at the UCSB Facilities Management site would not result in ground disturbances (i.e., the removal of building foundations or infrastructure) or an increase in existing impervious surface area. Therefore, the Project would not alter site topography, hydrologic conditions (i.e., stormwater discharges or floodplains), or groundwater recharge conditions. The Project would not result in new development that would be affected by geologic hazards, and proposed demolition activities would not disturb the slopes adjacent to the project site that support wetlands and other sensitive habitat. Proposed demolition operations would have the potential to release water contaminants, however, this potential short-term impact would be minimized by implementing construction site water quality measures included in an approved SWPPP. The proposed vehicle washing and fueling facilities at the UCSB-owned property in the Cabrillo Business Park would result in a minor amount of grading (approximately 750 cubic yards); would not result in a net increase in impervious surface area, and would install approximately 3,250 square feet of new pervious asphalt. As described in IS/MND Section 5.10 (Hydrology and Water Quality) the Project would implement appropriate best management practices and 2010 LRDP requirements to minimize the potential for short- and long-term water impacts and stormwater discharges from the site. As proposed, the Project would not substantially affect existing floodplains, or result in indirect water quality-related impacts to the off-site biological resources of the Goleta Slough.

Table 5.11-1
2010 Long Range Development Plan
Policy Consistency Analysis

POLICY	ANALYSIS
	Therefore, the Project would be consistent with the requirements of this policy.
LU-06 - New campus development shall be located within, contiguous with, or in close proximity to existing developed areas able to accommodate it and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.	**Consistent.** The Facilities Management demolition project site is located on the UCSB Main Campus, which is extensively developed, and the proposed project site is developed with buildings and structures associated with the Facilities Management complex. Adjacent development includes the on-campus Police and Fire Stations, Harder Stadium, and the Environmental Health & Safety Building. The proposed vehicle washing and fueling facilities site is located in the Cabrillo Business Park, which has been developed with a variety of research and development, office, light-industrial, self-storage, and other similar uses. The proposed facilities would be located on UCSB-owned property that has been developed with a variety of structures, the largest being an 85,000 square foot building that is currently used primarily for storage purposes. As described in Section 5.0 (Evaluation of Environmental Impacts) of this IS/MND, the proposed Project would not result in adverse effects on coastal resources. Therefore, the Project would be consistent with the requirements of this policy
Public Access	
PA-12 - Motor vehicle traffic generated by new development shall not restrict or impede public access to or along the coast by exceeding the roadway capacity of existing coastal access routes on Campus. Should any proposed development significantly impact the roadway capacity of existing coastal access routes on Campus, the University shall implement or pay its fair share of costs to the City of Goleta and/or County of Santa Barbara to implement improvements to roadways and intersections or other traffic control measures necessary to mitigate the impacts.	**Consistent.** The demolition of buildings at the UCSB Facilities Management site would not result in the long-term generation of new vehicle trips. As described in Section 5.17 (Transportation) of this IS/MND, the relocation of existing vehicle washing and fueling operations to the UCSB-owned property in the Cabrillo Business Park would not result in additional campus-related washing or fueling transactions. Relocating the facilities, however, would result in a minor redistribution of campus traffic. Based on recent available wash and fuel facility use data, an average of approximately 19 fueling and 16 washing transactions occur per day, resulting in the generation of approximately 70 average daily vehicle trips (38 total fueling-related trips plus 32 total washing-related trips). Most of

Table 5.11-1
2010 Long Range Development Plan
Policy Consistency Analysis

POLICY	ANALYSIS
	these trips would occur on the UCSB campus, within the Cabrillo Business Park, or on the segment of Los Carneros Road located between the Main Campus and the Cabrillo Business Park. The small amount of traffic generated by the relocation of existing vehicle wash and fuel facilities would not restrict or impede public access to the coast. In addition, UCSB will continue to implement the requirements of the Mitigation Implementation and Settlement Agreement that was entered into with the County of Santa Barbara and the City of Goleta, which among other things specifies that UCSB will provide "fair share" payments for specified roadway and intersection improvements. Therefore, the Project would be consistent with the requirements of this policy.
Transportation	
Policy TRANS-01-A - The University will work with the Cities, County, SBCAG, SBMTD and other transit providers to provide a balanced transportation system on campus, offering vehicular, bicycle, pedestrian, and transit mobility, including augmentation of external transit systems with University shuttle systems to increase capacity, efficiency, and use by the UCSB-affiliated population. The University shall include in the plans and designs submitted in support of the requisite Notice of Impending Development for new campus development, intersection and roadway improvements necessary to offset the proportional impacts of the University's LRDP build-out on roadway capacity. Roadway and intersection improvements shall not conflict with existing or planned pedestrian and bicycle facilities or degrade mobility for pedestrians and bicyclists. The University shall maintain campus intersections at a minimum Level of Service D.	**Consistent.** The relocation of existing vehicle washing and fueling facilities to the UCSB-owned property in the Cabrillo Business Park would not result in a change to the number of campus-related washing or fueling transactions that are conducted, or result in an increase in the population of the campus or off-campus areas. Therefore, the proposed facility relocation would not result in the removal or degradation of existing transit services, bicycle or pedestrian facilities. As described in Section 5.17 (Transportation) of this IS/MND, and based on recent available vehicle wash and fuel facility use data, approximately 19 fueling and 16 washing transactions occur at the existing Facilities Management facility per day, resulting in the generation of approximately 70 daily vehicle trips. After the relocation of the wash and fuel facilities to the UCSB-owned property in the Cabrillo Business Park, the existing 70 wash- and fuel-related daily vehicle trips would be redistributed on the UCSB Main Campus along Mesa Road; along Los Carneros Road between Mesa Road and Discovery Drive; and on Discovery Drive in the Cabrillo Business Park. Therefore, a Project-related redistribution of existing wash- and fuel facility-related trips would not substantially change the

Table 5.11-1
2010 Long Range Development Plan
Policy Consistency Analysis

POLICY	ANALYSIS
	existing operation characteristics of the affected roadways.
Environmentally Sensitive Habitat	
ESH-06 – Operational noise levels shall not exceed state standards. The following operational noise sources are not subject to the maximum sound levels: **(a)** Noise of safety signals, warning devices and emergency pressure relief valves; and **(b)** Noise from moving sources such as tractors, automobiles, trucks, airplanes, etc. For all special events where the proposed event or activity is expected to generate significant noise in close proximity to sensitive receptor locations, the campus shall impose limitations on the hours of the event or activity.	**Consistent.** Demolition/construction equipment use at the UCSB Facilities Management site and at the proposed vehicle washing and fueling facilities site would be a short-term condition. After the completion of proposed demolition and construction activities, the project sites would not be a substantial source of operation noise. Therefore, the Project would be consistent with the requirements of this policy.
Policy ESH-09 – Fencing and other types of barrier installations on campus shall be wildlife-safe and wildlife-permeable, except where such barriers are necessary to restrict unauthorized human entry, the restricted area has no habitat value, and the placement of the barrier does not have an adverse impact on wildlife. Development in or adjacent to environmentally sensitive habitat areas or open space shall be designed and constructed to ensure the safe movement by wildlife (such as through the clustering structures and the installation of bridged crossings of wetlands to replace culverts, etc.).	**Consistent.** The Project would not result in the permanent installation of new fencing that would interfere with existing wildlife movement. Temporary construction safety fencing and fencing to limit demolition equipment access to the slopes adjacent to the UCSB Facilities Management site would not substantially restrict wildlife movement in the Project area. Therefore, the Project would be consistent with the requirements of this policy.
ESH-15C - All outdoor lighting shall be designed to avoid, or minimize to the maximum extent feasible, all forms of light pollution, including light trespass, glare, and sky glow, and shall at a minimum incorporate the following: **1.** Best available visor technology to minimize light spill and direct/focalize lighting downward, toward the targeted area(s) only; **2.** The minimum standard (pole) height and height of the light mounting necessary to achieve the identified lighting design objective; **3.** The best available technology and a lighting spectrum designed to minimize lighting impacts on sensitive species and habitat; and **4.** Measures to minimize light trespass onto ESHA and open space areas.	**Consistent.** No permanent night lighting is proposed at the Facilities Management demolition project site. Exterior lighting to be installed at the vehicle fueling and washing site would consist of low-level safety and security lighting. All proposed light fixtures would be oriented downward, shielded to minimize light intrusion onto adjoining areas, and would generally be similar to the existing lighting conditions at and near the project site. Therefore, the Project would be consistent with the requirements of this policy.

Table 5.11-1
2010 Long Range Development Plan
Policy Consistency Analysis

POLICY	ANALYSIS
ESH-21 - Biological resources surveys shall be performed for all new development that is proposed where there is a potential for sensitive species, ESHA, or wetlands to be present; within or adjacent to ESHA (where the proposed development is within 200 feet of ESHA); within or adjacent (within 200 feet) to wetlands; within or adjacent (within 200 feet) to designated Open Space or other natural open space areas; or within 500 feet of trees suitable for nesting or roosting or significant foraging habitat is present. The results shall be presented in a biological report that shall include an analysis of the potential impacts of the proposed development on any identified habitat or species and recommendations for siting and design of the development to ensure protection of sensitive biological resources and habitat values. **ESH-27** – Raptor habitat, including nesting trees, roosting trees, perching locations, and foraging habitat, shall be protected and preserved.	**Consistent with Proposed Mitigation.** As described in IS/MND Section 5.4.1 (Biological Resources Setting) biological resource surveys of the Facilities Management demolition site and adjacent areas have been conducted. Those surveys did not identify the presence of any ESHA or sensitive plant species at the proposed building demolition site. ESHA (e.g., coastal wetland and oak woodland) and one sensitive plant species (sea-coast bulrush) were identified on the slopes adjacent to the demolition site. The demolition project site does not include the slopes adjacent to the Facilities Management site, and the project would install temporary construction fencing around the demolition site to prevent inadvertent damage to slope areas. Due to the developed condition of the demolition site, it is unlikely to support any sensitive animal species. However, several special status bird species, including raptors, have been observed on the slopes near the demolition site, or have the potential to occur near the site. To minimize the potential for project-related impacts to sensitive bird species, proposed mitigation measures BIO-1a through 1c require that a pre-construction nesting bird survey be conducted within prescribed distances of the project site if demolition activities occur during the nesting season (February 15-September 15). If an active nest is observed, construction activities shall be delayed until the chicks have fledged and left the nest. With the implementation of these mitigation measures, the demolition project would be consistent with the requirements of this policy. As described in IS/MND Section 5.4.1 (Biological Resources Setting), the proposed vehicle fueling and washing facility site is devoid of vegetation, and vegetation that does occur on the project property is generally limited to ornamental landscape plants around the property's perimeter. There is no habitat located on or near the wash and fuel facility site that supports common or sensitive wildlife species. However, several buildings near the project site are used by cliff swallows to construct nests. The project would not result in the removal of any existing nests, and proposed mitigation measures BIO-1a through 1c

Table 5.11-1
2010 Long Range Development Plan
Policy Consistency Analysis

POLICY	ANALYSIS
	would prevent potential impacts resulting from nest abandonment caused by construction activities. Therefore, with the implementation of the proposed mitigation measures, the Project would be consistent with the requirements of this policy.
Scenic and Visual Resources	
SCEN-01- New structures on the campus shall be in general conformance with the scale and character of surrounding development. Clustered developments and innovative designs are encouraged. **SCEN-03** - New development shall be sited and designed to minimize adverse impacts to the greatest extent feasible on scenic resources, including places on, along, within, or visible from public viewing areas such as public parklands, public trails, beaches, and state waters that offer scenic vistas of mountains, coastline, beaches, and other unique natural features, as identified as viewpoints, scenic routes, and trails on Figure F.4. The University shall seek to enhance primary and secondary view corridors where feasible, to the ocean and scenic coastal areas shown in Figure F.4, such as by the removal of temporary buildings.	**Consistent.** The Facilities Management demolition project would not result in the development of any new structures. The proposed vehicle washing and fueling facilities on the UCSB-owned property in the Cabrillo Business Park would be adjacent to the large warehouse building located on the project site. Screening provided by the existing building and landscaping around the perimeter of the project property would generally obscure views of the facilities from adjacent areas. In addition, the proposed facilities would be consistent with the scale and character of the research and development, light industrial, office, self-storage and other buildings that have been developed the Cabrillo Business Park Therefore, the Project would be consistent with the requirements of this policy.
SCEN-07 - For trees with significant scenic value, the first priority shall be to avoid tree removal where feasible. If tree removal cannot be avoided, the second priority shall be relocation of the tree. If the scenic tree cannot feasibly be retained in place, the tree removal shall be conducted and mitigated consistent with the Tree Trimming and Removal Program in Appendix 2. Where a scenic tree is located within ESHA or Open Space the tree trimming and removal shall be subject to Policy ESH-29.	**Consistent.** Due to relatively small size of most trees at the Facilities Management demolition site, the existing project site trees have a low potential to be considered to have significant scenic value. In addition, the Project does not proposed to remove any trees from the demolition site. However, should a tree removal be required, or if demolition activities inadvertently impact a tree, that tree must be replaced in accordance with 2010 LRDP requirements. 2010 LRDP Appendix 2: *Campus Tree Trimming and Removal Program*, applies to trees with a trunk diameter of six inches or greater and requires that impacted ornamental trees be replaced with a native tree at a 1:1 ratio, and that impacted native trees be replaced with a native tree at a 3:1 ratio. Therefore, the demolition project would be consistent with the requirements of this policy.

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	The proposed vehicle washing and fueling facilities at the UCSB-owned property in the Cabrillo Business park would not result in the removal of any trees.
Archaeology	
ARC-01 - New development that requires ground disturbance shall be evaluated for its potential to impact archaeological resources. Site research, records reviews and archaeological surveys shall be undertaken by a Registered Professional. This documentation shall be submitted with the Notice of Impending Development.	**Consistent.** As described in Section 5.5 (Cultural Resources) of this IS/MND, potential impacts to archaeological resources located at the UCSB Facilities Management site and at the UCSB-owned property in the Cabrillo Business Park were evaluated by registered professional archaeologist by conducting literature searches, an Extended Phase 1 investigation, and monitoring of the excavation of trenches constructed at the Facilities Management site. Therefore, the Project would be consistent with the requirements of this policy.
ARC-02 - The Department of Anthropology and Native American tribal groups approved by the Native American Heritage Commission for the area shall be consulted when development may adversely impact archeological resources.	**Consistent.** As described in Section 5.5.1 (Cultural Resources) of this IS/MND, the NAHC was contacted in conjunction with the preparation of the project-specific Extended Phase 1 investigation. In addition, organizations and individuals identified by the NAHC were also contacted. Therefore, the Project would be consistent with the requirements of this policy.
ARC-03 - A mitigation plan shall be prepared by a Registered Professional Archaeologist when development may adversely impact archaeological resources. The mitigation plan shall be prepared in consultation with Native American tribal groups approved by the Native American Heritage Commission for the area, and the State Historic Preservation Officer, as applicable. Mitigation shall be designed in accordance with guidelines of the State Office of Historic Preservation and the State of California Native American Heritage Commission and shall, as the first priority, preserve the resources in place. Where in-situ preservation is not feasible, partial or total recovery of archaeological resources shall be undertaken.	**Consistent with Proposed Mitigation**. As described in Section 5.5.2b (Cultural Resources) of this IS/MND, the Extended Phase 1 investigation prepared for the Project determined that there is a low potential for intact buried archaeological resources to be present at the project development sites. However, due to the presence of archaeological sites on or near the proposed project properties, mitigation measures CUL-2a through 2e are proposed, and those measures would reduce potential Project-related impacts to a less than significant level in the unlikely event that previously undetected resources are encountered during ground disturbing activities. The proposed mitigation measures include requirements specified by the 2010 LRDP Final EIR, and measures developed in consultation with local Native American tribal groups. With the implementation of the identified mitigation measures, the Project would be consistent with the requirements of this policy.

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ARC-04 - Archaeological monitors shall be on-site during all earth moving activities and/or other ground disturbances that have the potential to uncover or otherwise disturb archaeological resources. A Registered Professional Archaeological consultant and a Native American representative shall both be present.	**Consistent with Proposed Mitigation.** As required by proposed mitigation measure CUL-2b, an archaeologist and Chumash Tribal representative shall be retained to monitor initial site preparation activities conducted at the proposed vehicle was and fuel facilities site. No ground disturbing activities are proposed to occur at the UCSB Facilities Management demolition site. With the implementation of this mitigation measure, the Project would be consistent with the requirements of this policy.
ARC-05 - If archaeological or paleontological resources are discovered in the course of construction, all activity which could damage or destroy these resources shall be immediately halted. A Registered Professional Archaeologist, or paleontologist as applicable, shall examine the site and provide an evaluation of the nature and significance of the resources. Mitigation measures shall be developed and implemented to address the impacts of the development on the resources. The Office of Campus Planning and Design shall determine whether the development or mitigation measures require a new Notice of Impending Development and shall notify Coastal Commission staff that archaeological or paleontological resources were discovered during construction. Activities that may adversely impact these resources shall not resume without written authorization from the University Office of Planning & Design that construction may proceed.	**Consistent with Proposed Mitigation.** As required by proposed mitigation measure CUL-2c, project site monitors have the authority to halt or redirect earth disturbing work in the vicinity of archaeological resources detected during project construction. Proposed mitigation measure CUL-2d specifies that after a find has been appropriately evaluated, work in the area may resume. In addition, a Chumash Tribal representative, the Project archaeologist, and the University shall determine culturally appropriate treatment of the discovered find. With the implementation of these mitigation measures, the Project would be consistent with the requirements of this policy. As described in Section 5.7.2f (Geology and Soils), the Project is unlikely to encounter significant paleontological resources because no ground disturbance would occur at the Facilities Management site, and only shallow excavations in artificial fill and geologically recent sediments would occur at the UCSB-owned property in the Cabrillo Business Park.
ARC-06 - Vehicle use, unauthorized collecting of artifacts, or other activities that have the potential to destroy or disturb archaeological resources shall be prohibited.	**Consistent.** Based on the results of previous investigations at the project sites, it is anticipated that any archaeological resources that may be present are located below the ground surface. As a result, resources that may be present are unlikely to be impacted by project site vehicle traffic or be subject to unauthorized collection. Therefore, the Project would be consistent with the requirements of this policy.

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ARC-07 - Work shall be halted immediately when suspected human bone is discovered, regardless of context, until the coroner and a qualified archaeologist can examine the remains. University staff shall notify Coastal Commission staff of the nature of the discovery and that all work has been halted on the site. Activities shall not resume without written authorization from the Office of Campus Planning and Design that construction may proceed. Where Native American remains are discovered, further activities may require a Notice of Impending Development.	**Consistent with Proposed Mitigation.** Proposed mitigation measure CUL-2e describes actions to be taken in the unlikely event that human remains are detected during project construction. With the implementation of this mitigation measure, the Project would be consistent with the requirements of this policy.
ARC-08 - New development shall be sited and designed to avoid adverse impacts to archaeological and paleontological resources to the maximum extent feasible. If there is no feasible alternative that eliminates all impacts to these resources, then the alternative that would result in the fewest or least significant impacts to resources shall be selected. Impacts to archaeological or paleontological resources that cannot be avoided through siting and design alternatives shall be fully mitigated.	**Consistent with Proposed Mitigation.** As described in Section 5.5.2b (Cultural Resources) of this IS/MND, the Extended Phase 1 investigation prepared for the Project determined that there is a low potential for intact buried archaeological resources to be present at the Project development sites. However, due to the proximity of archaeological sites on or near the project properties, mitigation measures CUL-2a through 2e have been proposed and those measures would reduce potential Project-related impacts to a less than significant level in the unlikely event that previously undetected resources are encountered as a result of ground disturbing activities. With the implementation of these mitigation measures, the Project would be consistent with the requirements of this policy.
Water Quality	
WQ-01 - New development shall be sited, designed, and managed to prevent adverse impacts from stormwater or dry weather runoff to coastal waters and environmentally sensitive habitat areas. Sources of inflow to coastal wetlands shall be maintained so that the quality, volume and duration of flows do not diminish wetland hydrology.	**Consistent.** As described in Section 5.10 (Hydrology and Water Quality) of this IS/MND, the Project would not result in substantial changes in the rate and volume of runoff water that is discharged from the project sites, and the Project would result in less than significant water quality impacts. By maintaining hydrologic characteristics and water quality conditions that are similar to existing conditions, the Project would have less than significant drainage-related impacts to environmentally sensitive habitat areas. Therefore, the Project would be consistent with this policy.
WQ-04 - Campus site development is to be accomplished, whenever feasible, in a manner that will maximize percolation and infiltration of	**Consistent.** The demolition of buildings at the UCSB Facilities Management site would not result in the creation of any new impervious surfaces, and would

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precipitation into the ground. The University shall site, design, construct and manage development to maintain or enhance where appropriate, on-site infiltration. Where inadequate infiltration would increase site runoff, development shall be scaled to ensure that on-site detention capacity (such as storage ponds or vaults) is increased sufficiently to avoid increased offsite discharge volume or velocity to the maximum extent feasible. Increased surface runoff shall not be conveyed over bluffs, including through sheet flow, open channels, or outfalls. **WQ-07** - New development shall be designed to minimize the extent of new impervious surface area, especially directly-connected impervious surfaces, and where feasible to increase the area of pervious surfaces, to reduce runoff.	not change existing runoff water characteristics. The proposed vehicle washing and fueling facilities at the UCSB-owned property in the Cabrillo Business Park would convert approximately 6,000 square feet of impervious asphalt to approximately 6,000 square feet of impervious concrete, and would install approximately 3,250 square feet of new pervious asphalt paving. Therefore, the project would not result in an increase in impervious area. In addition, collected storm water would be conveyed to a storm drain system using perforated below grade pipe and a shallow earthen swale. These features would promote increased runoff water infiltration. Therefore, the Project would be consistent with this policy.
WQ-06 - The University shall design, construct and manage campus development to minimize the introduction of pollutants, including trash and sediment, into coastal waters. Pollutants shall not be allowed to enter coastal waters through drainage systems. Low Impact Development (LID) strategies shall be used to emphasize an integrated system of decentralized, small-scale control measures that minimize alteration of the site's natural hydrologic conditions through infiltration, evapotranspiration, filtration, detention, and retention of runoff close to its source. Traps and filters for roadway contaminants shall be provided as part of all drainage structures.	**Consistent.** As described in Section 5.10.2a (Hydrology and Water Quality) of this IS/MND, the Project would not be a substantial short-term source of pollutants that have the potential to result in adverse effects to the quality of water resources. Potential short-term impacts would be minimized by the implementation of best management practices required by the California Construction General Permit, and Appendix 3 of the 2010 LRDP (Water Quality Protection Plan). Potential long-term impacts would not be substantial because the vacant demolition site would not be a source of pollutants, and the vehicle washing and fueling facility project would implement various best management practices to minimize the potential for a release of pollutants to the environment. Therefore, the Project would be consistent with this policy.
WQ-10 - Grading operations that have the potential to deliver sediment to wetlands, environmentally sensitive habitat areas, or coastal waters shall be scheduled during the dry months of the year (May through October). The construction timeline may be extended into the rainy season for a specific, limited length of time, based on an inspection of the site, and a determination that conditions at the project site are suitable for. Continuation of work may be allowed if appropriate erosion and sedimentation control	**Consistent.** As described in Section 5.10.2a (Hydrology and Water Quality) of this IS/MND, the proposed demolition of buildings at the UCSB Facilities Management site would not result in ground disturbing activities that have the potential to result in substantial erosion and sedimentation impacts. It addition, the demolition project would be required to comply with water quality requirements identified by a project-specific Storm Water Pollution Prevention Plan (SWPPP).

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measures are in place and will be maintained during the activity. If grading occurs during the rainy season (November through April), sediment traps, barriers, covers or other methods shall be used to reduce erosion and sedimentation in compliance with Appendix 3, Water Quality Protection Program.	Grading activities at the proposed vehicle washing and fueling facility would be limited to approximately 750 cubic yards for utility trenching and the construction of a proposed concrete and asphalt pad. The proposed wash and fuel facilities would also implement the requirements of a project-specific Construction Pollution Prevention Plan prepared in accordance with the requirements of 2010 LRDP Appendix 3: Water Quality Protection Program. Therefore, the Project would be consistent with the requirements of these policies.
Climate Change and Shoreline Protection	
SH-02 - New development shall be sited to avoid potential flooding, inundation, and erosion hazards created or exacerbated by long-range sea level rise. New development that is potentially subject to the effects of sea level rise shall require a current (prepared within the past 2 years) coastal hazards assessment as described in Policy SH-04. Based on the coastal hazards assessment, new development and redevelopment shall be sited: to avoid any hazards anticipated during the life of the structure and to avoid the need for bluff retaining or shoreline protection devices. Hazard avoidance efforts shall not result in impacts to coastal resources or encroachment into coastal habitats and shall not undermine broader ecosystem sustainability, for example, siting and design of new development must not only avoid sea-level rise hazards, but also ensure that the development does not have unintended adverse consequences that impact sensitive habitats or species in the area. The assessment must also consider the potential need for larger setbacks near ESHA and natural open spaces to allow for habitat sustainability and migration.	**Consistent.** As described in Section 5.10.2c (Hydrology and Water Quality) of this IS/MND, the buildings to be removed from the UCSB Facilities Management site are not in a designated 100-year floodplain hazard area. The demolition of the buildings would be completed in approximately three weeks, therefore, the demolition project would not have the potential to be affected by a long-term climate changed induced increase in flood hazard impacts. The proposed vehicle and fueling facilities would be located adjacent to but beyond the current FEMA-designated 100-floodplain area. If a two meter increase in sea level rise were to occur, the proposed facilities would be located at a site that is projected to be inundated during a 100-year storm. This potential impact is not considered to be significant due to the low probability of a 100-year storm to affect the project site (even with an increase in storm frequency and intensity caused by climate change), and the low potential for a release of fuel from the proposed above-ground concrete storage tank with secondary containment features and emergency shutoff capabilities. Therefore, the Project would be consistent with the requirements of this policy.
Geologic Hazards	
GEO-02 - Building setbacks from an active fault trace shall be a minimum of fifty (50) feet, or a greater	**Consistent.** As described in Section 5.7.2a (Geology and Soils) of this IS/MND, the UCSB Facilities

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distance if required by the California Building Code and California Geologic Survey standards in effect at the time of University design approval.	Management demolition site is approximately 150 feet south of the north branch of the More Ranch fault, and west of the "east fault" located east of and adjacent to the project site. The demolition project would not result in the development of any buildings or structures that may be affected by the nearby faults. The UCSB-owned property in the Cabrillo Business Park is approximately 1,500 feet north of the nearest known fault. Therefore, the Project would be consistent with this policy.
GEO-11 - New development shall comply with Federal Emergency Management Agency (FEMA) requirements for development in an A1-30 flood hazard zone provided that the development fully complies with all other provisions of the certified LRDP.	**Consistent.** The A1-30 flood hazard zone is a designation applied to areas subject to inundation by floods with a one percent chance of occurring in a given year (i.e., a 100-year flood). As described in Section 5.10.2c (Hydrology and Water Quality) of this IS/MND, the buildings to be removed from the UCSB Facilities Management site are not in a designated 100-year floodplain hazard area. The proposed vehicle and fueling facilities would be located adjacent to but west of the current FEMA-designated 100-floodplain area. Therefore, the Project would be consistent with this policy.
Water Supply and Demand	
PS-02 - Future development provided for in the LRDP land use plan will only be authorized after the University demonstrates at the time of NOID submittal that adequate water supplies, water mains, reclaimed water distribution systems, water treatment facilities, sewer services, utility lines, parking lots and structures, roadways and bicycle/pedestrian corridors, fire suppression facilities, and other essential infrastructure services will be available to supply the existing and proposed development.	**Consistent.** As described in section 5.19 (Utilities and Service Systems) of this IS/MND, the Facilities Management building demolition project would not result in a long-term water demand. In addition, the relocation of existing vehicle wash and fuel facilities would not result in increased water use. The vehicle wash and fuel facilities project would not result in significant wastewater impacts because adequate service capacity is available for the project. As stated in IS/MND Section 5.17 (Transportation), the Project would not result in significant transportation-related impacts. As stated in Section 5.15 (Public Services), adequate fire protection services are available to serve the Project. Therefore, the Project would be consistent with the requirements of this policy.

5.11.3 Mitigation Measures

With the implementation of mitigation measures identified by this IS/MND and described below, the Project would be consistent with applicable policies of the 2010 LRDP. No additional mitigation measures are required.

- Conduct bird nest surveys prior to the start project-related construction activities during the bird nesting season (Section 5.4.4, Measures BIO-1a through 1c).

- Require archaeological resource monitoring during initial site preparation activities and implement specified actions in the unlikely event that potentially significant archaeological resources are detected during project construction (Section 5.5.4, Measures CUL 2a through 2e).

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
5.12 MINERAL RESOURCES - Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	✓
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐	✓

5.12.1 Setting

There are no mineral resources or existing mineral resource recovery operations located on or near the UCSB campus.

5.12.2 Checklist Responses

a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

See response provided below under item "b."

b. *Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

The Project would not limit the availability of mineral resources to the Project area or region, or interfere with mineral resource recovery operations. Therefore, the Project would have **no impact** on mineral resources.

5.12.3 Mitigation Measures

The Project would have no impact on mineral resources. No mitigation measures are required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
5.13 NOISE - Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	✓	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	✓	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	✓	☐

5.13.1 Setting

a. Noise Characteristics

Noise may be described as "unwanted or objectionable sound." It is common to measure sound magnitude in decibels (dB), which is a logarithmic scale. A doubling of sound intensity is represented by a 3 dB increase in sound level. Generally, a 1 dB increase is barely perceptible to the human ear, a 3 dB increase is clearly noticeable, and a 10 dB increase is perceived as a doubling in sound.

One method that is used to express a measured noise value is the "equivalent noise level" (Leq). The Leq is defined as the single steady noise level that is equivalent to the same amount of energy as that contained in the actual fluctuating noise levels over a period of time. Typically, Leq is summed over a period of approximately one-hour. Another method to express a noise measurement is to use a day-night average sound level (Ldn). Ldn is the time average of noise levels for a 24-hour period with a 10 dB addition to noises occurring between 10:00 PM and 7:00 AM. This adjustment accounts for the increased sensitivity of people to nighttime noise. The Community Noise Equivalent Level (CNEL) is similar to the Ldn, except the CNEL adds 5 dB to evening noise levels (7:00 PM to 10:00 PM).

b. Existing Noise Sources

The primary sources of noise that affect the Project area include aircraft operations at the Santa Barbara Municipal Airport, and vehicles using Mesa Road and Los Carneros Road. Other noise sources include sporting events conducted at Harder Stadium and the Caesar Uyesaka baseball stadium; traffic on U.S. Highway 101; and the Union Pacific Railroad tracks. Highway 101 and the railroad tracks are approximately one mile to the north of the Project area.

UCSB Facilities Management Site. Most operations formerly conducted at the UCSB Facilities Management site have been moved to new buildings in the Cabrillo Business Park. Operations still conducted at the UCSB site are generally limited to the operation of existing vehicle wash and fuel equipment and limited vehicle traffic. Therefore, the UCSB Facilities Management site is not a substantial noise source.

Vehicle Washing and Fueling Site. The primary building located on the UCSB-owned property in the Cabrillo Business Park is used for storage purposes. Therefore, existing noise sources are generally limited to the operation of vehicles on the property. Therefore, the property is not a substantial noise source.

c. Noise Sensitive Receptors

The 2010 LRDP Final EIR identifies uses such as residential development, classrooms, outdoor sports and recreation facilities, and offices as "noise sensitive receptors."

UCSB Facilities Management Site. Noise sensitive receptors near the UCSB Facilities Management site include the Environmental Health and Safety Building offices (300 feet to the east); Harder Stadium and the Caesar Uyesake stadium (150 feet to the west and south, respectively); County Fire Station No. 17, which includes residential uses (230 feet to the northwest); and the San Clemente Villages Graduate Student Housing (700 feet to the southwest).

Vehicle Washing and Fueling Site. Noise sensitive receptors near the UCSB-owned property in the Cabrillo Business Park include the UCSB Storke Family Student Apartments and housing in the City of Goleta (550 feet to the south and 1,000 feet to the southwest, respectively).

5.13.2 Impact Significance Thresholds

Based on thresholds used by the 2010 LRDP EIR, a project would result in a significant impact if it would:

a. Generate outdoor noise levels in excess of 65 dBA CNEL that could affect existing sensitive noise receptors.

b. Expose noise sensitive uses to 65 dBA CNEL or greater in outdoor living areas or if indoor noise levels cannot be reduced to at least 45 dBA CNEL.

c. Increase ambient noise levels at noise sensitive receptors by 3 dBA or more when ambient noise levels are at or already exceed the 65 dBA outdoor CNEL.

d. Place active construction sites within 1,000 feet of noise-sensitive uses.

5.13.3 Checklist Responses

a. *Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Short-Term Noise Sources

UCSB Facilities Management Site. Noise resulting from heavy equipment use to demolish project site buildings and structures was estimated based on the type of construction equipment likely to be used, and typical noise generated from the use of that equipment as reported on 2010 LRDP Final EIR Table 4.9-6 (Construction Noise Emission Reference Levels). Demolition equipment likely to be used, and resulting noise levels at a distance of 50 feet from the equipment is identified below:

- Backhoe – 78 dBA @ 50 feet.
- Excavator – 81 dBA @ 50 feet.
- Dump Truck - 76 dBA @ 50 feet.
- Saw 84 dBA @ 50 feet.

If each piece of equipment identified above was operated simultaneously, demolition-related peak noise levels at the project site would be approximately 89 dBA_{leq}. Resulting demolition activity noise levels at nearby sensitive receptors, which are approximately 150 to 700 feet from the project site, would range between approximately 80 dBA to 66 dBA. Based on the requirements of impact significance threshold "d" (place active construction sites within 1,000 feet of noise-sensitive uses) the proposed demolition activities would result in a significant, short-term (approximately three weeks) noise impact. This impact

would be **reduced to less than significant** with the implementation of construction site noise minimization measures that were identified by the 2010 LRDP Final EIR and included as proposed mitigation measure NOI-1a.

Vehicle Washing and Fueling Site. Noise resulting from heavy equipment used to construct the proposed vehicle wash and fuel facilities was estimated based on the type of construction equipment likely to be used. It was assumed that peak noise levels would result from the use of grading equipment to excavate utility trenches and the area where a new asphalt and concrete pad would be constructed. Equipment that would likely be used for this small (approximately 750 cubic yards) grading project, and resulting noise levels at a distance of 50 feet from the equipment is identified below:

- Backhoe – 78 dBA @ 50 feet.
- Dump Truck - 76 dBA @ 50 feet.

If both pieces of equipment identified above were operated simultaneously, grading-related peak noise levels at the project site would be approximately 80 dBA_{leq}. Resulting grading activity noise levels at nearby sensitive receptors, which are approximately 550 to 1,000 feet from the project site, would range between approximately 66 dBA to 61 dBA. However, substantial equipment noise shielding would be provided by the main structure located on the project site, which is located between the proposed wash and fuel facilities site and the residential noise receptors to the south. It is expected that the existing building would provide approximately 20 dBA of construction noise reduction at the nearby receptor sites, resulting in project-related noise levels of approximately 46 to 41 dBA. Although the receptors are within 1,000 feet of the proposed construction site, based on the noise reduction provided by the existing on-site structure, short-term construction noise at this project site is considered to be **less than significant** based on the exterior noise threshold of 65 dBA identified in Section 5.13.2, item "b."

Construction Traffic. The proposed demolition project and the vehicle wash and fuel facility project would result in a very small amount of construction-related traffic. Due to the low number of daily worker, material hauling, and delivery vehicle trips that would be generated by the Project, and the limited duration (three weeks) and intermittent nature of construction traffic, the additional construction traffic generated by the Project would not substantially increase existing traffic noise levels on the UCSB campus or in the vicinity of the UCSB-owned property in the Cabrillo Business Park. Therefore, the Project would result in **less than significant** short-term traffic noise impacts.

Long-Term Noise Sources

UCSB Facilities Management Site. After the completion of proposed building demolition activities, the UCSB Facilities Management site would be vacant. Long-term vehicle and equipment use at the site required for periodic site maintenance activities may occur, however, such activities would be very minor noise source. Therefore, the demolition of

existing Facilities Management buildings would result in **less than significant** long-term noise impacts.

Vehicle Washing and Fueling Site. Noise generated by the operation of the relocated vehicle washing and fueling facilities would have the potential to affect the Storke Family Student Apartments and other residences in the City of Goleta. However, project operation noise would be attenuated by the adjacent project site building, which is south of and adjacent to proposed wash and fuel facilities. Due to the distance to the nearest noise-sensitive receptors, intermittent nature and timing (predominately daytime use only) of fueling and car wash activities, noise generated by operation of these facilities would not exceed the 65 dBA CNEL threshold at these land uses. Therefore, the relocation of vehicle washing and fueling operations to the UCSB-owned property in the Cabrillo Business Park would result in a **less than significant** noise impact.

Traffic Noise. After the completion of proposed demolition operations at the UCSB Facilities Management site, that project site would not generate a substantial amount of traffic. As described in Section 5.17.1 (Transportation), the relocation of existing vehicle wash and fuel facilities to the UCSB-owned property in the Cabrillo Business Park would result in the redistribution of the approximately 70 daily vehicle trips that result from the operation of the existing vehicle wash and fuel facilities at the UCSB Facilities Management Site. The redistribution of the low amount of existing wash and fuel traffic (70 daily vehicle trips) along Mesa Road, Los Carneros Road, or Discovery Drive would not have the potential to result in a discernable increase in existing traffic noise along those roadways because existing traffic volumes would need to be doubled to result in a noise increase of three (3) decibels. A three decibel increase is generally assumed to be the noise level increase required to be perceived by the human ear. Therefore, the minor traffic increase that may result from the Project would have a **less than significant** long-term traffic noise impact based on the Section 5.13.2 significance threshold "c.".

b. *Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?*

Proposed building demolition operations at the UCSB Facilities Management site, and construction operations at the UCSB-owned property in the Cabrillo Business Park, would not require equipment or construction techniques *(e.g.* pile driving) that would result in the creation of excessive groundborne vibrations. The operation of the vehicle wash and fuel facilities would not be a potential long-term source of vibrations. Therefore, the vibration impacts of the Project would be **less than significant**.

c. *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The building demolition project and the vehicle washing and fueling facility relocation project would not increase the population of the project area, increase the number of washing or fueling transactions associated with the UCSB facilities, or result in an increase in the number of people that may be exposed to airport-related noise. The *Santa Barbara Airport Land Use Compatibility Plan* (2023) shows that the proposed vehicle washing and fueling location would be exposed to airport-related noise levels between 60 and 65 dBA_{CNEL}. These noise levels would not exceed the exterior noise threshold of 65 dBA identified in Section 5.13.2, item "b." Therefore, the Project would have a **less than significant** impact related to airport-related noise.

5.13.4 Cumulative Impacts

The Project would not be a substantial long-term source of noise and would not generate a substantial amount of traffic. Therefore, long-term noise impacts would not be cumulatively considerable and potential cumulative noise impacts would be **less than significant**.

5.13.5 Mitigation Measures

Impacts Reduced to a Less Than Significant Level with Proposed Mitigation

The following mitigation measures were identified by the 2010 LRDP EIR and would reduce the effects of short-term noise impacts resulting from the demolition of buildings at the UCSB Facilities Management site to the extent feasible. Due to the short-term duration of the project-related demolition noise operations, the following measures would be adequate to reduce the Project's noise impacts to sensitive receptors located near the project site to a less than significant level.

NOI-1 Project-related demolition activities at the UCSB Facilities Management site have the potential to result in a short-term increase in ambient noise levels at sensitive noise receptors near the project site.

NOI-1a. Prior to the initiation of proposed building demolition activities, a noise mitigation plan shall be prepared and shall be implemented throughout the duration of demolition activities. At minimum, the noise mitigation plan shall include the following:

1. Construction equipment shall be properly maintained and be outfitted with feasible noise-reduction devices to minimize construction-generated noise.

2. Stationary noise sources such as generators and pumps are to be located at least 100 feet away from noise-sensitive land uses.

3. Laydown and construction vehicle staging areas are to be located at least 100 feet from noise-sensitive land uses.

4. Whenever possible, academic, administrative and residential areas that will be subject to construction noise will be informed in writing at least one week before the start of construction activities.

5. Loud construction activities, such as jackhammering, concrete sawing, asphalt removal, and trenching operations, within 100 feet of a residential or academic building shall not be scheduled during finals week.

6. Loud construction activity as described in item 5 conducted within 100 feet of an academic or residential use shall, to the extent feasible, be scheduled during holidays, Thanksgiving break, Winter break, Spring break, or Summer break.

7. Loud construction activity within 100 feet of a residential building shall be restricted to the hours between 7:30 AM and 7:30 PM, Monday through Saturday.

8. Loud construction activity within 100 feet of an academic building shall be scheduled to the extent feasible on weekends.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
5.14 POPULATION AND HOUSING –Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	✓	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	✓

5.14.1 Setting

There are no residences located on the UCSB Facilities Management site or the UCSB-owned property in the Cabrillo Business Park. Infrastructure required to serve the proposed vehicle washing and fueling facilities (i.e., electricity, water, wastewater, telecommunications, and roads) is located on and in the vicinity of the project site.

5.14.2 Checklist Responses

a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The proposed Project would demolish buildings and structures at the UCSB Facilities Management site that are primarily used to provide campus-related services and maintenance. The UCSB-owned property in the Cabrillo Business Park would be used to relocate vehicle washing and fueling facilities that are located on-campus at the Facilities Management site. Therefore, the Project would not provide new homes or business that would promote long-term population growth in the Project region. The short duration of the proposed demolition project and the short construction period for the proposed vehicle service facility relocation (approximately three weeks for each) are unlikely to result in the

in-migration of construction workers to the project region that would result in an increased demand for housing.

Upon the completion of the demolition project, the UCSB facilities management site would be vacant and would not result in a need for the extension of roads or other infrastructure. The proposed vehicle wash and fuel facilities would be served by existing utility services located on the project site. Therefore, the Project would have **less than significant** impacts related to direct or indirect population growth.

b. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The Project would not displace any people or the result in the removal of any residential units. Therefore, the Project would have **no impact** related to the need for replacement housing.

5.14.3 Cumulative Impacts

The proposed Project would not promote population growth in the region or remove existing housing. Therefore, the Project's potential population and housing impacts would not be cumulatively considerable and potential cumulative impacts would be **less than significant**.

5.14.4 Mitigation Measures

The Project would have less than significant population or housing impacts, and no mitigation measures are required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
5.15 PUBLIC SERVICES - Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	☐	☐	☐	✓	☐
Police protection?	☐	☐	☐	✓	☐
Schools?	☐	☐	☐	✓	☐
Parks?	☐	☐	☐	✓	☐
Other public facilities?	☐	☐	☐	✓	☐

5.15.1 Setting

a. Fire Protection

UCSB is located within the service area of the Santa Barbara County Fire Protection District, and fire prevention and suppression services are provided by the Santa Barbara County Fire Department. Fire Station No. 17 is located on-campus on Mesa Road, adjacent to the UCSB Facilities Management site, and approximately three-quarters of a mile east of the UCSB-owned property in the Cabrillo Business Park.

The review and approval of campus development plans for compliance with fire protection-related requirements is the responsibility of the UCSB Fire Protection Division of the Environmental Health and Safety Department. An employee of the on-campus Fire Protection Division has been designated as a "Campus Fire Marshall" by the State Fire Marshall's Office.

The review of proposed development plans, such as access and hydrant locations, is also coordinated with the County of Santa Barbara Fire Department.

b. Police Protection

The UCSB Police Department is responsible for the safety and security of the UCSB campus as well as properties owned, controlled or occupied by the University. The Police Department is open 24 hours a day and is located in the Public Safety Building, which is located on the Main Campus. University Police officers, Santa Barbara County Sheriff's Deputies and California Highway Patrol officers work together to staff the Isla Vista Foot Patrol, which is located in facility in Isla Vista along the western edge of the Main Campus.

c. Schools

UCSB is located within the Goleta Union School District and the Santa Barbara High School District.

d. Parks

Numerous and varied recreation facilities for UCSB students, faculty and staff, and the public are provided on the Main Campus. Other park facilities are provided in the project region by the cities of Santa Barbara and Goleta, the County of Santa Barbara and the Isla Vista Recreation and Park District.

5.15.2 Checklist Responses

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

Fire and Police Protection

The proposed Project would result in the demolition of existing buildings and structures at the UCSB Facilities Management site, and the relocation of vehicle washing and fueling facilities from the Facilities Management site to the UCSB-owned property in the Cabrillo Business Park. After the completion of building demolition operations, the project site would be vacant and would not result in an increased demand for fire and police services. The relocation of existing vehicle wash and fuel facilities to the UCSB-owned property in the Cabrillo Business Park would not result in an increase in campus-related facilities that require fire and police services. The Project would not expand any existing UCSB academic programs or result in any additional students, faculty, or staff on the UCSB campus that would increase fire protection or law enforcement demands. Since the Project

would not increase the demand for fire protection or law enforcement services, it would result in **less than significant** fire protection and law enforcement impacts.

Schools

The proposed Project would not expand existing UCSB academic programs or result in any additional students, faculty, or staff on the UCSB campus. Therefore, the Project would not result in an increase in school-age children that would attend local schools. Therefore, the Project would result in **less than significant** impacts to schools.

Parks

An evaluation of potential Project-related impacts to park facilities is provided in section 5.16 (Recreation) of this IS/MND. That analysis concluded that the Project would have a **less than significant** impact to on- and off-site recreation facilities.

Other public facilities

The proposed Project would have a **less than significant** impact on other public facilities, such as libraries, as the Project would not expand any existing UCSB academic programs or result in any additional students, faculty, or staff on the UCSB campus.

5.15.3 Cumulative Impacts

The proposed Project would not result in increased demands for fire, police, school, park or other public services that are provided in the region. Therefore, the Project's potential public service impacts would not be cumulatively considerable and potential cumulative impacts would be **less than significant**.

5.15.4 Mitigation Measures

The Project would not result in significant public service impacts. No mitigation measures are required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
5.16 RECREATION - Would the project:					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	✓	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	✓	☐

5.16.1 Setting

There are no recreation facilities located on the proposed Project sites, however, numerous recreation facilities and opportunities exist on the UCSB campus, including the Recreation Center, ball fields; tennis, basketball and volleyball courts; swimming pools; and open space areas that can be used for active and passive recreation activities. Numerous bicycle and pedestrian pathways and trails also provide access throughout the campus, and to adjoining beaches and other areas throughout the region. Other park facilities are provided by the cities of Santa Barbara and Goleta, the County of Santa Barbara and the Isla Vista Recreation and Park District. There are no formal recreational facilities located on the proposed project site.

5.16.2 Checklist Responses

a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

The Project would result in the demolition of existing buildings and structures at the UCSB Facilities Management site, and the relocation of existing vehicle washing and fueling facilities from the Facilities Management site to the UCSB-owned property in the Cabrillo Business Park. The Project would not expand any existing UCSB academic programs or

result in any additional students, faculty, or staff on the UCSB campus; and would not result in the removal of any existing recreation facilities or opportunities. Since the Project would not increase the demand for recreation facilities, it would result in **less than significant** recreation impacts.

b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

As described by response "a" above, the Project would not result in an increased demand for on-campus or regional recreation facilities. Therefore, the Project would have a **less than significant** impact related to a need to expand or construct recreation facilities.

5.16.3 Cumulative Impacts

The proposed Project would not result in increased demands for on- or off-campus recreation facilities. Therefore, the Project's potential recreation impacts would not be cumulatively considerable and potential cumulative impacts would be **less than significant**.

5.16.4 Mitigation Measures

The Project would have a less than significant impact to on- or off-campus recreation facilities. No mitigation measures are required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
5.17 TRANSPORTATION Would the project:					
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	✓	☐
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☐	✓	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	✓	☐
d) Result in inadequate emergency access?	☐	☐	☐	✓	☐

5.17.1 Setting

a. Study Area Roads

The UCSB Main Campus is served by three "gateway" roadways that connect the campus to the surrounding areas of Santa Barbara County, the City of Goleta, and Isla Vista. The east campus gateway provides direct access to Highway 217, which connects to U.S. 101. The west campus gateway at El Colegio Road and north gateway at Mesa Road provide access to Isla Vista, Santa Barbara County, and the City of Goleta. On- and off-campus roads that serve as the Main Campus gateways are described below:

- El Colegio Road serves the western campus gateway and is a four-lane roadway that provides access from the Main Campus to Isla Vista, City of Goleta and the West Campus.

- Los Carneros Road serves the northern gateway at Mesa Road, and is a two- to four-lane roadway that provides access from El Colegio Road to Hollister Avenue and U.S. 101. Los Carneros Road also provides access to the UCSB-owned property in the Cabrillo Business Park.

- Mesa Road is a two- to four-lane east-west roadway along the northern border of the Main Campus. Mesa Road provides access from the northern gateway at Los Carneros Road to the eastern gateway where it connects to Lagoon Road and Hwy. 217. Mesa Road provides access to the UCSB Facilities Management site.

b. 2010 LRDP Requirements

Improvements to the UCSB campus circulation and parking systems identified in the 2010 LRDP are designed to move traffic more smoothly, reduce conflicts between bicyclists and pedestrians, and improve access to both public transportation and the coast. Policy TRANS-01-A addresses campus-related circulation systems:

> ***Policy TRANS-01-A*** *- The University will work with the Cities, County, SBCAG, SBMTD and other transit providers to provide a balanced transportation system on campus, offering vehicular, bicycle, pedestrian, and transit mobility, including augmentation of external transit systems with University shuttle systems to increase capacity, efficiency, and use by the UCSB-affiliated population. The University shall include in the plans and designs submitted in support of the requisite Notice of Impending Development for new campus development, intersection and roadway improvements necessary to offset the proportional impacts of the University's LRDP build-out on roadway capacity. Roadway and intersection improvements shall not conflict with existing or planned pedestrian and bicycle facilities or degrade mobility for pedestrians and bicyclists. The University shall maintain campus intersections at a minimum Level of Service D.*

c. Santa Barbara County and City of Goleta Settlement Agreement

In conjunction with the University's adoption of the 2010 LRDP, UCSB Santa Barbara County and the City of Goleta entered into a Mitigation Implementation and Settlement Agreement related to off-campus traffic-related impacts. The objective of the Agreement is to avoid PM peak hour trip impacts to local roadways and intersections resulting from the implementation of LRDP development projects. The agreement requires UCSB to conduct long-term traffic monitoring of traffic conditions at specified locations in the vicinity of the campus, and to pay specified County and City of Goleta traffic impact fees for the improvement of certain roadways and intersections. The timing for the implementation of the specified improvements is to be determined by the County and City of Goleta.

5.17.2 Checklist Responses

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

2010 LRDP Policy TRANS-01A promotes the use of various modes of transportation to serve the UCSB campus, including bicycle, pedestrian, and transit systems. The policy also requires the implementation of road and intersection improvements "*necessary to offset the proportional impacts of the University's LRDP build-out on roadway capacity*."

UCSB Facilities Management Site. After the demolition of buildings at the UCSB Facilities Management site, it would be vacant and not a substantial source of vehicle trips. The demolition project would not result in population or traffic growth on the UCSB campus or in off-campus areas that would result in the removal or degradation of existing transit services, roadways, bicycle, or pedestrian facilities.

Vehicle Washing and Fueling Facilities. The relocation of existing vehicle washing and fueling facilities to the UCSB-owned property in the Cabrillo Business Park would not result in a change to the number of campus-related washing or fueling transactions that are conducted, or result in an increase in the population of the campus or off-campus areas. Therefore, the proposed facility relocation would not result in the removal or degradation of existing transit services, bicycle, or pedestrian facilities.

Relocating the existing vehicle wash and fuel facilities would result in a minor redistribution of traffic associated with existing washing and fueling operations. Based on recent available wash and fuel facility use data, and as described in response "b" below, approximately 19 fueling and 16 washing transactions occur at the existing Facilities Management facility per day, resulting in the generation of approximately 70 daily vehicle trips. After the relocation of the wash and fuel facilities to the UCSB-owned property in the Cabrillo Business Park, the existing 70 wash- and fuel-related daily vehicle trips would be redistributed. primarily along Mesa Road on the UCSB Main Campus; along Los Carneros Road between Mesa Road and Discovery Drive; and on Discovery Drive in the Cabrillo Business Park. The project-related redistribution of existing wash- and fuel facility-related trips would be minor and would not substantially change the existing operation characteristics of the affected roadways. In addition, the Santa Barbara County and the City of Goleta Mitigation Implementation and Settlement Agreement requires UCSB to conduct long-term monitoring of traffic conditions in the Project area, and to pay County and City of Goleta traffic impact fees when specified traffic increase thresholds are met. The on-going implementation of the Agreement would ensure that a Project-related redistribution of existing fuel and wash facility generated traffic would not result in a long-term impact on the operation of the affected roadways.

Therefore, the Project would be consistent with the requirements of LRDP Policy TRANS-01, and potential impacts to transit, roadway, bicycle and pedestrian facilities would be **less than significant.**

b. *Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?*

Senate Bill 743 (Steinberg, 2013) required changes to the CEQA Guidelines regarding the analysis of transportation impacts. The California Office of Planning and Research proposed changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. The California Natural Resources Agency adopted the recommended changes to the CEQA Guidelines and they became effective on December 28, 2018. With the adopted changes, automobile delay as measured by "level of service" and other similar metrics, will generally no longer constitute a significant environmental effect under CEQA.

CEQA Guidelines Section 15064.3, subdivision (b) implements the adopted VMT analysis requirements and states:

(b) *Criteria for Analyzing Transportation Impacts.*

(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

(3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

(4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

UCSB Facilities Management Site. After the completion of the demolition of buildings at the UCSB Facilities Management site, it would be vacant and not a substantial source of vehicle trips. Therefore, the proposed demolition project would have a less than significant VMT impact.

Vehicle Washing and Fueling Facilities. The first step of a VMT analysis is to determine what type of analysis, if any, is needed. The California Office of Planning and Research's Technical Advisory[3] suggests three screening criteria that agencies can use to identify if a proposed project is expected to cause a less than significant impact without conducting a detailed study: project size, project location in a low VMT area, and project accessibility to transit. These screening criteria are relevant for UC Santa Barbara to assess if a VMT analysis would be required for the proposed Project. Once a Project component qualifies under one of the screening criteria, that component is screened out from requiring further VMT analysis and impacts are presumed to be less than significant. VMT Screening Criteria 1 (Project Size) indicates that land use projects that generate less than 110 daily trips are presumed to have a less than significant VMT impact.

For the calendar year 2023 there were an estimated 6,725 fueling transactions at the UCSB Facilities Management station. Additionally, UCSB staff estimated the following washing frequencies for various classifications of campus vehicles in calendar year 2019:

- Campus Assigned Vehicles: Approximately 6/day, or 30/week
- Campus Rental Vehicles: Approximately 7/day, or 35/week
- University of California Police Department Vehicles: Approximately 3/day, or 15/week

Based on this data, it is assumed that approximately 19 fueling transactions take place per day and approximately 16 washing transactions take place per day. Given that each transaction involves a vehicle entering and then exiting the facility, the 35 daily fuel and wash transactions result in a total of 70 daily trips. These trip generation characteristics,

[3] Governor's Office of Planning and Research, Technical Advisory on Evaluating Transportation Impacts in CEQA, 2018, 12-14.

and VMT resulting from the relocation of vehicle wash and fuel facilities to the UCSB-owned property in the Cabrillo Business park, are summarized on Table 5.17-1. The Project-related VMT estimates are based on the distance that would be travelled by UCSB vehicles located at the Facilities Management buildings on Navigator Way in the Cabrillo Business Park, and on the Main Campus, for wash and fuel services to be located at the UCSB-owned property in the Cabrillo Business Park.

Table 5.17-1
Average Daily Trip and VMT Estimates for
Proposed Vehicle Washing and Fueling Services

UCSB Vehicle Locations	Fueling Facility				Washing Facility			
	No. of Trans-actions	Daily Vehicle Trips	Trip Length (miles) (1)	Daily VMT	No. of Trans-actions	Daily Vehicle Trips	Trip Length	Daily VMT
UCSB Vehicles at the Navigator Way Facilities Management Site	9	18	0.25	5	6	12	0.25	3
UCSB Vehicles at Main Campus	10	20	2.0	40	10	20	2.0	40
Total	**19**	**38**	**--**	**45**	**16**	**32**	**--**	**43**

(1) Distance from the Navigator Way Facilities Management buildings to the proposed wash and fuel facilities.
(2) Distance from the center of the Main Campus to the proposed wash and fuel facilities.

As shown on Table 5.17-1, the relocated vehicle wash and fuel facilities would generate approximately 70 (38 + 32) average daily trips, which is below the screening criteria threshold of 110 daily trips. In addition, the relocated facilities would result in approximately 88 (45 + 43) VMT. Based on the VMT screening criteria and nominal amount of VMT generated, the project's VMT impact would be **less than significant**.

Potential Short-Term Impacts

Temporary Wash and Fuel Facility Use. It is anticipated that the existing fuel and wash facilities at the UCSB Facilities Management site would not be taken out of service until the proposed new facilities are operational. However, should there be a brief period of time between when the existing facilities are removed and the new facilities are operational, fueling and washing services for UCSB vehicles would be provided by using third-party venders in the City of Goleta. Because any increase in VMT from this temporary condition would be nominal, the temporary use of third-party vehicle wash and fuel vendors would have a **less than significant** impact on VMT.

Demolition and Construction Activities. The majority of the traffic generated by Project-related demolition and construction activities would be from short-term operations such as

the delivery of construction equipment, the removal of demolition material, and worker commute trips. Based on the short duration of proposed demolition and construction activities (approximately three weeks at both the UCSB Facilities Management site and the UCSB-owned property in the Cabrillo Business Park) and the limited amount of construction equipment and personnel required at the project sites, the Project would not generate a substantial amount of short-term vehicle traffic. Therefore, as described by subsection (b)(3) (Qualitative Analysis) above, it is presumed that the Project would not result in a substantial short-term increase in VMT and would result in a **less than significant** VMT impact.

c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Short-Term Impacts. The proposed demolition area at the UCSB Facilities Management site, and the vehicle washing and fueling facilities site at the UCSB-owned property in the Cabrillo Business Park, are not located adjacent to pedestrian walkways, bicycle paths, or roadways. Therefore, Project-related activities, such as heavy equipment use at the project sites, and increased demolition/construction traffic would have a low potential to result in significant short-term safety impacts to vehicles, pedestrians and bicycles. The implementation of standard construction site safety measures, such as the installation of temporary fencing around construction areas, the use of warning signs, barricades, flag persons, etc., would reduce potential short-term construction site safety impacts to faculty, staff, students and the general public to a **less than significant** level. No mitigation measures are required.

Long-Term Impacts. Vehicle access to the Project sites would not require any changes to existing access routes, and the minimal amount of traffic that would be generated by the Project would not result in conflicts or hazards with other uses in the vicinity of the project site. Therefore, the Project would result in **less than significant** long-term traffic hazard impacts.

d. *Result in inadequate emergency access?*

Emergency vehicle access to the UCSB Facilities Management site is from Mesa Road. Emergency vehicle access to the UCSB-owned property in the Cabrillo Business Park is from Navigator Way, which is accessible via Hollister Avenue to the north and Los Carneros Road to the east. The Project would not develop structures that would impede emergency access to the project sites, or other areas on the Main Campus or surrounding community. In addition, the Project would not result in a substantial amount of additional traffic on local roadways that would have the potential to interfere with access by emergency personnel. Therefore, the Project would have **less than significant** impacts related to emergency vehicle access.

5.17.3 Cumulative Impacts

For cumulative conditions, Office of Planning and Research guidelines state that if a project is below the VMT impact thresholds and does not have a VMT impact, that project will not have a cumulative impact as long as it is aligned with long-term State environmental goals, such as reducing GHG emissions, and relevant plans. Since the relocation of existing vehicle washing and fueling facilities would not exceed the VMT impact screening criteria of 110 daily vehicle trips, and the proposed building demolition project would not be a substantial long-term source of VMT, the Project would not result in a cumulative VMT impact. In addition, as described in Section 5.8 (Greenhouse Gas Emissions) above, the Project would not result in significant GHG emissions, and would be consistent with GHG reduction measures identified by the *UC Sustainable Practices Policy* and the *UCSB Campus Sustainability Plan*. Therefore, Project-related VMT impacts would not be substantial or cumulatively considerable, and would result in **less than significant** traffic-related impacts.

5.17.4 Mitigation Measures

The Project would result in less than significant transportation and traffic impacts. No mitigation measures are required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
5.18 TRIBAL CULTURAL RESOURCES.					
a) Would the project 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:					
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020(k), or	☐	☐	☐	✓	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant according to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of the Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource	☐	☐	✓	☐	☐

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
to a California Native American tribe.					

5.18.1 Setting

Assembly Bill 52 (AB 52), known as the Native American Historic Resource Protection Act, requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with a proposed project's geographic area, if they have requested to be notified, in order to include California tribes in determining if a project may result in significant impacts to tribal cultural resources (TCR), which may be undocumented or known only to the tribe. AB 52 defines a TCR as a site, feature, place, or a cultural landscape that is geographically defined in terms of size and scope, sacred place, or object with cultural value to a California Native American tribe that is either included or eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources, or that the lead agency chooses at its discretion to treat as a TCR. When a lead agency chooses to treat a resource as a TCR, that determination shall be supported with substantial evidence, applying the criteria in the historical register and considering the significance of the resource to a California tribe. A project that may cause substantial adverse change in the significance of a TCR is one that may have a significant effect on the environment.

Consultation with California tribes may include, but is not limited to, discussion of the type of environmental review necessary, the significance of TCRs, the significance of the proposed project impacts on the TCRs, and alternatives and mitigation measures recommended by the tribe. Mitigation measures agreed upon must be included in the environmental document. Consultation is considered concluded when the parties agree to measures to avoid or reduce a significant impact on a TCR, or when a party concludes that mutual agreement cannot be reached. If no formal agreement on the appropriate mitigation has been established, mitigation measures that avoid or substantially lessen potential significant impacts should be implemented, if feasible

Please refer IS/MND Section 5.5 (Cultural Resources) for a description of previous consultation with California Native tribes that has occurred regarding proposed development at the UCSB Facilities Management site, and the UCSB-owned property in the Cabrillo Business Park. Section 5.5 also includes a description of existing archaeological/tribal cultural resources that exist at and near the project sites.

5.18.2 Checklist Responses

a. *Would the project 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:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020(k),

Please refer to the response provided below.

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

As described in 5.5 (Cultural Resources) of this IS/MND, a consultation call was conducted with a tribal representative on October 6, 2021 regarding a previously proposed housing development project at the UCSB Facilities Management site; and the proposed installation of vehicle washing and fueling facilities, along with other temporary uses, at the UCSB-owned property in the Cabrillo Business Park. No specific TCRs were identified during the consultation, however, the Santa Ynez Band of Chumash Indians requested that a Chumash Tribe monitor be present during all ground-disturbing activities due to the location of the project site near the Goleta Slough and the numerous known archaeological sites known to exist near the slough.

The analysis of Project-related impacts to known archaeological resources presented in Section 5.5 above concludes that the potential for significant impacts to occur on the UCSB Facilities Management site, and at UCSB-owned property in the Cabrillo Business Park is low. The analysis also indicates that in the unlikely event that potentially significant cultural resources are encountered, such impacts can be reduced to a less than significant level with the implementation of proposed mitigation measures.

Based on the analysis provided above and consultation with the Santa Ynez Band of Chumash Indians, the potential for the Project to result in significant impacts to tribal cultural resources, including significant tribal cultural resources, can be **reduced to less than significant** level with the implementation of mitigation measures CUL-2a through 2e. Proposed mitigation measure CUL-2d is related to the disposition of archaeological resources that may be discovered at the project sites during ground disturbing activities. Mitigation measure CUL-2d was developed in consultation with representatives of the Santa Ynez Band of Chumash Indians and indicates that in the event cultural resources are discovered as a result of ground disturbing activities, the discovered resource(s) may remain at the project site at the direction of the Project archaeologist, on-site Chumash Tribal representative, and the University.

5.18.3 Cumulative Impacts

The proposed Project would be required to implement measures to minimize the potential for significant impacts to tribal cultural resources located on the project sites. In addition, proposed mitigation measures identify specific requirements that must be implemented in the event that resources are detected, and proposed mitigation measure CUL-2d regarding the treatment of discovered resources accommodates a consultation request from the Santa Ynez Band of Chumash Indians. Since the potential for the Project to impact known intact tribal cultural resources is low, and mitigation measures would be implemented to reduce unanticipated impacts to a less than significant level, the Project would not result in cumulatively considerable impacts to tribal cultural resources and its potential cumulative impacts would be **less than significant**.

5.18.4 Mitigation Measures

Potential impacts of the proposed Project on tribal cultural resources would be reduced to a less than significant impact with the implementation of mitigation measures CUL-2a through CUL-2e included in Section 5.5.4 above. No additional mitigation measures are required.

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
5.19 UTILITIES AND SERVICE SYSTEMS - Would the project:					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	✓	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	✓	☐
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	✓	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	✓	☐

Issues	Potentially Significant Impact	Project Impact Adequately Addressed in LRDP EIR	Less Than Significant with Project-level Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	✓	☐

5.19.1 Setting

a. Wastewater Treatment and Disposal

The Goleta Sanitary District (GSD) provides wastewater treatment service for UCSB and wastewater from the Main Campus is sent directly to the GSD for treatment and disposal. The GSD operates the Goleta Wastewater Treatment Plant, which is located southeast of the Santa Barbara Municipal Airport. The treatment plant has a design capacity of 9.7 million gallons per day (MGD), however, the NPDES permit issued by the Central Coast Regional Water Quality Control Board for the plant's ocean outfall sets a plant capacity limit of 7.64 MGD. Current average daily dry weather flows into the treatment plant are approximately 4.6 MGD (GSD, 2019).

UCSB has a contractual capacity ownership of 7.09% of the GSD treatment plant's permitted capacity, which is equivalent to 0.542 MGD. The 2010 LRDP EIR indicates that UCSB's annual average wastewater flow directly to the treatment plant is approximately 0.19 MGD. Based on current average flow data and the University's ownership allocation, there is approximately 0.35 MGD of additional permitted capacity for the University at the Goleta Sanitary District Treatment Plant.

Wastewater collection service for the Cabrillo Business Park in the City of Goleta is by the Goleta West Sanitary District (GWSD), which provides service for Isla Vista, the UCSB North, West, and Storke Campuses, and portions of the City of Goleta. The GWSD sends wastewater to the Goleta Wastewater Treatment Plant, and owns a 40.08 percent share of the plant's permitted treatment capacity, which is equivalent to 3.11 MGD. Wastewater flows from the GWSD to the GSD treatment plant are approximately 2.1 MGD . Therefore, the GWSD has approximately one (1) MGD of remaining treatment capacity at the Goleta Wastewater Treatment Plant.

b. Water Supply

The Goleta Water District (GWD) provides potable water service for the City of Goleta and surrounding areas, including UCSB. Most of the water provided by the District is from Lake Cachuma and the State Water Project. Additional supply sources include groundwater from the Goleta North/Central Groundwater Basin and recycled water.

The GWD adopted its *2020 Urban Water Management Plan* (UWMP) on June 8, 2021. As described by the UWMP, the GWD had 11,546 acre feet of water supplies in 2020, consisting of 606 acre feet of imported water from the State Water Project, 9,389 acre feet of surface water from Lake Cachuma, 822 acre feet of groundwater from the Goleta Groundwater Basin, and 729 acre feet of recycled water from the Goleta Wastewater Treatment Plant. Also in 2020, the District had a total water demand of 11,352 acre feet.

A water allocation agreement between UCSB and the GWD (Permit No. 14) states that potable water consumption on the Main Campus and by the West Campus Family Housing project shall not exceed 953 acre feet per year (AFY). In fiscal year 2018/2019, UCSB used 555 acre feet of potable water under Permit No. 14 (UCSB, 2019). Water use in fiscal year 2019/2020 was 482 acre feet of potable water under Permit No. 14 (UCSB, 2020). This reduction can be attributed to COVID-19-related restrictions and the cancellation of on-campus classes. Based on the most recent and highest water use conditions, 398 acre feet remain available to UCSB under the requirements of Permit 14.

In April 1998, UCSB entered into an agreement with the Goleta Water District for the "first right of refusal" to 280 AFY of recycled water from the Goleta Sanitary District Wastewater Treatment Plant. In fiscal year 2018/2019, UCSB used 157 AFY of recycled water (UCSB, 2019) for approximately 90% of its irrigation needs.

c. Solid Waste Disposal

Solid waste generated on the UCSB campus is collected by the MarBorg Company and transported to the Tajiguas Landfill for disposal. The Tajiguas Landfill is operated by the County of Santa Barbara and is located approximately 20 miles west of the UCSB campus. The landfill accepts solid waste primarily from the cities of Santa Barbara and Goleta and unincorporated Santa Barbara County south coast areas. The landfill is permitted to accept up to 1,500 tons of solid waste per day.

The Tajiguas Landfill has approximately 1,680,900 cubic yards of remaining disposal capacity. Based on current rates of disposal, the landfill has a minimum projected remaining life of approximately 3.9 years, or to March 2026. Santa Barbara County is currently reviewing a proposal to expand the disposal capacity of the landfill. The proposed capacity increase would allow the landfill to operate through 2038.

Construction contractors at UCSB are required to contract with waste haulers to dispose of construction and demolition waste, and to recycle construction and demolition waste to the maximum extent possible. MarBorg is generally the primary waste hauler, and construction and demolition waste is taken to the MarBorg Construction and Demolition Recycling and Transfer Facility in Santa Barbara.

5.19.2 Checklist Responses

a) *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

UCSB Facilities Management Site

The demolition of buildings at the UCSB Facilities Management site will not require or result in any expansions of existing infrastructure facilities. Therefore, the project would have **no impact** related to this threshold.

Vehicle and Washing and Fueling Facilities

The proposed vehicle fueling and washing facility project site would require connections to water, wastewater, electricity, and telecommunication services that are available on the project site. Minor amounts of on-site trenching would be required to extend these services to the project location. The evaluation of short-term construction-related impacts included in this IS/MND determined that potential construction-related impacts would either be not be significant; would be minimized by complying with existing regulatory programs and UCSB policies; or would be reduced to a less than significant level with the implementation of proposed mitigation measures. Potentially significant short-term construction impacts that would be reduced to a less than significant level with the implementation of mitigation measures include:

- Impacts to nesting birds. This potential impact would be reduced to less than significant by mitigation measures BIO 1a through 1c, which required pre-construction surveys and specified actions if active nests are detected.

- Dust emission impacts. This impact would be reduced by mitigation measure AQ-1a, which requires the implementation of specified dust control measures; and

- Impacts to previously undetected cultural resources. This potential impact would be reduced by mitigation measures CUL-2a through 2e, which require

project site monitoring and specify actions to be implemented if resources are discovered.

The installation of below ground utility connections at the vehicle wash and fuel facility site would not result in significant impacts related to the historical significance of the on-site Hyperballistics Facilities that are described in Section 5.5.2 (Cultural Resources) of this IS/MND. Short-term construction noise impacts at the site would also not be significant due to noise shielding provided by the large adjacent on-site building.

Therefore, providing on-site connections to existing utility systems to serve the Project would result in **less than significant** environmental impacts and no additional mitigation measures are required.

b) *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

UCSB Facilities Management Site

After the demolition of buildings at the UCSB Facilities Management site, the site would be vacant and would not require or result in an increased demand for potable water service from the Goleta Water District. As described in Section 5.19.1 above, adequate supplies of recycled water are available to be used at the demolition site for dust control. Therefore, the demolition project would have a **less than significant** water supply impact.

Vehicle and Washing and Fueling Facilities

Existing car wash facility operations located on the UCSB Facilities Management would be relocated to the UCSB-owned property in the Cabrillo Business Park. The relocated operations would not result in an increase in the number of vehicles that are serviced, and would not result in an increase in the existing amount of water used for vehicle washing. Therefore, the project would have a **less than significant** water supply impact.

c. *Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

UCSB Facilities Management Site

After the demolition of buildings at the UCSB Facilities Management site, the site would be vacant and would not require or result in an increased demand for wastewater

treatment from the Goleta Sanitary District. Therefore, the demolition project would have a **less than significant** wastewater treatment impact.

Vehicle and Washing and Fueling Facilities

Existing car wash facility operations located on the UCSB Facilities Management site would be relocated to the UCSB-owned property in the Cabrillo Business Park. As a result of the relocation, wastewater collection responsibilities for the car wash would change from the Goleta Sanitary District to the Goleta West Sanitary District. Wastewater treatment, however, would continue to occur at the Goleta Wastewater Treatment Plant.

As described in Section 5.17.2b (Transportation) above, approximately 16 vehicle washing transactions currently take place per day. Assuming a water use of approximately 35 gallons for each car wash, the facility uses approximately 560 gallons of water per day. If it is assumed that all of this water is disposed of to the on-site sanitary sewer, this water use rate results in the generation of approximately 0.0006 million gallons of wastewater per day (MGD). The proposed facility relocation project would not increase the existing number of car wash transactions that occur per day, therefore, the relocated facility would continue to generate approximately 0.0006 MGD of wastewater per day.

As described in Section 5.19.1 above, the GWSD has approximately one (1) MGD of remaining treatment capacity available at the Goleta Wastewater Treatment Plant. Therefore, the GWSD has adequate treatment capacity at the Goleta Wastewater Treatment Plant to accommodate the collection of wastewater from the relocated car wash, and the relocation of the carwash would not increase wastewater treatment conditions at the Goleta Wastewater Treatment Plant. The project's impacts on wastewater flows would be **less than significant** .

d) *Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

UCSB Facilities Management Site

Short-Term Impacts

The demolition of buildings at the UCSB Facilities Management site would result in the generation waste that requires landfill disposal. Only waste from building demolition would be generated, however, as the project would not result in the removal of existing paving or building foundations. Demolition waste would be managed in accordance with the requirements of the CALGreen Building Code, which establishes building standards for sustainable site development, and mandates that in the absence

of a more stringent local ordinance, a minimum of 65 percent of nonhazardous construction and demolition debris generated during most new construction must be recycled or salvaged.

Estimates of the amount of waste produced by the demolition project are based on demolition waste generation rates published by the United States Environmental Protection Agency (2003). Several of the waste generation rates identified by the U.S. EPA were used for this analysis:

- Army Building – 63 pounds per square foot of building area. This demolition waste generation rate was used for WW II era buildings on the project site. This generation rate was also used for the on-site office trailers, which are designed and constructed to be portable, and have a utilitarian design similar to the on-site military structures; and for on-site shop buildings, which are typically metal shells with minimal interior improvements..

- Warehouse – 36 pounds per square foot of building area. This demolition waste generation rate was used for on-site buildings that are primarily used for storage purposes, which are typically metal shells with minimal interior improvements.

- Office Building – 101 pounds per square foot of building area. This demolition waste generation factor was used for permanent buildings that are used primarily for office buildings.

Estimates of demolition project's waste generation characteristics are presented on Table 5.19-1. This Table includes estimates of the total amount of demolition waste that would be produced, and the amount of waste requiring landfill disposal after the implementation of salvage and recycling requirements of the CALGreen Building Code. As shown it is estimated that the project would result in the disposal of approximately 435 tons of solid waste.

The disposal of waste generated by the demolition project would occur over the project's three week-long duration. For comparison purposes, the disposal of a total of 435 tons of waste would be approximately 30 percent of the amount of waste (1,500 tons) that the landfill is permitted to accept per day. Therefore, the project would not exceed the available disposal capacity of the Tajiguas Landfill, and the Project's short-term solid waste disposal would result in a **less than significant** impact.

Table 5.19-1
UCSB Facilities Management Building Demolition Waste Generation Characteristics

Building Name and No.	Year Constructed	Gross Square Feet	Demo Waste Generation Factor (lbs/sq ft)	Demo Waste (tons)	Demo Waste After 65% Recovery
Central Garage Office	1969	320	101	16.2	5.7
FM Storage 347	1984	319	36	5.7	2.0
FM Storage 348	1984	319	36	5.7	2.0
FM Storage 349	1987	319	36	5.7	2.0
FM Trailer 370	1978	2,880	63	90.7	31.8
FM Trailer 371	1978	3,186	63	100.4	35.1
Transportation Services	1990	1,580	101	79.8	27.9
FM Storage 415	1977	144	36	2.6	0.9
FM Building 437	1943	6,239	63	196.5	68.8
FM Building 439	1943	6,280	63	197.8	69.2
Emergency Generator Station	1989	103	36	1.9	0.6
Central Garage Storage	1942	168	36	3.0	1.1
FM Storage 584	1967	8,988	36	161.8	56.6
FM Paint Shop 593	1945	442	63	13.9	4.9
FM Shop 594	1974	6,040	63	190.3	66.6
Central Garage	1975	3,870	36	69.7	24.4
FM Trailer 972	1994	3,209	63	101.1	35.4
Total	**--**	**44,406**	**--**	**1,242.8**	**435.0**

Long-Term Impacts

After the demolition of buildings at the UCSB Facilities Management site, the site would be vacant and would not result in the generation of a substantial amount of solid waste that requires landfill disposal. Therefore, the demolition project would have a **less than significant** solid waste disposal impact.

Vehicle and Washing and Fueling Facilities

It is not expected that the proposed vehicle washing and fueling facilities would result in the generation of a substantial short- or long-term increase in solid waste generation that requires landfill disposal. Therefore, the Project would have a **less than significant** waste disposal impact.

e) *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Short-term Project-related activities would not generate a substantial amount of solid waste that would require landfill disposal, as approximately 65 percent of the waste material generated would be recycled or reused. The demolition waste requiring landfill disposal generated by the project would not exceed the capacity of local waste disposal facilities, and Project would not be a substantial long-term source of waste generation. Therefore, the Project would have a **less than significant** effect regarding the implementation of solid waste disposal regulations.

5.19.3 Cumulative Impacts

As described above, the Project would not result in a substantial increase in water demand, or result in a substantial increase in the generation of wastewater or solid waste. Therefore, the Project's cumulative water supply, wastewater, and solid waste generation impacts would not be cumulatively considerable and the Project would result in **less than significant** cumulative utility and service system impacts.

5.19.4 Mitigation Measures

The Project would not result in significant impacts to utilities and service systems. No mitigation measures are required.

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

5.20.1 Setting

The California State Board of Forestry and Fire Prevention has identified areas in California where the State has the primary financial responsibility for preventing and suppressing fires. These areas are referred to "State Responsibility Areas." Lands where neither the state nor the federal government has any legal responsibility for providing fire protection are referred to as "Local Responsibility Areas." The UCSB campus is not located in a State Responsibility Area and the nearest areas designated as such are in the Santa Ynez Mountain foothills north of the City of Goleta, approximately 2 miles north of the UCSB campus. The UCSB campus is located in a Local Responsibility Area and the Santa Barbara County Fire Department is responsible for providing fire prevention and suppression services.

Very High Fire Hazard Severity Zones (VHFHSZ) in Local Responsibility Areas have been mapped by CalFire. The CalFire map shows that the UCSB Campus and areas surrounding the campus are not located in a VHFHSZ.

a. Facilities Management Site

The Facilities Management site is located on the UCSB Main Campus. The proposed demolition area is level, and vegetation consists predominately of irrigated ornamental landscaping. Sloping areas adjacent to the demolition site contain a mix of native and non-native vegetation. Access to the project site is from Mesa Road, and County Fire Station No. 17 is adjacent to the site. Fire suppression infrastructure (i.e., fire hydrants) are located on and adjacent to the project site.

b. Vehicle Washing and Fueling Site

The UCSB-owned property in the Cabrillo Business Park that would be used for the relocation of existing vehicle fueling and washing facilities from the UCSB Main Campus is level, and vegetation on the site consists predominately of irrigated ornamental landscaping around the property perimeter. Access to the project site is from Los Carneros Road and Navigator Way, and County Fire Station No. 17 is approximately 0.75 mile east of the site Fire suppression infrastructure (i.e., fire hydrants) are located on and adjacent to the project site.

5.20.2 Checklist Responses

a) *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

UCSB maintains a campus-wide Emergency Operations Plan (EOP) that establishes emergency response procedures. The EOP establishes a chain of command during

emergencies, and provides requirements for individual departments to prepare their own EOPs for immediate response to emergency situations.

The proposed building demolition site on the UCSB Main Campus, and the proposed vehicle wash and fuel facilities in the Cabrillo Business Park are not in a designated very high fire safety hazard zone; would result in minimal new structural development; would not increase the population of the UCSB campus or surrounding areas; and would not be a substantial long-term source of additional traffic. Therefore, the Project would have a **less than significant** impact related to emergency response or evacuation plans.

b) *Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

Areas designated as having a high wildfire risk generally have characteristics such as steep slopes, dense native vegetation, limited vehicle access, and limited water supplies. The proposed Project sites are level; are not located in areas with unmaintained and highly flammable vegetation; have good vehicle access; have adequate water supplies on and near the sites for fire suppression purposes; and vegetation on the project sites is predominately irrigated ornamental plants and trees. The Project sites are not located in a designated high fire hazard area; would not introduce additional development in a high hazard area; and would not hinder wildfire suppression efforts. Therefore, the Project would have **less than significant** impacts related to an increase in existing wildfire risk.

c) *Would the project 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?*

The project sites is not located in a high wildfire risk area, and the sites are adequately served by existing access roads, water and other utilities. Therefore, the Project would have a **less than significant** impact related to the installation or maintenance of roads, fuel breaks, fire suppression water, or other utilities.

d) *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The proposed project sites are level, not located near any streams or water courses, and not located in a high wildfire risk area. In addition, the slopes adjacent to the UCSB Facilities Management site have a gradient of approximately 2:1 (h:v) that is generally assumed to be stable. Therefore, the Project would have a **less than**

significant impact related to potential fire-related flooding, landslide, debris flow, or other related impacts.

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

a. *Does the project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

The Project would have the potential to result in significant impacts to active bird nests that could be located on or adjacent to the project sites. This impact can be reduced to a less than significant level with the implementation of proposed mitigation measures, including requirements to conduct pre-construction bird nest surveys and if necessary nest avoidance (mitigation measures BIO-1a through c).

Ground disturbing activities at the UCSB-owned property in the Cabrillo Business Park for the construction of the proposed vehicle wash and fuel facilities has the potential to result in significant impacts to cultural resources. This impact can be reduced to a less than significant level with the implementation of proposed mitigation measures CUL-2a through 2e, which require the implementation of site monitoring and if necessary other requirements that would reduce potential impacts to intact archaeological resources to a less than significant level.

The construction of the proposed vehicle wash and fuel facilities at the UCSB-owned property in the Cabrillo Business Park would materially alter the physical characteristics of the Hyperballistics Facilities property that convey its historical significance. This impact can be reduced to a less than significant level with the implementation of proposed mitigation measures CUL-1a and 1b, which specify documentation and interpretive signage or display requirements.

b. *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

This IS/MND has identified potential impacts in the areas of air quality (dust), biological resources, cultural resources, short-term noise, and tribal cultural resources that require mitigation to reduce project-specific impacts to a less than significant level. The identified mitigation measures also reduce the identified project-specific effects to levels that are not cumulatively considerable. Therefore, the Project would not result in significant cumulative impacts.

c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

All of the proposed Project's significant environmental effects can be feasibly reduced to a less than significant level with the implementation of proposed mitigation measures. Therefore, the Project would not cause substantial adverse effects on human beings, either directly or indirectly.

5.22 FISH AND GAME DETERMINATION

Based on consultation with the California Dept. of Fish and Game, there is no evidence that the project has a potential for a change that would adversely affect wildlife resources or the habitat upon which the wildlife depends.

___ Yes (No Effect)

✓ No (Pay fee)

6.0 MITIGATION MEASURES

This section provides a list of all Project-related impacts and mitigation measures identified by this Final IS/MND.

Impacts Reduced to a Less Than Significant Level with Proposed Mitigation

IMPACT AQ-1 Dust emissions from proposed demolition- and construction-related activities could result in a significant fugitive dust impacts and contribute to existing non-attainment conditions for PM_{10}.

AQ-1a. The following dust control measures are required by the Santa Barbara County APCD. All of these measures shall be implemented at the project sites when demolition and construction activities occur.

1. During construction and demolition operations, use water trucks, sprinkler systems, or dust suppressants in all areas of vehicle movement to prevent dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. When using water, this includes wetting down areas as needed but at least once in the late morning and after work is completed for the day. Increased watering frequency should be required when sustained wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.

2. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill and demolition material shall be tarped.

3. Install and operate a track-out prevention device where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel-washing systems.

4. Onsite vehicle speeds shall be no greater than 15 miles per hour when traveling on unpaved surfaces.

5. Minimize the amount of disturbed area. After clearing, grading, earthmoving, or excavation is completed, treat the disturbed area by watering, OR using roll-compaction, OR revegetating, OR by

spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All roadways, driveways, sidewalks etc. to be paved should be completed as soon as possible.

6. Schedule clearing, grading, earthmoving, and excavation activities during periods of low wind speed to the extent feasible. During periods of high winds (>25 mph) clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by onsite operations from becoming a nuisance or hazard.

7. The contractor or builder shall designate a person or persons to monitor and document the dust control program requirements to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to the start of grading activities.

IMPACT BIO-1 Project-related demolition and construction activities have the potential to result in the disturbance of active nests used by raptors and common bird species.

BIO-1a. To avoid disturbance or loss of active bird nests during development of the proposed Project, all tree and vegetation disturbing activities shall be conducted between September 15 and February 15, outside of the typical nesting season.

BIO-1b. If tree or vegetation removal is determined to be necessary during the typical nesting season (February 15 to September 15), a nesting bird survey shall be conducted by a qualified biologist approximately one week prior to the proposed action. Surveys shall follow standard protocols as established by CDFW and/or CCC. If the biologist determines that a tree/shrub is being used for nesting at that time, disturbance shall be avoided until after the young have fledged from the nest and achieved independence. If no nesting is found to occur, tree removal can proceed.

BIO-1c. To avoid indirect disturbance of active bird nests by Project construction occurring within the typical nesting season, a qualified biologist shall be retained to conduct one or more pre-construction surveys per standard protocols approximately one week prior to construction, to determine presence/absence of active nests

adjacent to the project site. The survey shall be conducted to detect any bird breeding or nesting behavior on the project site or within 500 feet for raptors and 300 feet for all other bird species. If no breeding or nesting activities are detected, noise-producing construction activities may proceed. If breeding/nesting activity is confirmed, work activities within 300 and/or 500 feet of the active nest(s) shall be delayed until the young birds have fledged and left the nest.

IMPACT CUL-1 The construction of the proposed vehicle washing and fueling facilities at the UCSB-owned property in the Cabrillo Business Park would materially alter the physical characteristics of the Hyperballistics Facilities property that convey its historical significance.

CUL-1A. UCSB shall prepare, or have prepared, a photographic and written archival documentation of the Hyperballistics Facilities property in accordance with the National Parks Service's Historic American Engineering Record (HAER) Guidelines. Documentation to Level II HAER Standards shall be prepared prior to construction of the proposed vehicle fueling and washing facilities.

At a minimum, the archival documentation shall include the following:

1. A professional photographer shall visually document the existing conditions at an adjacent to the proposed location of the washing and fueling facilities and character-defining features in large-format, black-and-white, archival photographic prints and negatives to standards outlined in the HAER Guidelines.

2. To ensure public access, archival documentation packages consisting of the photograph prints, written data, and other materials shall be sent to and archived by local repositories such as the UCSB Library Special Collections Department and the Goleta Valley Public Library.

CUL-1B. UCSB shall prepare, or have prepared, an interpretive sign or exhibit on the history of Hyperballistics Facilities property. The interpretive sign or exhibit shall be prepared and on display prior to construction of the proposed vehicle fueling and washing facilities, or demolition of existing structures at the project site.

At minimum, the interpretive sign or exhibit shall include the following:

1. The sign or exhibit shall be displayed at the University-owned property in the Cabrillo Business Park in a location where it can be accessed by the public.

2. Signage shall be placed on UCSB-owned property facing Los Carneros Road that would direct motorists, cyclists, and pedestrians to the interpretive display.

3. The interpretive display shall make use of historic photographs and information from the Hyperballistics Facilities HAER to convey the property's significance in Goleta's post–World War II development and its significance in the fields of space exploration and aerospace defense research and development.

IMPACT CUL-2 Ground disturbing activities at the UCSB-owned property in the Cabrillo Business Park to construct the proposed vehicle washing and fueling facilities have the potential to result in significant impacts to archaeological resources.

CUL-2a. A pre-construction meeting shall be conducted by an archaeologist and a Chumash Tribal representative. Meeting attendees shall include the archaeologist, local Chumash Tribal representative, construction supervisors, and heavy equipment operators to ensure that all parties understand the cultural resources monitoring program and their respective roles and responsibilities. All construction personnel who would work on the site during any phase of ground disturbance shall be required to attend the meeting. The names of all personnel who attend the meeting shall be recorded denoting that they have received the required training.

The meeting shall review the following: types of archaeological resources that may be uncovered; provide examples of common archaeological artifacts and other cultural materials to examine; describe why monitoring is required; what makes an archaeological resource significant; identify monitoring procedures; what would temporarily halt construction and for how long; describe a reasonable resource discovery scenario (i.e., feature or artifact); describe reporting requirements and the responsibilities of the construction supervisor and crew, and consequences of violating State laws and regulations. The meeting shall make attendees aware of prohibited activities, including vehicle use in protected areas, and educate construction workers about the inappropriateness of unauthorized collecting of artifacts that can result in impacts on cultural resources, and requirements

for confidentiality and culturally appropriate treatment of any discovery of significance to Chumash Tribes.

CUL-2b. An archaeologist and Chumash Tribal provided monitor shall be retained to monitor activities conducted on the project site, such as the removal of existing paving, initial grading activities, ground disturbing activities, and the removal of on-site trees.

CUL-2c. The archaeologist and Chumash Tribal Monitor shall have the power to temporarily halt or redirect project construction in the event that potentially significant cultural resources are exposed. The Tribal Monitor(s) will have all necessary background training to identify and recommend appropriate treatment for any discoveries, including sites and objects of cultural value. Based on monitoring observations and the actual extent of project disturbance, the Tribal Monitor(s) and Project archaeologist shall have the authority to refine the monitoring requirements as appropriate (i.e., work be temporarily stopped, diverted or slowed within 100 feet of the direct impact area; change to spot checks; reduce or increase the area to be monitored) in consultation with the UCSB Office of Campus Planning and Design. Upon completion of the monitoring program a monitoring report shall be presented to the UCSB Office of Campus Planning and Design and to the Central Coast Information Center (CCIC).

CUL-2d. In the event that archaeological resources are unearthed during project construction, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until a Chumash Tribal representative and archaeologist has evaluated the nature and significance of the find. After the find has been appropriately evaluated, work in the area may resume. Significant cultural resources may remain on-site at the direction of the Chumash Tribal representative, Project archaeologist, and the University. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts.

CUL-2e. If human ancestral remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner (or if necessary an osteologist/zooarchaeologist) has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission. If avoidance of the remains is not feasible, they shall be excavated and removed by a qualified

archaeologist in the presence of the Most Likely Descendent. Repatriation of the exhumed remains and all associated items shall be conducted in accordance with the requirements of the Chumash Tribal Representative and the California Native American Graves Protection and Repatriation Act (Health and Safety Code 8010-8011).

IMPACT NOI-1 Project-related demolition activities at the UCSB Facilities Management site have the potential to result in a short-term increase in ambient noise levels at sensitive noise receptors near the project site.

NOI-1a. Prior to the initiation of proposed building demolition activities, a noise mitigation plan shall be prepared and shall be implemented throughout the duration of demolition activities. At minimum, the noise mitigation plan shall include the following:

1. Construction equipment shall be properly maintained and be outfitted with feasible noise-reduction devices to minimize construction-generated noise.

2. Stationary noise sources such as generators and pumps are to be located at least 100 feet away from noise-sensitive land uses.

3. Laydown and construction vehicle staging areas are to be located at least 100 feet from noise-sensitive land uses.

4. Whenever possible, academic, administrative and residential areas that will be subject to construction noise will be informed in writing at least one week before the start of construction activities.

5. Loud construction activities, such as jackhammering, concrete sawing, asphalt removal, and trenching operations, within 100 feet of a residential or academic building shall not be scheduled during finals week.

6. Loud construction activity as described in item 5 conducted within 100 feet of an academic or residential use shall, to the extent feasible, be scheduled during holidays, Thanksgiving break, Winter break, Spring break, or Summer break.

7. Loud construction activity within 100 feet of a residential building shall be restricted to the hours between 7:30 AM and 7:30 PM, Monday through Saturday.

8. Loud construction activity within 100 feet of an academic building shall be scheduled to the extent feasible on weekends.

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7.2 Contacts

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This Initial Study/Mitigated Negative Declaration was prepared by Rodriguez Consulting, Inc., under contract to U.C. Santa Barbara.

Appendix A
Air Quality Worksheets