



**CITY OF SANTA BARBARA  
COMMUNITY DEVELOPMENT DEPARTMENT  
FINAL MITIGATED NEGATIVE DECLARATION – PLN2020-00627  
SCH #2022050302**

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970," as amended to date, this Final Mitigated Negative Declaration has been prepared for the following project:

**PROJECT LOCATION:** 601 Santa Barbara Street (formerly 119 E. Cota Street)

**PROJECT PROPONENT:** Brad Hess, Public Works Department, City of Santa Barbara

**PROJECT DESCRIPTION:** The project consists of demolition of an existing parking lot and construction of a new three-story, approximately 53-foot-high, approximately 64,000-square-foot Police Station building, and associated 37.5-foot-high, approximately 84,000-square-foot parking structure to accommodate 236 parking spaces (128 for Police Department fleet vehicles and 108 for employee vehicles). Each structure would also have a subterranean level. Emergency service antennas would be installed on the roof of the parking structure. Eight additional vehicle surface parking spaces and four bicycle parking spaces would be provided for visitors. Grading includes 22,000 cubic yards of export. A total of 23 Tipuana tipu trees and 12 oak trees would be removed; 9 Tipuana tipu trees would be protected. The existing MTD bus stop shelter on Cota Street would be relocated along Cota Street. The existing plaques commemorating the old Lincoln School would also be relocated and incorporated into the project. The project requires Height Exception and Development Plan approvals by the Planning Commission and Project Design and Final approvals by the Architectural Board of Review. The parcel has a zoning designation of M-C (Manufacturing Commercial) and a General Plan Designation: of Commercial Industrial/ Medium High Density Residential/ Priority Housing Overlay (37-63 du/ac).

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**MITIGATED NEGATIVE DECLARATION FINDING:**

Based on the attached Initial Study prepared for the proposed project and the mitigation measures identified therein, it has been determined that the proposed project will not have a significant effect on the environment after mitigation measures are incorporated.

A handwritten signature in black ink, appearing to read "Julian R. P. Jr.", is written over a light gray rectangular background.

Environmental Analyst

July 13, 2022

Date

CITY OF SANTA BARBARA  
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION



**INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION**

**PROJECT TITLE: POLICE STATION, 601 SANTA BARBARA STREET (Formerly 119 E. Cota St.)**

**APPLICATION NUMBER: PLN2020-00627**

**JULY 13, 2022**

This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.). This Initial Study has been completed for the project described below because the project is subject to review under the California Environmental Quality Act (CEQA), and was determined not to be exempt from the requirement for the preparation of an environmental document.

The information, analysis, and conclusions contained in this Initial Study determine whether the project could have significant environmental impacts and if preparation of a Negative Declaration (ND), Mitigated Negative Declaration (MND), or Environmental Impact Report (EIR) is required to further analyze project impacts and significance levels. Additionally, if preparation of an EIR is required, the Initial Study is used to focus the scope of the EIR on the effects determined to be potentially significant.

**LEAD AGENCY**

Planning Division, City of Santa Barbara

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[KKennedy@SantaBarbaraCA.gov](mailto:KKennedy@SantaBarbaraCA.gov)

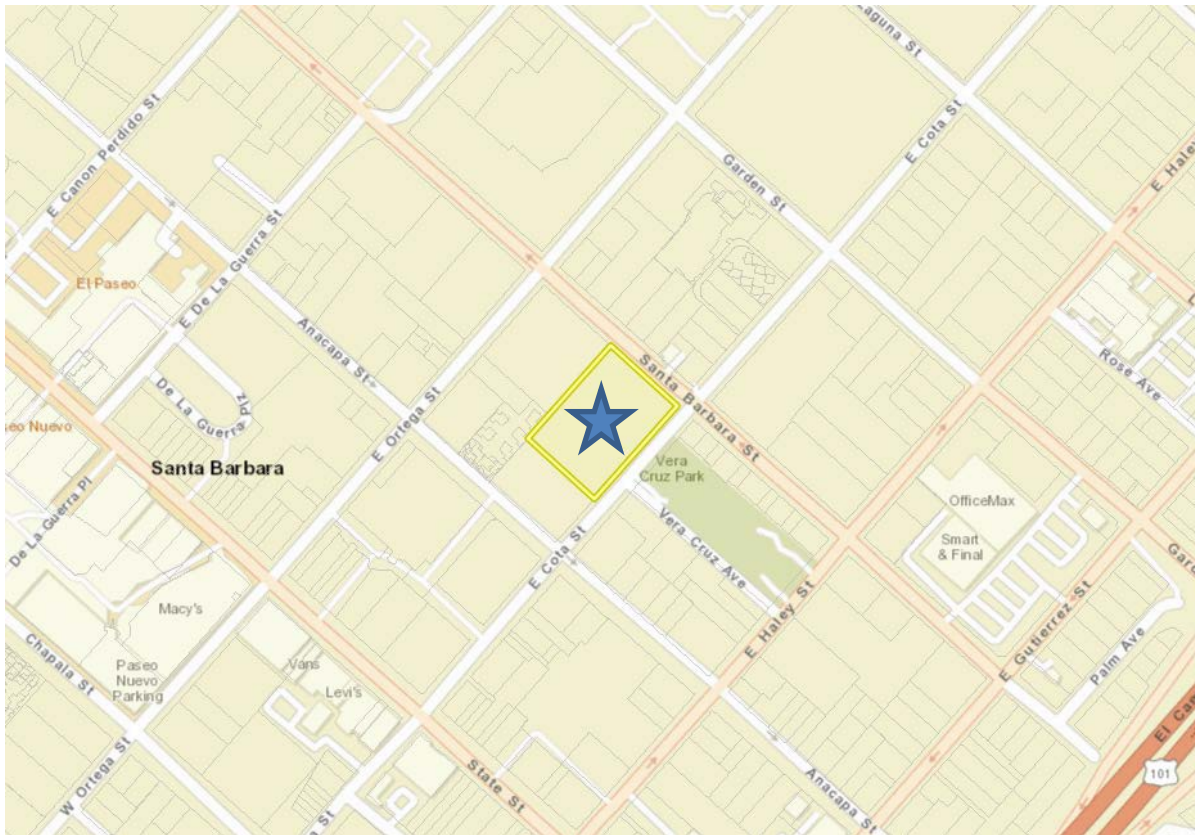
**APPLICANT/ PROPERTY OWNER**

Applicant: City of Santa Barbara, Public Works Department

Applicant Representative: Brad Hess, Principal Project Manager, Public Works Department

Owner: City of Santa Barbara

## **PROJECT ADDRESS/LOCATION**



The project site is located at 601 Santa Barbara Street (formerly 119 E. Cota Street), indicated above. It is a 1.61-acre site located at the northwest corner of Santa Barbara Street and E. Cota Street, in the city of Santa Barbara.

## **PROJECT DESCRIPTION**

The project consists of demolition of an existing parking lot and construction of a new three-story, approximately 53-foot-high, approximately 64,000-square-foot Police Station building, and associated 37.5-foot-high, approximately 84,000-square-foot parking structure to accommodate 236 parking spaces (128 for Police Department fleet vehicles and 108 for employee vehicles). Each structure would also have a subterranean level. Emergency service antennas would be installed on the roof of the parking structure. Eight additional vehicle surface parking spaces and four bicycle parking spaces would be provided for visitors. Grading includes 22,000 cubic yards of export. A total of 23 Tipuana tipu trees and 12 oak trees would be removed. Nine Tipuana tipu trees would be protected.

The basement level of the parking structure would consist of parking spaces for fleet vehicles, bicycle and motorcycle storage areas, other storage areas, and a firing range. The first floor of the parking structure would consist of parking spaces for fleet vehicles, fleet bicycles, employee bicycles, exam bay, kennels, and offices. The second floor would consist of parking spaces for employees. The third floor would consist of parking spaces for employees and fleet vehicles and would be uncovered except for those spaces covered by solar arrays.

The attached office building would consist of offices on all floors, including the basement level. The basement would include offices and storage rooms. The first floor would include the main public lobby with access from Santa Barbara Street, storage areas, conference rooms, offices, service bay loading area, and trash room. The second floor would include a community/multi-purpose room, offices, indoor and outdoor fitness rooms, food service area, and locker rooms. The third floor would include offices, labs, a break room, and roof terraces.

The existing Metropolitan Transit District (MTD) bus stop shelter on Cota Street would be relocated along Cota Street. The existing plaques commemorating the old Lincoln School would also be relocated and incorporated into the project. See Attachment A - Project Plans.

### Project Components

The project consists of two separate buildings (Police Station and parking structure); however, the floors are aligned in order to provide lateral connections between each level of the parking structure and office building.

### Project Operations

The Santa Barbara Police Department operations are currently located at four separate sites (Police Station at 215 East Figueroa Street; Police Station Annex at 222 East Anapamu Street; Dispatch Center at 1200 Anacapa Street; and Animal Control at 415 East Sola Street). All existing operations would be moved and consolidated at the new project site. The project does not include any new development at the existing locations. In the future, under separate applications, potential future uses of the existing sites will be evaluated.

Operations would remain the same and consist of the Investigative/Internal Operations Division, Field Operations Division, and Community Support Services Division. Common Areas include the public lobby, multi-purpose meeting rooms, staff break rooms, fitness room, and locker rooms.

The main entrance to the building would be located on Santa Barbara Street. The driveway on Santa Barbara Street would allow access to the visitor parking lot as well as to the secure parking structure. The driveway on Cota Street would be for secure vehicle access only.

### Demolition

The entire parking lot, consisting of pavement, curbs, landscaping (with the exception of 9 *Tipuana tipu* trees), light poles, and perimeter walls would be demolished.

### Construction

Construction of the project is anticipated to take 28 months, including 3 months for the earthwork phase and 25 months for the construction phase.

Public improvements include additional parkway extending into Santa Barbara Street and new red curb for a no parking area along the Santa Barbara Street frontage.

### Site Selection Process

Staff began the site selection process for the new Police Station with City Council authorization in 2018. Staff considered all possible sites citywide that could potentially meet some or all of the needs identified during the programming phase.

On November 8, 2018, the site selection status was presented to the Planning Commission. At that time, the selection was focused on two locations: the Cota Commuter Lot at Cota and Santa Barbara Streets and the Louise Lowry Davis Center/Spencer Adams Park at Victoria and De La Vina Streets. Of the two sites, all Commissioners agreed that the Cota Commuter Lot was the most viable location and most agreed that the downtown area is preferred.

In March 2019, Council directed staff to examine the site selection criteria more thoroughly and further analyze the sites considered for the Police Station. A comparative analysis of each site against the site criteria was conducted and provided to Council. The site selection analysis can be found on the City website at <https://santabarbaraca.gov/projects/santa-barbara-police-station-project>. Of the 20 sites analyzed by staff, 5 were carried forward as potential sites, including the Louise Lowry Davis Center/Spencer Adams Park, the Cota Commuter Parking Lot, the Cota Commuter Parking Lot with a portion of the adjacent Employment Development Department (EDD) parking lot, the Earl Warren Showgrounds, and the Sears property at La Cumbre Plaza.

On September 17, 2019, City Council designated the Cota Commuter Parking Lot at 119 East Cota Street as the preferred site alternative for the new Police Station for purposes of environmental review, and directed staff to initiate environmental review and conceptual project design.

#### Required Discretionary Actions

- Height Exception Approval by the Planning Commission to allow a Community Benefit Project to be between 45 and 60 feet in height (SBMC §30.140.100.B);
- Development Plan Approval by the Planning Commission to allow the construction of approximately 64,000 square feet of nonresidential floor area (SBMC Chapter 30.230); and
- Project Design and Final Approvals by the Architectural Board of Review (SBMC Chapter 22.68).

#### Other Public Agency Approvals Required

- Division of the State Architect – Certification of essential services building
- Regional Water Quality Control Board - Construction General Permit with Stormwater Pollution Prevention Plan (SWPPP)
- Air Pollution Control District - Permit for diesel emergency generators
- County of Santa Barbara, Hazardous Materials Business Plan (HNBP) Program - Permit to store fuel
- County of Santa Barbara, Environmental Health Services, Site Management Unit Program

## PROPERTY CHARACTERISTICS

<b>Assessor's Parcel Number:</b> 031-151-018	<b>General Plan Designation:</b> Commercial Industrial/ Medium High Density Residential/ Priority Housing Overlay (37-63 du/ac).
<b>Zoning:</b> M-C (Manufacturing Commercial)	<b>Parcel Size:</b> 70,080 SF (1.61 acres)
<b>Existing Land Use:</b> Commuter Parking Lot, public parking, Saturday Farmer's Market	<b>Proposed Land Use:</b> Public Facility – Police Station
<b>Slope:</b> 2% slope towards Cota Street	
<b>SURROUNDING ZONING:</b>	
<b>North:</b> State of California Employment Development Department; Mixed-Use	
<b>South:</b> Cota Street, Commercial, Multi-Unit Residential (approved, under construction), Vera Cruz Park, Head Start	
<b>East:</b> Santa Barbara Street, Residential and Commercial	
<b>West:</b> Antioch University, Mixed-Use	

## ENVIRONMENTAL SETTING

### Existing Site Characteristics

#### Topography:

The site has a 2% slope southerly towards Cota Street.

#### Seismic/Geologic Conditions:

The City Master Environmental Assessment (MEA) identifies the site as having moderate soil erosion potential, high expansive soils, and potentially shallow groundwater. Liquefaction potential is moderate in the northeastern portion of the site and high for the remaining area. The site is not located within known hazard zones for earthquake faults, tsunamis, or seiche (i.e., large earthquake-induced waves at the shoreline or within an enclosed water body).

#### Flooding/Fire Hazard:

The project site is designated on the Federal Emergency Management Agency (FEMA) Flood Map (number 06083C1387J, effective September 28, 2018) as Zone X (unshaded) for minimal flood risk; therefore, the project site is not located in a Special Flood Hazard Risk Zone. The MEA identifies the site as not being within a designated High Fire Hazard Area.

#### Creeks/Drainage:

The site does not include any creeks or drainage courses.

### Biological Resources:

The MEA identifies the parking lot site as not having any important biological resources, including upland habitats, coastal/creek/wetland habitats, special wildlife areas; or areas supporting listed or protected wildlife or vegetation species. Bird species observed during the Dudek site visit (2019) include American crows, acorn woodpeckers, and yellow-rumped warblers.

The site has a total of 44 trees, including 32 tipu (*Tipuana tipu*) trees, 9 coast live oak (*Quercus agrifolia*) trees, and 3 Southern Live Oak (*Quercus virginiana*) trees, along with some large shrubs such as giant bird of paradise and other ornamental plantings. There are 17 Washingtonia palm trees within the right-of-way along Cota Street and Santa Barbara Street.

### Archaeological Resources:

The MEA identifies the site as within an area potentially sensitive for subsurface archaeological resources from the Spanish Colonial & Mexican (1782-1849), Hispanic-American Transition (1848-1870), American City (1870-1900), and Early 20th Century (1900-1925) historical periods. A number of archaeological investigations have been performed on surrounding parcels to the north, east, south, and west.

### Historic Resources:

The site is not located within any City historic districts or potential historic districts. It is located adjacent to El Pueblo Viejo Landmark District. Several structures housing businesses and residences in the surrounding area are more than 50 years old and, if evaluated, could potentially be found to have historic value.

Based on consultation with the City Architectural Historian (Nicole Hernandez, 06-25-19), the existing parking lot does not have historical importance; however, archaeological investigations performed at the site identified a historical era archaeological resource.

The existing MTD bus shelter includes three plaques that represent the former Lincoln School that was on the project site from 1871 to 1981.

### Noise:

The MEA identifies the project site as being subject to average ambient noise levels of 60-65 decibels (dBA) Ldn for the half of the site located along Santa Barbara Street. The half of the site located closer to Anacapa Street is subject to average ambient noise levels of <60 decibels (dBA) Ldn. The primary background noise source affecting the site is from vehicular traffic.

## Existing Land Use

### Existing Facilities and Uses:

The subject parcel (“Cota Commuter Lot”) is currently used for permit parking (weekdays), public parking (evenings and weekends, except during Farmer’s Market) and the Saturday Farmer’s Market. These uses are proposed to be relocated in advance of the construction of the Police Station project.

The Cota Commuter Lot, which is one of two City lots that offers monthly parking permits for downtown employees, currently provides 221 parking spaces for permit holders and City employees. The project would remove these spaces from the Downtown Parking Program. The relocation of these permit holders would be a priority and adequate notice would be provided to permit holders prior to construction on the project site. The 2024 permit purchase time frame is the last quarter of 2023. During that time period, there will be a study to review permit applications, determine capacity levels at other City parking lots, and best options. At this time, it is anticipated that City Parking Lot #10 (Ortega Garage) would be the best alternative location for both permit holders and City employees.

Also, the free public parking available in the Cota Lot on evenings and weekends would no longer be available; however, nearby parking can be found in City Parking Lot #10 (Ortega Garage) and #11 (Old Town Lot -523 Anacapa St).

The Santa Barbara Certified Farmers' Market Association, Inc. (SBCFMA) has been operating a Saturday morning market on the project site since 1982. The proposed project would require relocation of the market. City staff worked with the SBCFMA to find an alternative location. In June 2020, SBCFMA submitted a planning application to relocate the market to the public right-of-way located along Carrillo Street between Chapala and Anacapa Streets, and along State Street between Canon Perdido and Figueroa Streets. The application is currently under review by the City. City staff is working with SBCFMA on project details and plans for the planning application resubmittal, expected to occur in late summer 2022. Required physical improvements to surrounding intersections and the Carrillo/State Street corridor are anticipated to be completed in 2023. Therefore, there will be adequate time for the Farmer's Market to relocate prior to the closure of the parking lot for construction of the Police Station project.

The project site is also part of the Safe Parking Program, administered by New Beginnings, a local nonprofit organization, which provides safe overnight parking to individuals and families living in their vehicle.

#### Access and Parking:

Vehicular access to the parking lot occurs on both Cota Street and Santa Barbara Street. The parking lot includes 221 parking spaces used for permit parking (weekdays) and public parking (evenings and weekends, except during Saturday Farmer's Market).

#### Neighboring Land Uses and Characteristics

Surrounding land uses in the area include residences and small businesses along Santa Barbara Street and Anacapa Street, Antioch University on Anacapa Street, and a public park (Plaza de Vera Cruz) across Cota Street. Head Start is currently operating in the Kiwanis Youth Building on the park property. A new Housing Authority of the City of Santa Barbara project, with 28 new affordable rental studios, is under construction across the street at 116 E. Cota Street.

#### Infill Development:

As the project site is located within the City and surrounded by commercial and residential uses, the project site meets the definition of an "infill site" as defined in Public Resources Code (PRC) §21099(a), which states: "'Infill site' means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses."



The project site is located in a “transit priority area” defined as, ”an area within one-half mile of a major transit stop that is existing or planned” (PRC §21099[a]). The project site is currently served by the Metropolitan Transit District (MTD) and includes a bus stop shelter on Cota Street adjacent to the site. The project site is also identified as being within an existing transit priority area in the Santa Barbara County Association of Governments Regional Transportation Plan, Map 85: Existing Transit Priority Areas.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project.

<input type="checkbox"/> Aesthetics and Visual Resources	<input type="checkbox"/> Agriculture and Forestry Resources	<input checked="" type="checkbox"/> Air Quality and Greenhouse Gas Emissions
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural and Tribal Cultural Resources	<input type="checkbox"/> Energy
<input checked="" type="checkbox"/> Geology and Soils	<input checked="" type="checkbox"/> Hazards and Hazardous Materials	<input checked="" type="checkbox"/> Land Use and Planning
<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Population and Housing
<input checked="" type="checkbox"/> Public Services and Utilities	<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation and Circulation
<input checked="" type="checkbox"/> Water Quality and Hydrology	<input type="checkbox"/> Wildfire	<input type="checkbox"/> Mandatory Findings of Significance

**DETERMINATION**

On the basis of this initial evaluation:

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

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

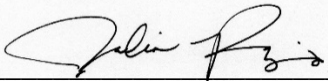
Prepared by:



Kathleen A. Kennedy, Project Planner  
Signature

7/13/2022  
Date

Approved by:



Julia Pujo, Environmental Analyst  
Signature

7/13/2022  
Date

### ENVIRONMENTAL CHECKLIST

The following checklist contains questions concerning potential changes to the environment that may result if this project is implemented. The potential level of significance should be indicated as follows:

**Significant:** Known substantial environmental impacts. Further review is needed to determine whether there are feasible mitigation measures and/or alternatives to reduce the impact.

**Potentially Significant:** Unknown, potentially significant impacts that need further review to determine significance level and whether any impacts identified as potentially significant can be mitigated.

**Less than Significant with Mitigation:** Potentially significant impacts that are avoided or reduced to less than significant levels with identified feasible mitigation measures.

**Less than Significant:** Impacts that are not substantial or significant.

**Beneficial Impact:** Impacts would improve environmental conditions.

**No Impact:** Project would not cause this type of impact.

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the Project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant with Mitigation" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
  - a. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - b. Earlier Analysis Used. Identify and state where they are available for review.
  - c. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- 5) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

<b>1. AESTHETICS AND VISUAL RESOURCES</b> Except as provided in Public Resources Code Section 21099* (CEQA provisions for Transit-Oriented In-Fill Projects), would the project:	<b>Level of Significance</b>
a) Have a substantial adverse effect on a public scenic vista or a private scenic vista visible to a large portion of the community?	Less Than Significant Impact
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
c) 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?	Less Than Significant Impact
d) Create a new source of substantial light or glare which would adversely affect surrounding areas or important public day or nighttime views in the area?	Less Than Significant Impact

\* *CEQA California A Public Resources Code §21099(d)(1): “Aesthetic and parking impacts of a residential, mixed-use, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. (2)(A) This subdivision does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies. (B) For the purposes of this subdivision, aesthetic impacts do not include impacts on historical or cultural resources.”*

### Aesthetics and Visual Resources – Discussion

**Issues:** Issues associated with visual resources and aesthetics include the potential blockage or substantial alteration of important public scenic views, project on-site aesthetic character and compatibility with the surrounding area, substantial changes in exterior lighting and shade/shadow, and introduction of substantial new sources of glare.

**Impact Evaluation Guidelines:** Aesthetic quality, whether a project is visually pleasing or unpleasing, may be perceived and valued differently from one person to the next, and depends in part on the context of the environment in which a project is proposed. The significance of visual changes is assessed qualitatively based on consideration of the proposed physical change and project design within the context of the surrounding visual setting. First, the existing visual setting is reviewed to determine whether important existing visual aesthetics are involved, based on consideration of existing public views, existing visual aesthetics on and around the site, and existing lighting conditions. Under CEQA, the evaluation of a project’s potential impacts to scenic views is focused on views from public (as opposed to private) viewpoints and larger community wide views (those things visible by a larger community, as opposed to select individuals). The importance of existing public views is assessed qualitatively based on whether important visual resources such as mountains, skyline trees, or the coastline, can be seen, the extent and scenic quality of the views, whether the views are experienced from public viewpoints, and how many people can see the views. The visual changes associated with the project are then assessed qualitatively to

determine whether the project would result in substantial effects associated with important public scenic views, on-site visual aesthetics, or lighting.

Significant visual resources impacts may potentially result from:

1. Substantial obstruction of important public or communitywide scenic views. This includes, but is not limited to, the following scenic resources: Pacific Ocean, Stearn's Wharf, the Harbor, Douglas Family Preserve, Montecito Country Club, Andree Clark Bird Refuge, Bellosguardo, Santa Barbara Zoo, coastal bluffs and shoreline, creeks, estuaries, lagoons, riparian areas, parks and open space, historic structures, sites, and trees important for their visual quality, Channel Islands, Foothills, Riviera, and Santa Ynez Mountains.
2. Substantial damage to scenic resources within a state scenic highway (Highway 154). Impacts to local scenic roads should also be considered. These include Highway 101; Cabrillo Boulevard between U.S Highway 101 and Castillo Street; Sycamore Canyon Road (144)/Stanwood Drive (Highway 192)/Mission Ridge Road (Highway 192)/Mountain Drive to the Old Mission on Los Olivos Street, or Shoreline Drive from Castillo Street to the end of Shoreline Park.
3. Substantial negative aesthetic effect or incompatibility with surrounding land uses or structures due to project size, massing, scale, density, architecture, signage, or other design features.
4. Substantial degradation of important public or communitywide scenic views or the visual quality of the site through extensive grading and changes in topography, removal of substantial amounts of vegetation and trees visible from public areas without adequate landscaping; or substantial loss of important public open space.
5. Substantial light and/or glare that substantially affects offsite properties, safe travel, or sensitive wildlife, or substantially affects important public views.

### Aesthetics and Visual Resources – Existing Conditions and Project Impacts

Under PRC §21099(d), “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment.” Accordingly, aesthetics is not a consideration in determining if a project has the potential to result in significant environmental effects, for projects that meet all three of the following criteria:

- The project is residential, mixed-use residential, or an employment center.<sup>1</sup>
- The project is on an infill site.<sup>2</sup>

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<sup>1</sup> ‘Employment center project’ means a project located on a property zoned for commercial uses with a floor area ratio of no less than 0.75 and is located within a transit priority area” (PRC §21099[a][1]).

<sup>2</sup> “‘Infill site’ means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses” (PRC §21099[a][4]).

- The project is in a transit priority area.<sup>3</sup>

The Police Station project meets all three of the above criteria. As described above in the *Environmental Setting* Section, 1) the project is located on an urban infill site and surrounded by developed uses, 2) the project is located in a transit priority area that is served by alternative transportation services and facilities, and 3) the project is an employment center project on a parcel zoned M-C. Manufacturing Commercial and contains a floor area ratio greater than 0.75. Therefore, pursuant to the State CEQA Statute, the project's effects on aesthetics and parking, including visual character and scenic views, are not required to be analyzed and are not considered a significant effect on the environment.

Nevertheless, the City of Santa Barbara recognizes that the public and decision-makers may be interested in information about aesthetic effects from the proposed project, and information related to scenic views, scenic view corridors, visual character and quality, and light and glare is provided below. It is noted that PRC §21099 "does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances".

### **1.a) Scenic Views**

The project site is a paved parking lot with trees, landscaping, and lighting. The surface parking lot does provide some visual openness within the built-out urban neighborhood; however, the City Master Environmental Assessment (MEA) does not identify the site as having any importance related to unique visual resources, hillside visual resources, or shoreline visual resources. The parking lot does not represent an important public viewing location for scenic views. Public scenic views of the hillsides are primarily attained in the urbanized downtown area of the City through the east-west street corridors. The City's Architectural Board of Review (ABR) reviewed the proposal conceptually and stated that the project did not impact any established scenic public vistas, given the Board's understanding that both Cota Street and Santa Barbara Street views are not public view corridors (see Attachment B – ABR Minutes). The parking lot is not visible from a scenic vista.

The proposed development would not obstruct any scenic views in the vicinity and would not be visible from a scenic vista; therefore, project impacts to scenic views would be *less than significant*.

### **1.b) Scenic Highways and Scenic View Corridors**

The project site is not located close to any scenic highways or corridors and is not visible from any scenic highways or corridors. Therefore, *no impact* would occur to scenic highways and scenic view corridors.

### **1.c) Visual Character and Quality**

The project site is an urban infill site and currently contains a paved parking lot with trees, landscaping, and lighting. The proposed project would change the visual character of the site with the construction of a 53-foot-tall building, associated 37.5-foot-tall parking structure and the removal of 35 mature trees (23 Tipuana tipu and 12 oaks). Nine Tipuana tipu trees would be preserved along the west and northern property lines to provide screening for the adjacent residential units. All street trees, consisting of 17 Washingtonia palm trees along both street frontages, would be preserved.

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<sup>3</sup> "'Transit priority area' means an area within one-half mile of a major transit stop that is existing or planned" (PRC §21099[a][7]).

The project design requires approval by the City’s Architectural Board of Review (ABR). The following Project Compatibility Findings (SBMC §22.68.045.B) are considered by the ABR when it reviews the design of a proposed development project:

1. Consistency with Design Guidelines. The design of the project is consistent with design guidelines applicable to the location of the project within the City.
2. Compatible with Architectural Character of City and Neighborhood. The design of the project is compatible with the desirable architectural qualities and characteristics which are distinctive of Santa Barbara and of the particular neighborhood surrounding the project.
3. Appropriate size, mass, bulk, height, and scale. The size, mass, bulk, height, and scale of the project is appropriate for its location and its neighborhood.
4. Sensitivity to Adjacent Landmarks and Historic Resources. The design of the project is appropriately sensitive to adjacent Federal, State, and City Landmarks and other nearby designated historic resources, including City structures of merit, sites, or natural features.
5. Public Views of the Ocean and Mountains. The design of the project responds appropriately to established scenic public vistas.
6. Use of Open Space and Landscaping. The project includes an appropriate amount of open space and landscaping.

The project was reviewed by the ABR on four occasions. On February 12, 2021, the ABR was comfortable with the project potentially meeting the Project Compatibility Findings listed above, stating “The design of the project is compatible with desirable architectural qualities and characteristics that are distinctive of Santa Barbara and of the particular neighborhood surrounding the project. The style of the proposed architecture is a traditional Spanish style. The size, mass, bulk, height, and scale of the project are appropriate for its location and neighborhood. The project includes an appropriate amount of open space and landscaping, especially considering the upper decks and roof gardens.” See Attachment B – ABR Minutes.

The Police Station project was designated as a Community Benefit Project by the City Council on March 17, 2020. Projects with a Community Benefit designation may request an exception to the 45-foot height limitation, and propose buildings up to 60 feet in height. On March 18, 2021, the Planning Commission approved the request for a height exception for the proposed project, which would be approximately 53 feet in height, making the required Height Exception Findings for Demonstrated Need, Architecture and Design, and Sensitivity to Context.

The project includes emergency service antennas on the roof of the parking structure. The location, color, and size of the 35-foot-tall antenna tower with 36-inch dish, and 20-foot-tall omnidirectional antenna on top of the tower has been designed to minimize any adverse visual impacts and placed so as to be as visually unobtrusive as feasible, taking into consideration the technical requirements needed for the essential emergency services communications needs.

Based on review by the ABR and the Planning Commission, the project design would be consistent with applicable zoning and design guidelines that govern scenic quality and compatibility with the surrounding neighborhood. Therefore, project impacts to visual character and quality would be *less than significant*.

#### **1.d) Lighting and Glare**

The existing parking lot includes outdoor lighting standards that would be removed as part of the project. The proposed development would result in new outdoor lighting typical of a new office or commercial building. Exterior lighting is subject to compliance with the City's Outdoor Lighting and Design Ordinance (Santa Barbara Municipal Code Chapter 22.75), which requires that exterior lighting be shielded and directed to the ground such that no undue lighting or glare would affect surrounding property occupants, roads, or habitat areas. The proposed outdoor lighting would be primarily for access and security purposes. In addition, proposed building materials do not include materials with the potential for substantial glare. Therefore, project impacts on lighting and glare would be *less than significant*.

#### Aesthetics and Visual Resources – Required Mitigation Measures

None.

#### Aesthetics and Visual Resources – Residual Impacts

Less than significant.



2. AGRICULTURE AND FORESTRY RESOURCES	Level of Significance
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 California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
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))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest land?	No Impact
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 land?	No Impact

Agricultural and Forestry Resources – Discussion

**Issues:** There are no agricultural designated lands or lands under Williamson Act contracts within the City; however, agricultural lands exist adjacent to the City boundary. Agriculture and forestry resource issues include land use compatibility with nearby agricultural operations and forested lands, and potential indirect impacts that could result in a loss of agriculture and forestry resources (for example, annexation of lands with agricultural resources). Increased density and intensity of land uses have the potential affect the productivity of nearby agricultural lands.

**Impact Evaluation Guidelines:** A significant impact could occur from projects that result in the conversion of lands suitable for agriculture to non-agricultural uses, or result in a disruption to surrounding agricultural operations.

Agriculture and Forestry Resources – Existing Conditions and Project Impacts

**2.a-e) Agriculture and Forestry Resources**

There are no existing agricultural uses or lands zoned for agricultural use within, or in the vicinity of the project site and the project site is not under a Williamson Act contract. The project site is designated as Urban and Built-up Land by the Department of Conservation Farmland Mapping and Monitoring Program and does not contain Important Farmland (Department of Conservation 2016). The site does not include active farmland, forest land, or protected agricultural soils, and the project would not conflict with zoning for agriculture or forest use; therefore, there would be no impact to agricultural or forestry resources.

Agriculture and Forestry Resources – Required Mitigation Measures

None.

Agriculture and Forestry Resources – Residual Impacts

No impact.

3. AIR QUALITY AND GREENHOUSE GAS EMISSIONS	Level of Significance
Would the project:	
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is designated in non-attainment under an applicable federal or state ambient air quality standard?	Less Than Significant Impact
c) Expose sensitive receptors to substantial pollutants?	Less Than Significant Impact with Mitigation
d) Result in other emissions such as those leading to odors adversely affecting a substantial number of people?	Less Than Significant Impact
e) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
f) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	Less Than Significant Impact

Air Quality and Greenhouse Gas Emissions – Discussion

**Issues:**

*Air Quality:* Air quality issues involve pollutant emissions from vehicle exhaust, stationary sources (e.g. gas stations, boilers, diesel generators, dry cleaners, oil and gas processing facilities, etc.), and minor stationary sources called “area sources” (e.g. residential heating and cooling, fireplaces, etc.) that contribute to smog, particulates, nuisance dust associated with grading and construction processes, and nuisance odors. Emissions of harmful air pollutants are of particular concern to sensitive receptors. Sensitive receptors are populations who are more susceptible to the effects of air pollution than the population at large and include children, persons over 65 years of age, athletes, and persons with cardiovascular or chronic respiratory diseases. Land uses typically associated with sensitive receptors include residences, schools, parks, playgrounds, recreation facilities, childcare centers, retirement homes, convalescent homes, hospitals, and health care facilities and clinics.

Smog, or ozone, is formed in the atmosphere through a series of photochemical reactions involving interaction of oxides of nitrogen (NO<sub>x</sub>) and reactive organic compounds (ROC) (referred to as ozone precursors) with sunlight over a period of several hours. Primary sources of ozone precursors in the South Coast area are vehicle emissions. Sources of particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) include demolition, grading, road dust, agricultural tilling, mineral quarries, and vehicle diesel exhaust.

The City of Santa Barbara is part of the South Coast Air Basin (Santa Barbara County area). The City is subject to the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). The CAAQS apply to seven pollutants: photochemical ozone (O<sub>3</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), coarse particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), and lead (Pb). There are also established state standards for other criteria pollutants including sulfates, hydrogen sulfide (H<sub>2</sub>S), and visibility reducing particulates. The Santa

Barbara County Air Pollution Control District (APCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan (2013) and the Ozone Plan (2019). Substantial long-term project emissions could potentially stem from stationary sources which may require permits from the APCD and from motor vehicles associated with the project and from mobile sources. Examples of stationary emission sources that require permits from APCD include gas stations, automobile repair body shops, diesel generators, boilers and large water heaters, dry cleaners, oil and gas production and processing facilities, and wastewater treatment facilities.

Santa Barbara County is currently in attainment of most federal and state standards. The County does not presently meet the state O<sub>3</sub> and PM<sub>10</sub> standard. See Table 1 below.

**Table 1. Santa Barbara County Attainment Status of Federal and State Ambient Air Quality Standards (2022)**

Criteria Pollutant	Federal Attainment Status	State Attainment Status
O <sub>3</sub>	Attainment/Unclassifiable	Nonattainment
PM <sub>10</sub>	Unclassified	Nonattainment
PM <sub>2.5</sub>	Attainment/Unclassifiable	Unclassified
CO	Attainment/Unclassifiable	Attainment
Pb	Attainment/Unclassifiable	Attainment
SO <sub>2</sub>	Attainment/Unclassifiable	Attainment
NO <sub>2</sub>	Attainment/Unclassifiable	Attainment
S <sub>x</sub>	No Standard	Attainment
H <sub>2</sub> S	No Standard	Attainment
Vinyl Chloride	No Standard	No Standard
Visibility Reducing Particulates	No Standard	Unclassified

The APCD has analysis and permitting requirements regarding toxic air contaminants (TACs) generated from activities such as gasoline dispensing, dry cleaning, freeways, manufacturing, etc., and may require projects with high TAC emissions to mitigate or redesign features of the project to avoid excessive health risks. The APCD requires submittal of an asbestos notification form for each regulated structure that is proposed to be demolished or renovated. The California Air Resources Board (CARB) and APCD also recommend 500-foot buffers between Highway 101 and new residential developments or other sensitive receptors in order to reduce potential health risks associated with traffic-related air pollutant emissions, particularly diesel particulates. Based on analysis in the certified Final Program EIR for the Plan Santa Barbara General Plan Update (2011; herein referred to as the General Plan EIR), the City established an interim policy (SBMC 22.65) limiting the introduction of new residential sensitive receptor structures or uses within 250 feet of Highway 101 (excluding minor additions or remodels of existing homes or the construction of one new residential unit on vacant property), until CARB implements further statewide

phased diesel reduction measures and/or the City otherwise determines that project design measures satisfactorily address highway exhaust effects. Certain projects also have the potential to create objectionable odors that could create a substantial nuisance to neighboring residential areas or sensitive receptors and should be evaluated in CEQA documents.

*Greenhouse Gases:* Global climate change refers to accelerated changes occurring in average worldwide weather patterns, measurable by factors such as air and ocean temperatures, wind patterns, storms, and precipitation. Climate change is forecasted to result in increasingly serious effects to human health and safety and the natural environment in coming decades, such as more extreme weather, drought, wildfire, sea level rise effects on flooding and coastal erosion, and impacts on air quality, water quality and supply, habitats and wildlife, and agriculture.

Substantial evidence identifies accelerated climate change due to emissions of carbon dioxide and other heat trapping greenhouse gases<sup>4</sup> (GHGs) from human activities. Natural processes emit GHGs to regulate the earth's temperature; however, substantial increases in emissions, particularly from fossil fuel combustion for electricity production and vehicle use, have substantially elevated the concentration of these gases in the atmosphere well beyond naturally occurring concentrations.

Carbon dioxide accounts for 81 percent of greenhouse gas emissions within the United States. California is a substantial contributor of GHGs, with transportation and industrial uses representing the largest sources (41 and 24 percent, respectively). In Santa Barbara, direct sources of GHG emissions are on-road vehicles, natural gas consumption, and off-road vehicles and equipment. Indirect sources (emissions removed in location or time) are electricity consumption (power generation), landfill decomposition (methane releases), and State Water Project transport (electricity use).

Senate Bill 375 (2008 Sustainable Communities and Climate Protection Act) requires regional coordination of transportation and land use planning throughout the State to reduce vehicle GHG emissions. CARB established targets for Santa Barbara County to not exceed 2005 per capita vehicle emissions in the years 2020 and 2035. State Senate Bill 97 (enacted in 2007 and amended in 2010) requires that project environmental reviews include analysis of GHG impacts and mitigation, and establishes that public agencies may provide for a communitywide GHG emissions mitigation program through an adopted climate action plan.

The City of Santa Barbara Climate Action Plan was adopted in September 2012 and is currently undergoing updates. Past, present, and forecasted future citywide GHG emissions are analyzed in the Plan and associated Addendum to the Final Program EIR for the Plan Santa Barbara General Plan Update (2012) in comparison to the State and City GHG emissions targets (2020 total emissions at 1990 level; 2020 and 2035 per capita vehicle emissions at 2005 level). The analysis demonstrated that citywide emissions are decreasing. Notably, the City achieved the GHG emissions target of 1990-level total carbon emissions by 2020 set by the Global Warming Solutions Act (State Assembly Bill 32 [AB 32]) and the 2012 Climate Action Plan. With continued implementation of existing State legislative, City programmatic, and private sector efforts, citywide emissions associated with growth under the General

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<sup>4</sup> GHGs include carbon dioxide, methane, and nitrous oxide, as well as smaller contributions from hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Greenhouse gas emissions are typically measured in metric tons (MT) of carbon dioxide equivalents (CO<sub>2</sub>e) based on global warming potential, which allows for totaling the emissions.

Plan are expected to meet these State and City emissions reduction targets. Implementation of additional Climate Action Plan measures would further reduce citywide emissions.

The City Climate Action Plan constitutes a citywide mitigation program for GHG emissions in accordance with Senate Bill 97 for existing and forecasted future growth to the year 2030 under the adopted General Plan. In 2020, City Council adopted a goal of carbon neutrality by 2035.

**Impact Evaluation Guidelines:** A project may create a significant air quality impact associated with criteria air pollutants from the following:

1. Exceeding an APCD pollutant threshold; inconsistency with District regulations; or exceeding population forecasts in the adopted County Clean Air Plan (2013) or Ozone Plan 2019.
2. Exposing sensitive receptors, such as children, persons over 65 years of age, or persons with cardiovascular or respiratory conditions, to substantial pollutant concentrations.
3. Placement of sensitive land uses within 250 feet of Highway 101.
4. Substantial unmitigated nuisance dust during earthwork or construction operations.
5. Creation of nuisance odors inconsistent with APCD regulations.

*Long-Term (Operational) Air Quality Impact Guidelines:* The City of Santa Barbara uses the APCD thresholds of significance for evaluating air quality impacts. In accordance with the APCD Environmental Review Guidelines (2015), the APCD does not consider a proposed project to a significant air quality impact on the environment if operation of the project would:

6. Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for ROC and NO<sub>x</sub>, and 80 pounds per day for PM<sub>10</sub>;
7. Emit less than 25 pounds per day of ROC or NO<sub>x</sub> from motor vehicle trips only;
8. Not cause or contribute to a violation of any CAAQS or NAAQS (except ozone);
9. Not exceed the APCD health risks public notification thresholds adopted by the APCD Board; and
10. Be consistent with the adopted federal and state air quality plans applicable to the Santa Barbara Air Basin.

*Short-Term (Construction) Impacts Guidelines:* Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased particulate matter (PM<sub>10</sub>). Dust-related impacts can be mitigated and less than significant with the application of standard dust control mitigation measures pursuant to APCD rules and regulations (e.g., Rule 345, Control of Fugitive Dust from Construction and Demolition Activities) and City ordinance provisions (SBMC 22.04.020), such as dampening graded areas and soil stockpiles. Exhaust from construction equipment also contributes to air pollution.

Quantitative thresholds of significance are not currently in place for short-term or construction emissions for non-stationary sources because cumulative basin-wide effects are not identified as significant. However, APCD uses a criterion for stationary sources, which is also considered a guideline for evaluating impacts of construction emissions for non-stationary source projects. The criterion states that a project's emissions from all construction equipment not exceed 25 tons of any pollutant except carbon monoxide within a 12-month period. Standard equipment exhaust mitigation measures are recommended by APCD to be applied to projects.

*Cumulative Impacts and Consistency with Clean Air Plan (2013) and Ozone Plan (2019):* Consistency with the Clean Air Plan and Ozone Plan means that emissions associated with the project are accounted for within each Plan's emissions growth assumptions, land use and population projections, and that the project is consistent with policies adopted within each Plan. If the project-specific impact exceeds the ozone precursor significance threshold, it is also considered to have a considerable contribution to cumulative impacts. If a project would exceed the Clean Air Plan growth projections, then the project's impact may also be considered for whether it represents a considerable contribution to cumulative air quality impacts. The Santa Barbara County Association of Governments and CARB on-road emissions forecasts are used as a basis for vehicle emission forecasting. If a project provides for increased population growth beyond that forecasted in the most recently adopted Clean Air Plan and Ozone Plan, or if the project does not incorporate appropriate air quality mitigation and control measures, or is inconsistent with APCD rules and regulations, then the project may be found inconsistent with the Clean Air Plan and may constitute a significant impact on air quality.

*Greenhouse Gas Emission Impact Guidelines:* In accordance with Appendix G of the CEQA Guidelines, a project may have a significant impact related to GHG emissions if it would generate substantial GHG emissions either directly or indirectly, or would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases. Analysis should include a quantification of GHG emissions from all project sources, including direct and indirect, as applicable. This includes energy usage, water conveyance, waste disposal, and vehicle trips.

Based on the analysis within the City Climate Action Plan (2012) and the General Plan Program EIR Addendum (2012), projects within the growth assumptions of the Plan Santa Barbara General Plan (2011) and that meet applicable City regulations for GHG emission reductions:

1. Would be consistent with the City Climate Action Plan and associated policies and regulations for reducing greenhouse gas emissions;
2. Would be within the citywide GHG impact assessment in the Climate Action Plan and associated General Plan Program EIR Addendum (2012), which found that total citywide GHG emissions and per capita vehicle emissions would meet State and City reduction targets and would not constitute a significant environmental impact; and
3. Would be within the City Climate Action Plan adoption finding that less than significant GHG impacts would result from General Plan build out of the City.
4. Would the project emit more than the screening significance level of 10,000 metric tons per year (MT CO<sub>2</sub>e).

## Air Quality and Greenhouse Gas Emissions – Existing Conditions and Project Impacts

### **3.a) Clean Air Plan**

A project is non-conforming with an air quality plan if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable APCD rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan). Zoning changes, specific plans, general plan amendments, and similar land use plan changes that do not increase dwelling unit density, do not increase vehicle trips, and do not increase vehicle miles traveled are also deemed to comply with the applicable air quality plan. The 2019 Ozone Plan was adopted by the APCD Board on December 19, 2019, and is the most recent applicable air quality plan. The 2019 Ozone Plan is the 3-year update required by the state to show how the Santa Barbara County APCD plans to meet the state 1-hour and 8-hour O<sub>3</sub> standard. On February 2021, the CARB designated Santa Barbara County as nonattainment for the state O<sub>3</sub> standards.

An Air Quality and Greenhouse Gas Emissions Technical Memorandum (Dudek, updated June 22, 2022) was prepared for the proposed project. The memo states that the 2019 Ozone Plan relies primarily on the land use and population projections provided by the Santa Barbara County Association of Governments and CARB on-road emissions forecast as a basis for vehicle emission forecasting. The General Plan land use designation for the project site is Commercial Industrial/Medium High Residential (15–27 dwelling units per acre). It is also in the Priority Housing Overlay area of the Average Unit-Size Density Incentive Program Map, which allows 37–63 dwelling units per acre. The project site's zoning designation is M-C (Manufacturing Commercial), which is intended to accommodate a wide range of limited industrial, residential, retail service, office, and research and development uses. The Police Station use is consistent with the General Plan land use designation and the zoning designation of the project site.

Direct and indirect emissions associated with those uses allowed under the General Plan land use designation (Commercial Industrial/Medium High Residential) and zoning designation (Manufacturing Commercial) for the project site are accounted for in the 2013 Clean Air Plan and 2019 Ozone Plan emissions growth assumptions for the Air Basin.

Appropriate air quality conditions, including construction dust suppression, would be applied to the project, consistent with Clean Air Plan, Ozone Plan, APCD rules, and City policies and ordinance provision. See Attachment D – Standard Conditions of Approval.

The project would not conflict with or propose to substantially change existing land use or applicable land use policies as designated in the City's General Plan. Similarly, the project does not have any growth inducing features. As such, the project would not conflict with the applicable air quality plan. The project is found consistent with the 2013 Clean Air Plan and 2019 Ozone Plan; therefore, project impacts would be *less than significant*.

### **3.b) Air Pollutant Emissions and Cumulative Impacts**

Air quality emissions estimates for construction and operational emissions of air pollutants have been updated in the Final MND in response to comments received from APCD received during the Draft MND comment period; however, these revisions to the air quality analysis do not change the prior significance determination of air quality impacts.



Short-Term (Construction) Emissions:

Proposed construction activities would result in the temporary addition of pollutants to the local airshed caused by onsite sources (i.e., off-road construction equipment, soil disturbance, and ROC off-gassing) and off-site sources (i.e., on-road haul trucks, vendor trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity; the specific type of operation; and, for particulate matter, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated.

The Air Quality and Greenhouse Gas Emissions Technical Memorandum (Dudek, updated June 22, 2022) prepared for the proposed project used CalEEMod Version 2016.3.2 to estimate emissions from construction of the project. For the purposes of modeling, it was assumed that construction of the proposed project would last approximately 28 months and include the following approximate phases:

- Demolition – 1 month
- Site Preparation – 1 month
- Grading – 2 months
- Building Construction – 22 months
- Paving – 1 month
- Architectural Coating – 1 month

Internal combustion engines used by construction equipment, trucks, and worker vehicles would result in emissions of ROCs, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Table 2 presents estimated annual emissions generated during construction of the project and demonstrates that project construction would not exceed City's thresholds.

**Table 2. Estimated Project Construction Emissions**

<b>Pollutant</b>	<b>Proposed Maximum Construction Emissions (tons/year)</b>	<b>Construction Emissions Threshold (tons/year)</b>
ROC	0.40	25
NO <sub>x</sub>	1.85	25
CO	1.91	--
SO <sub>2</sub>	0.00	25
PM <sub>10</sub>	0.15	25
PM <sub>2.5</sub>	0.09	25

PM<sub>10</sub> and PM<sub>2.5</sub> emissions would also be generated by entrained dust, which results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil. The project would be required to comply with APCD Rule 345 to control dust emissions generated during any dust-generating activities. Dust control measures to be applied as standard conditions of approval are included in Attachment D. Additionally, APCD recommends conditions for equipment exhaust to minimize cumulative impacts from construction projects. These are also included in Attachment D.

As shown in Table 2, the project would not exceed thresholds for ROCs, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> and dust control measures would be applied as standard conditional of approval.

Long-Term (Operational) Emissions:

Emissions from the operational phase of the proposed project were estimated using CalEEMod Version 2016.3.2 and include area sources (consumer product use, architectural coatings, and landscape maintenance equipment), energy sources (building electricity and natural gas usage), mobile sources (vehicular traffic), solid waste (landfill off-gassing), stationary sources (two diesel backup generators), and water supply and wastewater (supply, conveyance, treatment, and distribution). A separate permit is required from APCD for the two diesel powered backup generators.

**Table 3. Estimated Project Operational Emissions**

Pollutant	Vehicle (lbs/day)	Stationary/Other Sources (lbs/day)	Combined (lbs/day)	APCD Threshold (lbs/day)
ROC	2.17	7.86	10.03	motor vehicle sources: 25; all sources combined: 240
NO <sub>x</sub>	2.66	2.18	4.84	motor vehicle sources: 25; all sources combined: 240
PM <sub>10</sub>	0.78	0.09	0.87	all sources combined: 80

Table 3 presents the maximum daily emissions associated with operation of the project after all phases of construction have been completed. As shown in Table 3, the project would not exceed any of the APCD operational criteria pollutant emissions thresholds.

Based on the analysis above, air quality impacts associated with short-term (construction) emissions and long-term (operational) emissions would be *less than significant*.

Cumulative Impacts:

As indicated above, project-generated construction emissions would not exceed APCD’s emission-based significance thresholds for ROC, NO<sub>x</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub> and the project would also not exceed the APCD criteria air pollutant emissions during operations. The project would be consistent with the Clean Air plan as described in section 3.a above.

Therefore, the project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and cumulative impacts would be *less than significant*.

**3.c) Sensitive Receptors**

Sensitive receptors can be found in areas that contain residences, health care facilities, elder-care facilities, rehabilitation centers, schools, daycare centers, and parks. Sensitive receptors are located across Cota Street to the south (Head Start in the Kiwanis Youth Building; Vera Cruz Park), on the adjacent parcel to the west (Antioch University and residential units), and to the east across Santa Barbara Street (residential units). Head Start is expected to be relocated prior to commencement of construction for the Police Station.

The Air Quality Memorandum also evaluated the health impacts of toxic air contaminants, carbon monoxide, and other criteria air pollutants.

Toxic Air Contaminants:

A Health Risk Assessment (HRA) was prepared to evaluate impacts to sensitive receptors proximate to the project during both construction and operation. Sources evaluated during construction include on-site off-road equipment and diesel vehicles. Sources evaluated during operation include the emergency generators, shooting range, and laboratory.

The results of the construction HRA show that the chronic non-cancer health risk results were less than the APCD significance threshold. It also showed that the unmitigated scenario resulted in cancer risk above the APCD significance threshold at the maximally exposed individual resident (MEIR) and sensitive receptor locations.

**Table 4. Summary of Health Risk Results - Unmitigated Project Construction**

Receptor	Project Impact (per million)	APCD Threshold (per million)
Cancer		
Offsite PMI	204.5	NA
MEIR	74.8	≥10
MEIW	1.63	≥10
Sensitive Receptor – Kiwanis Youth Building	107.7	≥10
Chronic Non-Cancer		
Offsite PMI	0.1	NA
MEIR	0.0	≥1.0
MEIW	0.1	≥1.0
Sensitive Receptor – Kiwanis Youth Building	0.1	≥1.0

**Table 5. Summary of Health Risk Results - Mitigated Project Construction**

Receptor	Project Impact (per million)	APCD Threshold (per million)
Cancer		
Offsite PMI	12.6	NA
MEIR	4.6	≥10

MEIW	0.1	≥10
Sensitive Receptor – Kiwanis Youth Building	6.6	≥10
Chronic Non-Cancer		
Offsite PMI	0.0	NA
MEIR	0.0	≥1.0
MEIW	0.0	≥1.0
Sensitive Receptor – Kiwanis Youth Building	0.0	≥1.0

The results of the HRA show that the health impacts during operation of the project would not exceed the APCDs significance thresholds with implementation of mitigation. Therefore, impacts would be *less than significant with mitigation*.

**Table 6. Summary of Health Risk Results - Project Operation**

Receptor	Project Impact (per million)	APCD Threshold (per million)
Cancer		
Offsite PMI	1.4	NA
MEIR	1.4	≥10
MEIW	0.1	≥10
Sensitive Receptor – Kiwanis Youth Building	0.2	≥10
Chronic Non-Cancer		
Offsite PMI	0.0	NA
MEIR	0.0	≥1.0
MEIW	0.0	≥1.0
Sensitive Receptor – Kiwanis Youth Building	0.0	≥1.0

Carbon Monoxide:

Projects contributing to adverse traffic impacts may result in the formation of CO hotspots. Due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with project traffic alone are not expected to exceed the CO health-related air quality standards. Therefore, CO hotspot analyses are not required (APCD 2017).

### Other Criteria Air Pollutants:

Construction and operation of the proposed project would not result in emissions that exceed the APCD's emission thresholds for any criteria air pollutants, such as VOCs, NO<sub>x</sub>, NO<sub>2</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub>.

Implementation of mitigation measure AQ-1, requiring that heavy-duty diesel-powered construction equipment be equipped with Tier 4 Final or better diesel engines, would reduce emissions of diesel particulate matter (DPM) during construction of the proposed project and reduce the impact to sensitive receptors to *less than significant with mitigation*.

### **3.d) Odors**

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and asphalt pavement application. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people.

Land uses and industrial operations associated with odor complaints generally include fast food restaurants, bakeries, coffee roasting facilities, agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities (APCD 2017). The project is limited to police operations and office uses, and would not include land uses involving odors or smoke. The project would not create any new sources of odor during operation. Therefore, impacts associated with odors during construction and operation would be *less than significant*.

### **3.e-f) Greenhouse Gases**

#### Short-Term (Construction) Emissions:

Construction of the project would result in Greenhouse Gas (GHG) emissions, which are primarily associated with use of off-road construction equipment, on-road vendor and haul trucks, and worker vehicles. The Air Quality Memorandum includes a calculation of total construction GHG emissions, amortized over 30 years, added to the operational emissions, and then compared to the operational GHG significance threshold of 10,000 MT CO<sub>2</sub>e per year.

Table 7 below presents construction GHG emissions for the project from on-site and off-site emission sources. The estimated total GHG emissions during construction of the project would be approximately 833 MT CO<sub>2</sub>e. Estimated project-generated construction emissions amortized over 30 years would be approximately 28 MT CO<sub>2</sub>e per year. As with project-generated construction air quality pollutant emissions, GHG emissions generated during construction of the project would be short term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions.

**Table 7. Estimated Annual Construction Greenhouse Gas Emissions (in Metric Tons)**

Year	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
2022	210.65	0.03	0.00	211.4
2023	365.10	0.05	0.00	366.30
2024	254.21	0.03	0.00	255.05
Total				832.75
Annualized Emissions over 30 years (metric tons per year)				27.76

Because there is no separate GHG threshold for construction, the evaluation of significance is determined by adding the amortized construction emissions to the operational emissions and comparing them to the operational threshold. Adding the amortized construction emissions (28 MT CO<sub>2</sub>e) to the operational emissions (986 MT CO<sub>2</sub>e) results in 1,014 MT CO<sub>2</sub>e, which is less than the operational threshold of 10,000 MT CO<sub>2</sub>e.

Long-Term (Operational) Emissions:

CalEEMod was also used to estimate potential project-generated operational GHG emissions. As outlined in the Air Quality Memorandum (refer to Table 8 below for a summary), the estimated total GHG emissions during operation of the project would be approximately 990 MT CO<sub>2</sub>e, including amortized construction emissions. The project would not exceed the threshold of 10,000 MT CO<sub>2</sub>e per year. Projects below this significance criterion have a minimal contribution to global emissions and are considered to have less than significant impacts.

**Table 8. Estimated Annual Operation Plus Amortized Construction Greenhouse Gas Emissions (in Metric Tons per Year)**

Emissions Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Area	0.00	0.00	0.00	0.00
Energy	123.48	0.01	0.00	123.08
Mobile	768.84	0.06	0.02	776.26
Stationary	18.53	0.00	0.00	18.59
Solid Waste	7.02	0.35	0.00	15.73
Water and Wastewater	25.66	0.02	0.01	28.77
Amortized Construction Emissions				27.76
Total				990.22

The proposed project is consistent with the General Plan land use designation and is within the General Plan non-residential/residential growth assumptions through the year 2030. The project would be subject to existing regulations and design guidelines that reduce GHG emissions in the areas of energy efficiency and green building, renewable energy, travel and land use, vegetation, waste management, and water conservation. Project GHG emissions would be part of the citywide emissions identified in the City Climate Action Plan and General Plan Program EIR Addendum, which were determined to comply with State and City emission reduction targets and thereby constitute an incremental cumulative impact and contribution to global climate change.

The project would be consistent with applicable plans, policies, and regulations for reducing GHG emissions, and the impacts related to construction and operational GHG emissions would be *less than significant*.

#### Air Quality and Greenhouse Gas Emissions – Required Mitigation Measures

**AQ-1 Construction Equipment.** During construction, heavy-duty diesel-powered construction equipment shall be equipped with Tier 4 Final or better diesel engines and compliance shall be verified by City staff.

Also, refer to Attachment D for Standard Conditions of Approval Applicable to Project.

#### Air Quality and Greenhouse Gas Emissions - Residual Impacts

Less than significant.

4. BIOLOGICAL RESOURCES	Level of Significance
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 Wildlife or U.S. Fish and Wildlife Service?	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less Than Significant Impact
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?	Less Than Significant Impact
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?	Less Than Significant Impact with Mitigation
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less Than Significant Impact with Mitigation
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?	No Impact

### Biological Resources – Discussion

**Issues:** Biological resources issues involve the potential for a project to substantially affect biologically-important natural vegetation and wildlife, particularly species that are protected as rare, threatened, or endangered by federal or state wildlife agencies, and their habitats.

**Impact Evaluation Guidelines:** Existing native wildlife and vegetation on a project site are assessed to identify whether they constitute important biological resources, based on the types, amounts, and quality of the resources within the context of the larger ecological community. If important or sensitive biological resources exist, project effects on the resources are qualitatively evaluated to determine whether the project would substantially affect these important biological resources. Significant biological resource impacts may potentially result from substantial disturbance to important wildlife and vegetation in the following ways:

1. Elimination, substantial reduction or disruption of important natural vegetative communities, wildlife habitat, migration corridors, or habitats supporting sensitive species such as oak woodland, coastal strand, riparian, and wetlands.



5. Substantial effect on a protected plant or animal species listed or otherwise identified or protected as endangered, threatened or rare.
6. Substantial loss or damage to biologically important native trees such as oak or sycamore trees (note that, if applicable, historic or landmark trees are discussed in Section 5, Cultural Resources, and other trees are discussed in Section 1, Aesthetics and Visual Resources).

## Biological Resources – Existing Conditions and Project Impacts

### **4.a) Endangered, Threatened, or Rare Species**

A Biological Assessment (Dudek, March 2022) was prepared to evaluate the existing biological conditions on the site (see Attachment C). The report concludes that no special-status plant species are expected to occur on the project site based on lack of suitable vegetation and being outside of species' known elevation range. During the February 18, 2020, reconnaissance-level biological survey, a total of 20 plant species were documented, including 2 (10%) native and 18 (90%) non-native species. All of the species documented are common to the Santa Barbara area and none of them are special-status species. Also, no special-status wildlife species are expected to occur based on lack of suitable habitat. During the reconnaissance-level biological survey, a total of two wildlife species were documented: American crow (*Corvus brachyrhynchos*) and yellow-rumped warbler (*Setophaga coronata*). Both are common to the Santa Barbara area and neither is a special-status species. No sensitive vegetation communities, no special-status wildlife species, and no special-status plant species are expected to occur within the project site; therefore, there would be *no impact* to endangered, threatened, or rare species.

### **4.b-c) Natural Communities; Wetland and Riparian Habitats**

The Biological Assessment concludes that no natural communities, wetland, or riparian habitats are present on the project site. During the February 18, 2020, reconnaissance-level biological survey, no aquatic resources were observed. The nearest aquatic features are Mission Creek (approximately 0.3 miles southwest), Laguna Channel (approximately 0.4 miles southeast), and Sycamore Creek (approximately 1.2 miles east).

There are two storm drain inlets in the parking lot near the corner of Cota Street and Santa Barbara Street and there is a potential for indirect impacts to downstream aquatic resources through the storm drain system during construction due to runoff, sedimentation, chemical pollution, erosion, or litter. Since the project will be required to obtain a Construction General Permit with a Storm Water Pollution Prevention Plan (SWPPP), issued by the State Water Resources Control Board, the SWPPP would establish erosion and sediment control best management practices (BMPs) for construction activities that would minimize the discharge of pollutants from the project site and as a result, further minimize indirect impacts to wetland and riparian habitats. Therefore, impacts to natural communities and wetland and riparian habitats would be *less than significant*.

### **4.d) Wildlife Dispersal and Migration Corridors**

The Biological Assessment states that the project site does not contribute to the existence of a wildlife corridor for several reasons. Specifically, the project site is currently developed with a parking lot dominated by impervious surfaces and surrounded by commercial and residential buildings. Any wildlife moving through the project site would either be avian species or very small mammals or reptiles. Larger wildlife species seeking to pass through the region are likely traveling along riparian habitats of local creeks that are a relatively far distance from the project site. The project site lacks streams, canyons, or similar topography that are commonly used by larger wildlife and would facilitate wildlife movement. Therefore, the project site does not contribute to or facilitate wildlife movements in the region. No wildlife corridors or habitat linkages are present within the project site.

No special-status wildlife species are expected to occur within the project site; however, removal of trees and vegetation, as well as other construction activities, have the potential to result in the loss of active nests or disturb nesting birds on and adjacent to the site. According to the Biological Assessment, nesting birds within the project site would primarily be American crow, Anna's hummingbird (*Calypte anna*), bushtit (*Psaltriparus minimus*), California towhee (*Melospiza crissalis*), dark-eyed junco (*Junco hyemalis*), and house finch (*Haemorrhous mexicanus*). Other species that may nest near the project site in adjacent trees and vegetation include acorn woodpecker (*Melanerpes formicivorus*), Eurasian collared-dove (*Streptopelia decaocto*), and northern mockingbird (*Mimus polyglottos*). Bird nests with eggs or young of all migratory bird species are protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. Implementation of mitigation measures BIO-1 (Pre-construction Nesting Bird Survey), which requires that a pre-construction survey be conducted, and BIO-2 (Nesting Bird Buffers and Requirements), which requires a buffer zone if active nests are found, would reduce impacts to nesting birds to *less than significant with mitigation*.

#### **4.e) Local Policies or Ordinances**

The Tree Report (Spiewak, 8/15/2021), included as Appendix D to the Biological Assessment, identified a total of 44 trees on the project site, including 32 tipu (*Tipuana tipu*) trees, nine coast live oak (*Quercus agrifolia*) trees, and three southern live oak (*Quercus virginiana*) trees. A total of 35 trees (23 tipu and 12 oaks) would be removed. Seven tipu trees along the western boundary and two tipu trees along the northern boundary would be protected and would provide the adjacent properties with partial screening. None of the existing trees are considered historic or specimen trees. All street trees, consisting of 17 Washingtonia palm trees along both street frontages, would be preserved.

Biological policies in the Santa Barbara General Plan require the City to protect and maintain native and urban trees within the City, and specifically, drought-tolerant trees. The tipu and oak trees are all considered drought-tolerant. The coast live oak is the only native tree species onsite. The removal of 35 urban trees, including 9 coast live oaks, would be considered potentially significant and requires mitigation.

The tree removals require approval from the Parks and Recreation Commission (SBMC Chapter 15.20, Tree Planting and Maintenance; Chapter 15.24 Preservation of Trees). The request to remove the 23 tipu, 9 coast live oak, and 3 southern live oak trees was reviewed by the Street Tree Advisory Committee on October 7, 2021. The Committee made a recommendation to the Parks and Recreation Commission for approval. On October 27, 2021, the Parks and Recreation Commission voted to approve the removals and replacements as proposed, with the final replacement species to be determined by staff.

In coordination with Parks and Recreation staff, it was subsequently determined that the replacement trees would be coast live oaks and other native species (most likely coast live oaks or other native oaks), and that the replacement trees would be planted in either a native habitat area in Elings Park or along the newly constructed Las Positas Multiuse Path. Both locations have sufficient space to accommodate the replacement trees. The trees are required to be replaced at a ratio of 1:1 plus 25%, for a total of 44 replacement trees. The project, however, proposes to plant a total of 55 new trees.

The City's Climate Action Plan (2012) states that trees are an important factor in climate change because they remove carbon emissions from the atmosphere by photosynthesis or growth (known as carbon sequestration), as well as provide cooling shade. One objective of the plan is to increase carbon sequestration through the planting of additional trees, with a goal of 1,000 new trees by 2030. For the proposed project, it was decided that the replacement trees must annually sequester the same or more carbon than what is sequestered by the removal trees to be consistent with the Climate Action Plan.

The Biological Assessment includes an analysis of the amount of total carbon stored by each existing tree and the annual carbon sequestration by each existing tree. The analysis also calculated the carbon storage and sequestration totals for potential replacement tree species. The potential replacement trees used in the analysis were 12 coast live oak, 23 Chinese flame (*Koelreuteria bipinnata*), and 3 Fern pine (*Afrocarpus falcatus*) trees. The analysis provided the number of growing years necessary to replace the current levels of carbon storage and sequestration. The analysis indicates that by year 3 the replacement trees will annually sequester more carbon than what is sequestered by the removal trees and by year 12, the carbon stored in the replacement trees will begin to exceed the total of what is stored in the removal trees. It should be noted that the analysis does not take into account the carbon storage and sequestration benefits of the proposed new landscaping to be planted on the project site, which include evergreen trees, palms trees, vertical screen trees, small accent trees, and sculptural/ feature trees.

Since the replacement trees were subsequently chosen to be mostly coast live oaks, Dudek updated the analysis (Dudek, April 2022). The updated analysis indicates that by year 10 the replacement trees (coast live oaks) will annually sequester more carbon than what is sequestered by the removal trees and by year 18, the carbon stored in the replacement trees (coast live oaks) will begin to exceed the total of what is stored in the removal trees. Although this time frame is longer, the expected lifespan of coast live oaks (and other native oaks) is longer.

Also, although 9 tipu trees would be preserved in place, there may be direct or indirect impacts from construction-related activities. The Biological Assessment contains recommended tree protection measures that would be implemented during construction.

With the implementation of mitigation measures BIO-3 (Tree Replacement for Removed Trees), which requires that 44 new trees be planted, and BIO-4 (Tree Protection), which provided measures for protection of the remaining trees, the project would be consistent with the Climate Action Plan and the Tree Preservation Ordinance, and impacts to trees would be *less than significant with mitigation*.

#### **4.f) Approved Local, Regional, or State Habitat Conservation Plan.**

There are no adopted or approved conservation plans that would apply to the project site and therefore, there would be *no impact* to habitat conservation plans.

### Biological Resources – Required Mitigation Measures

**BIO-1 Pre-construction Nesting Bird Survey.** No vegetation or tree removal shall occur between February 1 and August 30, unless a pre-construction nesting bird survey is completed. A pre-construction survey for nesting birds shall be conducted by a qualified biologist to determine if active nests of special-status birds, or common bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code, are present in the construction zone or within 300 feet of the construction zone. Within one week prior to construction or site preparation activities, the biologist shall conduct the nesting bird survey. A pre-construction nesting bird report shall be completed and submitted to the Project Environmental Coordinator (PEC) within 48 hours of the survey.

**BIO-2 Nesting Bird Buffers and Requirements.** If active nests are found, a no-construction buffer shall be established at a minimum of 100 feet (this distance may be greater depending on the bird species and construction activity, as determined by the biologist) around the nest site where it overlaps with work areas. Tree and vegetation clearing and construction within the no-construction buffer shall be postponed or halted, at the discretion of the biologist, until the nest is vacated, juveniles have fledged, and there is no evidence of a second attempt at nesting. In addition, all active nests shall be mapped with a GPS unit and nest locations with 100-foot buffers overlain on aerial photographs to provide regular updated maps to inform the construction manager and crew of areas to avoid. The biologist shall also serve as a construction monitor during the breeding season to ensure that there are no inadvertent impacts to nesting birds.

Bird nest surveys shall be conducted every 14 days following identification of a bird nest until all birds have fled the nest and the nest is deemed inactive by the qualified biologist. A bird nest monitoring report shall be completed and submitted to the Project Environmental Coordinator (PEC) within 48 hours of each survey.

**BIO-3 Tree Replacement for Removed Trees.** All trees to be removed, consisting of 9 coast live oaks, 23 tipu trees, and 3 southern oaks, shall be replaced with coast live oaks (or other native species) at a minimum replacement ratio of 1:1 plus 25%, and shall be planted offsite in a native habitat restoration area in Elings Park, or along the Las Positas Multiuse Path, at the discretion of the Parks and Recreation Department.

All tree plantings shall be subject to a 5-year monitoring effort by an International Society of Arboriculture (ISA) Certified Arborist. This monitoring effort would consider growth, health, and condition of the subject trees to evaluate the replacement success. The monitoring effort may result in a recommendation of remedial actions should any of the tree plantings exhibit poor or declining health below the recommended replacement quantities.

Prior to the issuance of the demolition permit, the planting and monitoring plan shall be submitted to the Community Development Department for review and approval. The plan shall identify the installation site for the replacement trees and include specific measures for protection, management, and monitoring of the trees. The plan shall include annual reporting on the condition of the trees for a period of five years.

**BIO-4 Tree Protection.** The nine tipu trees indicated on the site plan to be preserved shall be protected during construction according to the tree protection measures in Appendix G of the Biological Assessment (Dudek, March 2022). Before the start of construction activities, all tree protection measures shall be in place. An ISA Certified Arborist shall inspect the tree protection measures regularly to ensure they are maintained through the construction of the project and provide a report to the Project Environmental Coordinator (PEC) for each inspection.

In the event that a tipu tree is impacted such that it cannot survive during construction and/ or the 5-year monitoring period, a new tree with similar characteristics, as determined by the Architectural Board of Review, shall be planted in its place.

### Biological Resources – Residual Impacts

Less than significant.

<b>5. CULTURAL AND TRIBAL CULTURAL RESOURCES</b> Would the project:	<b>Level of Significance</b>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA §15064.5?	Less Than Significant Impact with Mitigation
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA §15064.5?	Less Than Significant Impact with Mitigation
c) Disturb any human remains, including those interred outside of formal cemeteries?	Less Than Significant Impact
d) Cause a substantial effect on an important tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with important cultural value to a California Native American tribe, and that is: <ul style="list-style-type: none"> <li>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 §5020.1.1(k), or</li> <li>ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence and within consideration of the views of California Native American tribes, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1?</li> </ul>	Less Than Significant Impact

## Cultural and Tribal Cultural Resources – Discussion

### **Issues:**

*Archaeological Resources* are subsurface deposits dating from prehistoric or historical time periods. Native American culture appeared along the channel coast over 10,000 years ago, and numerous villages of the Barbareno Chumash flourished in coastal plains now encompassed by the City. Spanish exploration and eventual settlements in Santa Barbara occurred in the 1500’s through 1700’s. In the mid-1800’s, the City began its transition from Mexican village to American city, and in the late 1800’s through early 1900’s experienced intensive urbanization.

*Historic Resources* are structures and sites from historical time periods with historic, architectural, or other cultural importance. The City’s built environment has a rich cultural heritage with a variety of architectural styles, including the Spanish Colonial Revival style emphasized in the rebuilding of Santa Barbara’s downtown following a destructive 1925 earthquake.

*Tribal Cultural Resources* are defined in Public Resources Code (PRC) Section 21074.1 as sites, features, places, cultural landscapes, sacred places, and objects that have cultural value to Native American tribes. A tribal cultural resource can be included on or eligible for a national, state, or local register of historical

resources. In addition, the City can determine that a tribal cultural resource is significant even if it has not been evaluated as eligible for a national, state, or local register.

**Impact Evaluation Guidelines:** Archaeological, historical, and tribal cultural impacts are evaluated based on review of available cultural resource documentation, data gathered from records searches, and consultation with tribal representatives. Existing conditions on a site are assessed to identify whether important or unique resources exist, based on criteria specified in the State CEQA Guidelines §15064.5 and City Master Environmental Assessment Guidelines for Archaeological Resources and Historical Structures and Sites, summarized as follows:

1. Contains information needed to answer important scientific research questions and there exists a demonstrable public interest in that information.
7. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
8. Is directly associated with an important prehistoric or historic event or person.
9. Is depicted on the City's Archeological Resources Reports Location Map.
10. Is designated, or meets criteria for inclusion on a national, state, or local landmark or historic resource register. This includes, but is not limited to, the National Register of Historic Places, National Historic Landmarks, California Register of Historical Resources, California Registered Historical Landmarks, City of Santa Barbara Landmarks, and City of Santa Barbara Structures of Merit.
11. Is associated with a traditional way of life important to an ethnic, national, racial, or social group, or to the community at large; or illustrates the broad patterns of cultural, social, political, economic, or industrial history.
12. Is determined by the City to be significant, based on substantial evidence.
13. Constitutes a tribal cultural resource based on statutory criteria and/or consultation with Native American tribal representatives.

If important resources exist on the site, project changes are evaluated to determine whether they would substantially affect important resources. A project could have a significant impact if it may cause a substantial adverse change in the characteristics of a resource that convey its significance or justify its eligibility for inclusion in a national, state, or local register. Impacts may include physically damaging, destroying, or altering all or part of a resource, altering the characteristics of the surrounding environment that contribute to the resource's significance, neglecting the resource to the extent that it deteriorates or is destroyed, or the incidental discovery of a resource without proper notification and protocols.

## Cultural and Tribal Cultural Resources – Existing Conditions and Project Impacts

### **5.a) Historical Resources**

Development of the project site began at least as early as 1853 and is the former location of the Carlos Ruiz adobe, Plaza De Vera Cruz, and multiple structural iterations of Lincoln School (1871-1981), which served as the first public school in the Santa Barbara area. The project site has also been occupied by several residential and commercial structures all of which pre-date municipal sewer and solid waste disposal. Previous development on the site was demolished and the current parking lot with trees, landscaping, and lighting, was completed in 1985. The City Architectural Historian reviewed the project site and determined that none of the existing above-ground structures are historic resources and the project site is not within a City designated historic district or potential historic district (City Architectural Historian Nicole Hernandez, 06-25-2019). It is adjacent to the El Pueblo Viejo District. Several structures in the surrounding area and across the street from the site are more than 50 years old and, if evaluated, could potentially be found to have historic value. The Architectural Historian confirmed that the project would not impact the significance of these resources (personal communication with City Architectural Historian Nicole Hernandez, 03-24-2022).

Within the existing MTD bus shelter are three plaques that commemorate Lincoln School, which closed in 1979 and was eventually demolished in 1981. The plaques would be relocated on the project site and incorporated into the project design.

As a result of extensive background research, ground penetrating radar survey and analysis, and subsurface testing of identified anomalies, one subsurface historic period resource (i.e., well feature) was discovered within the project site. Based on the identification of historic material encountered during identification and evaluation of the cultural resource, this cultural resource meets criteria for listing on the California Register of Historical Resources and is considered significant under Criterion 4 under CEQA because it “has yielded, or may be likely to yield, information important in history” (California Public Resources Code Section 5024.1(c)). Additional research may also result in the ability to assign the well feature to a particular owner of the well, making it significant under other criteria.

Project design would avoid demolition of the resource by preserving the resource in place and capping. Implementation of mitigation measures CR-1 (Workers Environmental Awareness Program Training), CR-2 (Archaeological Construction Monitoring), and CR-3 (Limited Data Recovery Plan and Phase 3 Archaeological Resources Report) would ensure that the project would not demolish or damage characteristics of the resource that account for its inclusion in the California Register of Historical Resources. Therefore, project impacts on historic resources would be *less than significant with mitigation*.

### **5.b) Archaeological Resources**

The Cultural Assessment Packet, including the Archaeological Resources Report (Dudek, February 2021), Historic Well Protection Memo (Taylor & Syfan Consulting Engineers, Inc., September 2021), and Supplemental Cultural Resources Assessment (Dudek, November 2021), was accepted by the Historic Landmarks Commission (HLC) on March 16, 2022.

The Archaeological Resources Report identified a cultural resource that meets the threshold of a unique archaeological resource and a significant cultural resource. According to CEQA guidelines, preservation in place is the preferred manner of mitigating impacts to archaeological sites. The proposed project includes preserving the resource in place by capping. Capping, however, would have an indirect impact on the resource because it would be inaccessible in the future. Therefore, prior to capping, a limited data recovery plan would be implemented. The intent of the recovery plan is to yield information important to history that would be inaccessible in the future due to capping. The Limited Data Recovery Plan (Dudek, February 10, 2022) was accepted by the HLC on March 16, 2022.

Upon completion of all excavations, laboratory and analytical tasks, the results of investigation would be presented in a Phase 3 Archaeological Resources Report pursuant to the City of Santa Barbara MEA Guidelines for Archaeological Resources and Historic Structures and Sites (2002). The report and archaeological site record would be submitted to the HLC for review and approval.

The Phase 1 and Extended Phase 1 Archaeological Resources Report identifies the following measures to mitigate any potential impacts to archaeological resources during construction activities, including CR-1 (Workers Environmental Awareness Program Training), CR-2 (Archaeological Construction Monitoring) and CR-3 (Limited Data Recovery Plan and Phase 3 Archaeological Resources Report). With implementation of the mitigation measures, impacts to archaeological resources would be less than significant with mitigation.

#### **5.c) Human Remains**

There is no evidence that the site contains any human remains. Standard conditions of approval (see Attachment D) for the project include procedures pursuant to State regulations for the unanticipated discovery of human remains. To minimize or avoid potential impacts, if any human remains are discovered, all construction activities would cease, and the Santa Barbara County Coroner would be contacted in accordance with 14 California Code of Regulations (CCR) Section 15064.5(e). If the coroner determines that the human remains are of Native American origin, the Native American Heritage Commission (NAHC) would be notified. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List would be retained to monitor all further subsurface disturbance in the area of the find. Therefore, impacts on human remains would be *less than significant*.

#### **5.d) Tribal Cultural Resources**

The City provided an opportunity for Native American tribal consultation regarding the potential effects of the project on tribal cultural resources to tribes that had requested notification by the City on CEQA projects, in compliance with Assembly Bill 52. City staff contacted the Native American Heritage Commission (NAHC) and notification letters were mailed to tribal representatives on March 22, 2022. In addition to the initiation of Native American consultation, the City submitted a request for review of the NAHC's Sacred Lands Inventory File. The result of the Sacred Lands Inventory File was negative. Tribal consultation and review of these files concluded that no known tribal cultural resources are within the vicinity of the project site. Standard conditions of approval for the project include procedures pursuant to State regulations for the unanticipated discovery of tribal cultural resources (see Attachment D). Therefore, impacts on tribal cultural resources would be *less than significant*.



## Cultural and Tribal Cultural Resources – Required Mitigation Measures

**CR-1 Workers Environmental Awareness Program (WEAP) Training.** All construction personnel and monitors who are not trained archaeologists shall be briefed regarding unanticipated discoveries prior to the start of construction activities. A basic presentation shall be prepared to inform all personnel working on the project about the archaeological sensitivity of the area. The purpose of the WEAP training is to provide specific details on the kinds of archaeological materials that may be identified during construction of the project and explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall also learn the proper procedures to follow if cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor.

**CR-2 Archaeological Construction Monitoring.** In consideration of the known sensitivity of the project site for cultural resources, archaeological monitoring shall be conducted during all ground disturbance activities. The applicant shall contract with an archaeologist from the most current City Qualified Archaeologists List for monitoring during all ground disturbing activities associated with the project, including, but not limited to, grading, excavation, trenching, vegetation or paving removal and ground clearance. The contract shall be subject to the review and approval of the Environmental Analyst. The archaeologist's monitoring contract shall include the following provisions:

If archaeological resources are encountered or suspected, work shall be halted or redirected immediately and the City Environmental Analyst shall be notified. The archaeologist shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List, etc.

If a discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

If a discovery consists of possible prehistoric or Native American materials or artifacts, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

Prior to issuance of the Certificate of Occupancy (Final Inspection), the applicant shall complete a final report on the results of the archaeological monitoring shall be submitted to the Environmental Analyst within 180 days of completion of the monitoring and prior to the issuance of the Certificate of Occupancy (Final Inspection), whichever is earlier.

**CR-3 Limited Data Recovery Plan and Phase 3 Archaeological Resources Report.** The Limited Data Recovery Plan (Dudek, February 10, 2022) accepted by Historic Landmarks Commission on March 16, 2022 shall be implemented, which makes provision for adequately recovering the scientifically consequential information from and about the historical resource (CEQA Guidelines Section 15126.4(b)(3)), and which includes specific levels of effort and methods to obtain a statistically representative sample of significant archaeological deposits as well as field and laboratory requirements to ensure proper treatment of all materials, including documentation of results and curation of the archaeological collection. A qualified archaeologist, meeting the Secretary of the Interior’s Professional Qualification Standards, shall be retained to undertake a data recovery program addressing the cultural resource discovered as a result of this study. The data recovery shall recover sufficient material to answer the research questions determined in the data recovery research design, that the site is potentially capable of addressing. Following data recovery, a Phase 3 Archaeological Resources Report shall be submitted to the City for review and approval by the Historic Landmarks Commission prior to issuance of building permits for the project. The data recovery efforts shall be thoroughly documented in a comprehensive report including the following core elements: theoretical orientation, cultural context, definition of the formulated hypotheses presented in the original research design, all field, laboratory and curation methods, results of research, implications of the results in light of current understanding and its potential to contribute to future research and understanding.

Refer to Attachment D for Standard Conditions of Approval Applicable to Project.

Cultural and Tribal Cultural Resources – Residual Impacts

Less than significant.

6. ENERGY Would the project:	Level of Significance
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation; or conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less Than Significant Impact
b) Conflict with a state or local plan for renewable energy or energy efficiency?	Less Than Significant Impact

Energy – Discussion

**Issues:** Issues include the potential for the project to result in impacts on energy conservation and/or consumption. A project may have the potential to cause such impacts if it would result in the inefficient, wasteful, or unnecessary consumption of energy from sources including construction and operational equipment, electricity, natural gas, and transportation fuel supplies and/or resources.

**Impact Evaluation Guidelines:** A project has the potential to result in a significant impact if it would:

1. Use large amounts of fuel or energy in an unnecessary, wasteful, or inefficient manner;
14. Constrain local or regional energy supplies, affect peak and base periods of electrical or natural gas demand, require or result in the construction of new electrical generation and/or transmission facilities, or necessitate the expansion of existing facilities, the construction of which could cause significant environmental effects; or
15. Conflict with existing energy standards, including standards for energy conservation.

Energy – Existing Conditions and Project Impacts

**6.a-b) Energy Conservation and Consumption**

The project would not include natural gas consistent with the City’s natural gas prohibition ordinance (SBMC Chapter 22.110) recently adopted by the Santa Barbara City Council. The ordinance prohibits the installation of natural gas infrastructure in newly constructed buildings as part of its efforts to achieve carbon neutrality by 2035.

The project would be designed to meet or exceed LEED Silver Certification standards with the goal of being a Zero-Net Carbon building. The project will include numerous battery backups and banks to be used in the event of a power outage. The project includes solar panels on the roof of the parking structure and electric vehicle charging stations consistent with the General Plan and Climate Action Plan. The project is required to comply with applicable Building and Energy Codes. The project would not expend substantial energy or wasteful, inefficient, or unnecessary energy, nor conflict with energy plans or policies. Therefore, project energy impacts would be *less than significant*.

Energy – Required Mitigation Measures

None

Energy – Residual Impacts

Less than significant.

7. GEOLOGY AND SOILS Would the project:	Level of Significance
a) Earthquake Hazards: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic conditions: <ul style="list-style-type: none"> <li>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)</li> <li>ii. Strong seismic ground shaking?</li> <li>iii. Seismic-related ground failure, including liquefaction?</li> <li>iv. Tsunami?</li> </ul>	Less Than Significant Impact with Mitigation
b) Geologic or Soil Instability: 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, collapse, or sea cliff failure? Be located on expansive soils, as defined the Uniform Building Code, creating substantial direct or indirect risk to life or property?	Less Than Significant Impact with Mitigation
c) Erosion: Result in substantial soil erosion or the loss of topsoil?	Less Than Significant Impact
d) Septic System: 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?	No Impact
e) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant Impact with Mitigation

### Geology and Soils – Discussion

**Issues:** Geophysical impacts involve geologic and soil conditions, and their potential to create physical hazards affecting persons or property; or substantial changes to the physical condition of the site. Included are earthquake-related conditions such as fault rupture, ground shaking, liquefaction (a condition in which saturated soil loses shear strength during earthquake shaking), or seismic waves; unstable soil or slope conditions, such as landslides, sea cliff retreat, subsidence (the downward shifting of the Earth’s surface; can result in sinkholes), expansive or compressible/collapsible soils, or erosion; and extensive grading or topographic changes.

Erosion is the movement of rocks and soil from the Earth’s surface by wind, rain, or running water. Several factors influence erosion, such as topography, the size of soil particles (larger particles are more prone to erosion), and vegetation cover, which prevents erosion. Projects in areas with high erosion potential could reduce natural ground cover, create exposed cut or fill slopes and increase loss of surface soils and

downstream sedimentation. Removal of vegetation and increased earthwork would potentially expose soils to erosion.

Unique geologic features are features that are unique to the field of geology and typically embody distinct characteristics of a geological principle, provide important information to the field of geology, and/or are the best example of its kind locally or regionally. Paleontological resources include fossils, which are the preserved remains or traces of animals, plants, and other organisms from prehistoric time (i.e., the period before written records). Fossils and traces of fossils are preserved in sedimentary rock units (formed by the deposition of material at the Earth's surface) and are more likely to be preserved subsurface, where they have not been damaged or destroyed by previous ground disturbance or natural causes, such as erosion by wind or water.

**Impact Evaluation Guidelines:** Potentially significant geophysical impacts may result from:

1. Exposure of people or structures to risk of loss, injury, or death involving unstable earth conditions due to: seismic conditions (such as earthquake faulting, ground shaking, liquefaction, or seismic waves); landslides; sea cliff retreat; or expansive soils.
16. Exposure to or creation of unstable earth conditions due to geologic or soil conditions, such as landslides, settlement, or expansive, collapsible/compressible, or expansive soils.
17. Substantial erosion of soils.
18. Placement of a septic system in an area with soils not capable of adequately supporting disposal of waste water or where waste water could potentially cause unstable conditions or water quality problems.
19. Loss or damage to a unique geological feature or paleontological resource.

## Geology and Soils – Existing Conditions and Project Impacts

### **7.a) Seismic Hazards**

A Geophysical Report (Dudek, May 2020), Geotechnical Engineering Report (Earth Systems Pacific, July 15, 2020), and Geotechnical Report Memo (Dudek, July 16, 2021) were prepared for the proposed project. The Geophysical Report provides information regarding the geologic/seismic conditions on the project site. The Geotechnical Engineering Report provides subsurface exploration and testing results and recommendations for project design. The proposed project would comply with all applicable building codes and would comply with the recommendation of the Geotechnical Engineering Report.

#### *Fault Rupture:*

The Geophysical Report concludes that the proposed project is not located within an Alquist-Priolo Earthquake Fault Zone associated with a Holocene-active fault. The closest such fault zone is located approximately 14 miles southeast of the project site. In addition, no other known faults are located beneath or in the immediate vicinity of the project site. There is no evidence that suggests fault rupture could occur on the project site. The closest local fault is the Mesa fault, located approximately a half mile to the southwest. Construction and operation of the proposed project would not directly or indirectly cause fault rupture or exacerbate existing fault rupture risks. In addition, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving surface rupture of a known earthquake fault.

Liquefaction:

The Geophysical Report states that the project site is located in an area of moderate to high liquefaction potential. The northern portion of the site, underlain by older alluvium, is an area of moderate liquefaction potential, whereas the remainder of the site, underlain by Holocene alluvium, is an area of high liquefaction potential. A site-specific liquefaction analysis confirmed that on-site soils are prone to liquefaction. In addition, the report concludes that ground oscillation (or ground slope) lateral spreading could occur on the project site.

The Geotechnical Engineering Report, based on the preliminary project design, concludes that the site is suitable from a geotechnical standpoint for construction of the proposed structures, provided the recommendations in the report are incorporated into the final design. Although the proposed project site could be subject to liquefaction and lateral spreading, the project would not increase or exacerbate the potential for liquefaction or other seismic-related ground failure to occur and therefore would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismically related ground failure, including liquefaction.

Tsunami:

The project site is not located in a tsunami hazard zone.

Seismic Ground Shaking:

The project site is located in the seismically active Santa Barbara region, and numerous Holocene-active, apparently active, and potentially active faults are located within 40 miles of the project site. Each of these faults are capable of producing moderate to large earthquakes that could affect the project site. The project would be required to be designed and constructed in conformance with the current California Building Code (CBC) design parameters. CBC design parameters are specifically tailored to minimize the risk of structure failure due to seismic hazards and include a requirement for a project-specific geotechnical report, as part of the building permit process.

In addition, in accordance with California Administrative Code 2019 (Chapter 4 - Administrative Regulations for the Division of the State Architect – Structural Safety, Article 1 – Essential Services Buildings, and Article 3 - Local Buildings), the proposed Police Station is considered an essential services building, which requires an additional level of review at the state level. For City-owned buildings, the Division of the State Architect shall observe the implementation and administration of the provisions of the Essential Services Buildings Seismic Safety Act. Essential services buildings constructed pursuant to these rules and regulations shall be designed and constructed to resist gravity forces generated by winds and major earthquakes of the intensity and severity of the strongest anticipated at the building site without catastrophic collapse, but may experience some repairable architectural or structural damage. An essential services building, as designed and constructed, shall be capable of providing essential services to the public after a disaster. The enforcement of these regulations is the responsibility of an authorized official of the local enforcement agency (i.e., Chief Building Official).

The Geotechnical Engineering Report has been completed based on the preliminary project design. Incorporation of recommendations provided in the report would be required as part of the building permit process. This report provides specific recommendations related to soils and seismic engineering, thus minimizing the potential for structural distress as a result of seismically induced ground shaking. The City's plan check and building inspection procedures would ensure that the proposed project is constructed according to CBC standards, the Essential Services Buildings Seismic Safety Act, and according to the recommendations provided in the geotechnical report.

Adherence to current building codes and engineering practices would ensure that the project would not expose people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the Southern California region. In addition, although the proposed project could be subject to severe seismic shaking, it would not increase or exacerbate the potential for earthquakes to occur and therefore would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismically induced ground shaking.

Implementation of mitigation measure GEO-1 (Final Geotechnical Report and Essential Services Buildings), which requires adherence to the final geotechnical report and consistency with the Essential Services Buildings Seismic Safety Act, would ensure that impacts related to strong seismic ground shaking would be *less than significant with mitigation*.

## **7.b) Geologic Hazards**

### Shallow Groundwater:

The project site is located in an area of potentially shallow groundwater. Groundwater was encountered at a depth of 13 feet in borings drilled on site in August 2017, and at a depth of 14 and 19 feet in two borings drilled in August 2019. However, groundwater was not encountered in three borings drilled to a depth of 16.5 feet in October 2019. In addition, groundwater was encountered in four borings at depths of 8 to 11 feet in May 2020. These groundwater depths, measured over relatively short time periods, are indicative of the variable depth of shallow groundwater across the site. In general, groundwater within 15 feet of the ground surface can create a nuisance and can require special structural design to address buoyancy and moisture intrusion. It is estimated that the project would require excavation to a depth of 14 feet for the proposed basements. During construction, specific steps to dewater excavations and provide side slope stability would be necessary in areas of shallow groundwater.

### Soil Instability during Construction:

The Geophysical Report addresses soil instability during temporary excavations. In the event that groundwater is encountered during excavations for the proposed subterranean levels, the geotechnical engineering report recommends that the groundwater table be lowered to a minimum of 3 feet below the bottom of the excavations, through implementation of a dewatering system. Lowering the groundwater table would result in drying of the excavation sidewall sediments, thus minimizing the potential for caving. The geotechnical engineering report provides additional recommendations to eliminate slope instability during excavations. Also, the limited distances between the proposed project and adjacent buildings/ public right of way must be taken into account when considering anchor tie-backs for the shoring system. The project will be required to implement recommendations of the final geotechnical report, submitted with the building permit application.

Implementation of mitigation measures GEO-2 (Anchored Tie-Backs), which addresses temporary shoring, and GEO-3 (Dewatering), which requires obtaining a dewatering permit, would address slope stability during construction, ensuring that impacts related to shallow groundwater and adjacent buildings and right of ways would be *less than significant with mitigation*.

### Soil Instability during Operation:

The geologic materials at the site consist of artificial fill, alluvium, and older alluvium. The former Lincoln School was previously located at the site and areas of artificial fill are present as a result of grading associated with construction/demolition of the school and grading for the existing parking lot. Although it is unclear whether the basement walls of the school were demolished or left in-place during demolition activities, it is assumed the basement area was filled with soil following demolition of the school; therefore, up to 10 feet of artificial fill may be present in this area. If possible, the location of the former basement should be identified. Although most basement fill would likely be removed during excavations for the subterranean levels, any fill located outside the proposed structures would also be required to be removed and replaced with engineered/compacted fill.

Implementation of mitigation measure GEO-4 (Former School Basement Fill), which addresses removal of former basement fill and replacement with engineered/compacted fill, would address long term ground stability during operations, ensuring that impacts related to former uncertified/non-engineered fill would be *less than significant with mitigation*.

### Landslides:

The Geophysical Report describes the topography of the project site as relatively flat to gently sloping to the southeast, with an approximate 5-foot elevation drop from the northwest to southeast property boundary. Similarly, the surrounding area is relatively flat to gently sloping towards the southeast. As a result, there is no existing potential for landslides at the site. The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

### Subsidence:

The Geophysical Report states that based on regional mapping by the USGS, the project site is not located within an area of recorded subsidence, either historical or current. In addition, project construction and operation would not exacerbate the potential for subsidence to occur. Although groundwater dewatering would be required during construction, the relative amount of groundwater extracted would be minimal. The project site is not located in an area susceptible to subsidence and would not result in subsidence occurring beneath the site.

### Sea Cliff Retreat:

The project site is not located within the vicinity of a sea cliff.

### Expansive Soils:

The Geophysical Report states that based on City-wide mapping, the project site is located in an area of high soil expansion potential. This classification is based on naturally occurring surficial soils in the City and does not account for artificial fill, which is present at the project site. A soil expansion index test performed on a sample of near-surface soils was determined to have a low expansion potential. It is assumed this sample was collected from on-site fill deposits, which could potentially have been imported to the site and therefore may not be representative of on-site soils. Although on-site soils have not been thoroughly characterized with respect to expansive soils, construction of proposed structures would be completed in accordance with recommendations of the project geotechnical report, and provisions of the California Building Code. Implementation of mitigation measure GEO-1 (Final Geotechnical Report and Essential Services Buildings) would require measures to address expansive soils. For example, the geotechnical report recommends that retaining walls be backfilled with compacted, non-expansive soils and that concrete slabs constructed on low to medium expansive soils be underlain with a minimum of 4 inches of sand (which is non-expansive). The soil expansion potential of on-site soils can be determined by a soils technician/soils engineer during grading and excavation activities.



These measures would ensure that project construction on potentially expansive soils would not create substantial direct or indirect risks to life or property. Therefore, impacts to geologic hazards would be *less than significant with mitigation*.

### **7.c) Soil Erosion**

The project site is located in an area of moderate soil erosion potential. It is estimated that the project would require excavation to approximately 12–14 feet below existing ground surface for the proposed subterranean garages, including footings for the permanent basement walls. The total cut for the project would involve approximately 22,000 cubic yards of earthwork materials, which would be exported from the project site. No import of earthwork material is anticipated. Soil excavations may require temporary stockpiling prior to export. These construction activities could result in temporary, short-term impacts related to soil erosion.

The Geophysical Report states that because the land disturbance for project construction activities would exceed one acre, a General Construction Activity Stormwater Permit (Construction General Permit, Order 2009-0009-DWQ), issued by the State Water Resources Control Board, would be required prior to the start of construction. The Construction General Permit includes a Stormwater Pollution Prevention Plan (SWPPP) and Monitoring Program Plan, which would establish erosion and sediment control best management practices (BMPs) for construction activities. Typical examples of erosion-related construction BMPs include silt fences, stockpile containment, runoff control devices, and wind erosion controls. These BMPs would be refined as necessary by a qualified SWPPP professional to meet the performance standards in the Construction General Permit. In addition, construction activities would comply with City grading and erosion control standards to minimize soil erosion.

Long-term operation of the proposed project would not result in soil erosion or loss of topsoil as the majority of the project site would be covered by the proposed structure, paved parking area, and landscaping. No exposed areas subject to erosion would be created.

Compliance with the Construction General Permit and implementation of the SWPPP would ensure that soil erosion during short-term construction activities would be *less than significant*.

### **7.d) Septic Systems**

The proposed project would not include the use of any septic tanks or alternative wastewater disposal systems; therefore, *no impact* would occur regarding the adequacy of soils to support a septic and alternative wastewater systems.

### **7.e) Unique Geological Features and Paleontological Resources**

A Paleontological Resources Report (Dudek, April, 14, 2020) was prepared for the project. The report states that no paleontological resources were identified within the project area as a result of the institutional records search and desktop geological review. Given the presence of Pleistocene alluvium mapped in the northern project site and the vertebrate fossils recovered from Pleistocene alluvium in other areas of Santa Barbara County, intact paleontological resources may be encountered during project excavations. It is likely that high sensitivity Pleistocene deposits will be encountered just below any artificial fill present in the northern portion of the project site and below the depth of artificial fill and Holocene and alluvial and colluvial deposits in the southern portion of the project. In the event that intact paleontological resources are located on the project site, ground-disturbing activities associated with construction of the project, such as grading during site preparation and trenching for utilities, have the potential to destroy a unique paleontological resource or site. Implementation of GEO-5 (Paleontological Resources Impact Mitigation Program), which requires monitoring during construction, would ensure impacts to paleontological resources would be reduced to *less than significant with mitigation*.

## Geology and Soils – Required Mitigation Measures

**GEO-1 Final Geotechnical Report and Essential Services Buildings.** The final geotechnical report, to be completed based on the final project design, shall be consistent with provisions of the Essential Services Buildings Seismic Safety Act, pursuant to California Administrative Code 2019 (Chapter 4 - Administrative Regulations for the Division of the State Architect – Structural Safety, Article 1 – Essential Services Buildings, and Article 3 - Local Buildings).

**GEO-2 Anchored Tie-Backs.** The final geotechnical report, to be completed based on the final project design, shall consider the limited building setbacks to adjacent properties and the public right-of-way when designing the temporary shoring system.

**GEO-3 Excavation Dewatering.** A dewatering permit shall be obtained from the Central Coast Regional Water Quality Control Board prior to construction.

**GEO-4 Former School Basement Fill.** The location of the basement of the former Lincoln School shall be found, if possible, based on (cultural-related) soil borings and ground penetrating radar, in order that the area of deeper fill can be identified prior to grading. This basement fill would likely be removed during excavations for the subterranean levels, but in the event the former basement is located outside the footprint of the proposed structures (i.e., in the public parking area/access plaza), the fill shall be removed in this area and replaced with engineered/compacted fill.

**GEO-5 Paleontological Resources Impact Mitigation Program.** Prior to commencement of any grading activity on-site, the applicant shall retain a qualified paleontologist, subject to the review and approval of the City’s Environmental Analyst. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the project. The PRIMP shall be consistent with the Society of Vertebrate Paleontology (2010) guidelines and outline requirements for preconstruction meeting attendance and worker environmental awareness training, adequate monitoring within the proposed project site based on construction plans and/or geotechnical reports, procedures for adequate paleontological monitoring, discoveries treatment, paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management. The PRIMP shall include protocols for spot-checking significant ground-disturbing activities below a depth of five feet below the ground surface or five feet below the depth of artificial fill in areas mapped as Holocene alluvium and full-time paleontological monitoring below the depth of artificial fill in areas underlain by Pleistocene alluvium. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor shall temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery shall be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor shall remove the rope and allow grading to recommence in the area of the find.

## Geology and Soils – Residual Impacts

Less than significant.

<b>8. HAZARDS AND HAZARDOUS MATERIALS</b> Would the project:	<b>Level of Significance</b>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
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?	Less Than Significant Impact with Mitigation
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less Than Significant Impact with Mitigation
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?	Less Than Significant Impact with Mitigation
e) For a project located within the SBCAG Airport Land Use Plan, Airport Influence Area, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact

### Hazards and Hazardous Materials – Discussion

**Issues:** Hazardous materials issues involve the potential for public health or safety impacts from exposure of persons or the environment to hazardous materials or risk of accidents involving combustible or toxic substances. Hazards issues include the exposure of people or structures to airport hazards or other types of hazards.

**Impact Evaluation Guidelines:** Significant impacts may result from the following:

1. Siting of incompatible projects in close proximity to existing sources of safety risk, such as pipelines, industrial processes, railroads, airports, etc.
20. Exposure of project occupants or construction workers to unremediated soil, soil vapor, or groundwater contamination.
21. Exposure of persons or the environment to hazardous substances due to the improper use, storage, transportation, or disposal of hazardous materials.
22. Physical interference with an emergency evacuation or response plan.

Emergency access is discussed in the Section 15, Transportation and Circulation. Toxic air contaminants are discussed in Section 2, Air Quality and Greenhouse Gas Emissions. Wildland fire hazards are discussed in Section 17, Wildfire.

## Hazards and Hazardous Materials – Existing Conditions and Project Impacts

### **8.a) Hazardous Materials**

#### Use of Hazardous Materials:

Limited quantities of chemicals would be used during Police Station operations in the chemical lab, as well as for activities such as routine maintenance, cleaning, and landscaping. Chemical lab activities would occur in a secure location without public access. The transport, use, and disposal of hazardous materials used or removed during proposed project activities would be conducted in compliance with applicable federal, state, and local laws pertaining to the safe handling, transport, and disposal of hazardous materials, including the Federal Resource Conservation and Recovery Act (RCRA), which includes requirements for hazardous solid waste management; the California Department of Toxic Substances Control (DTSC) Environmental Health Standards for the Management of Hazardous Waste (CCR Title 22, Division 4.5), which includes standards for generators and transporters of hazardous waste. Therefore, impacts related to use of hazardous materials would be *less than significant*.

### **8.b-d) Hazards**

#### Public Safety:

The project site is not located near existing sources of safety risk, such as pipelines, airports, railroads, or industrial facilities.

#### Contaminated Soils/Groundwater:

The State Geotracker and EnviroStor websites do not identify any known soil or groundwater contamination on the project site that could affect project development, occupants, or the surrounding area (State Water Resources Control Board 2022; Department of Toxic Substances Control 2022).

The Phase 1 Environmental Site Assessment (ESA) (Dudek, April 2020) was prepared to evaluate potential hazardous materials conditions at the project site. In 2019, soil samples for metals, total petroleum hydrocarbons (TPH), and volatile organic compounds (VOC) analysis were collected from one boring located in the eastern corner of the project site. No TPH or VOCs were detected; however, arsenic was detected at a concentration greater than the typical background concentration for southern California. Fill was noted to be present within the upper 4.5 feet.

In 2020, in order to further evaluate the undocumented fill and native soils at the project site, seven additional soil samples were collected and analyzed. Seven samples were analyzed for TPH, six samples were analyzed for metals and VOCs, and four samples were analyzed for pesticides, semi-volatile organic compounds (SVOCs), and polychlorinated biphenyls (PCBs). All arsenic concentrations were below 7 mg/kg. Based on the seven samples analyzed for metals in 2019 and 2020, although one sample had an arsenic concentration that exceeded the typical background concentration, the average arsenic concentration detected at the subject property is 6 mg/kg, which is well within typical background levels.

TPH diesel and oil were detected in two of the samples collected in 2020 and analyzed for TPH. Benzene, ethylbenzene, and toluene were detected in two of the soil samples analyzed for VOCs. The concentrations are less than the human health screening levels [Regional Water Quality Control Board Environmental Screening Levels (RWQCB ESLs)] for the commercial/construction/industrial uses. PCBs and SVOCs were also analyzed and none were detected in the soil samples. Organochlorine pesticides were analyzed in four of the soil samples. Dieldrin was detected in one sample at a concentration below the human health screening levels (RWQCB ESLs) for the commercial/construction/industrial uses.

In 2020, two groundwater grab samples were collected at the project site and analyzed for VOCs and TPH. No TPH was detected. Low concentrations of 1,1-dichloroethylene (1,1-DCE) were detected in each grab sample. Chloroform was also detected in one sample. The detected concentrations were all below the Maximum Contaminant Levels (MCLs).

Regional tetrachloroethylene (PCE) impacts have been reported in groundwater at several sites in the vicinity of the project site. Other VOCs, such as 1,1-DCE, have also been detected at other release sites in the vicinity of the project site. No PCE was detected in the groundwater at the project site. Low concentrations of 1,1-DCE were detected in the groundwater. It is likely that the source of the 1,1-DCE detected in groundwater on the project site is an upgradient release site. No VOCs were detected in the groundwater samples collected from the subject property at concentrations exceeding MCLs.

Vapor encroachment was also evaluated to determine whether there is a potential for vapors originating from contaminated soil and/or groundwater to occur in the subsurface below existing and potential future on-site structures. Based on the information reviewed in the report, and specifically the lack of significant groundwater impacts at the subject property and the distance from the project site to known soil vapor impacts, soil vapor impacts at the project site are unlikely. Potential vapor encroachment impacts from off-site sources are considered de minimus.

The assessment revealed no evidence of a recognized environmental condition (REC) on the project site. The assessment concludes that, based on the soil sampling data, the soil at the project site does not contain concentrations of contaminants that would indicate a human health risk or would require special handling or disposal at a hazardous waste landfill.

While the off-site groundwater and soil vapor impacts are not considered a REC, groundwater dewatering could result in further migration of VOCs onto the project site. The report recommends collection of groundwater samples during dewatering and evaluation of potential vapor intrusion risk from VOCs that may migrate to the project site due to the dewatering. The project will include a dual purpose waterproof membrane at the subterranean level of the building to control moisture related to the high water levels, as well as prevent vapor intrusion in the event that VOCs migrate to the site.

Santa Barbara County, Public Health Department, Environmental Health Services Division (EHS) staff provided comments on the Phase I ESA on May 19, 2021. EHS concurred with the recommendation to evaluate the groundwater samples prior to discharge. In addition, EHS recommended additional sampling for both arsenic and TPH concentrations. Dudek prepared a Subsurface Investigation Work Plan (Dudek, August 2021) that was subsequently approved by EHS (EHS Letter, 10-4-2021).

The results were provided in a Supplemental Subsurface Assessment report (Earth Systems, February 11, 2022). On December 27 and 28, 2021, thirteen soil borings (SB1 – SB13) were drilled at the site. The report provides supplemental information regarding the distribution of constituents of concern at the site. The supplemental information at the location of EB-2 indicate that diesel and motor oil-range TPH (TPHd/o) were detected in SB-6 at the 1-foot depth. No other samples collected from the EB-2 step-out borings contained detectable concentrations of TPHd/o. The concentration of TPHo in sample SB-6-1 exceeded the Santa Barbara EHS investigation level of 100 mg/kg but was below the RWQCB ESL for commercial/industrial use of 180,000 mg/kg in all samples analyzed. TPHd was detected in sample SB-6-1 but was below Santa Barbara EHS investigation level and the RWQCB ESL. The RWQCB ESLs are conservative health-based thresholds.

The supplemental information at the location of EB-4 indicate that TPHd/o were detected in SB-1, SB-2, SB-4 and SB-5 at the 1-foot depth. At the 1-foot depth of SB-1 only TPHo was detected. TPHd/o was detected at the 5-foot depth in SB-5. TPHd/o was not detected at the 5-foot depth in borings SB-1, SB-2, SB-3, or SB-4. TPHd was detected above the Santa Barbara EHS investigation level of 100 mg/kg (SBEHS 2021), but below the RWQCB ESL for commercial/industrial use of 1,200 mg/kg (RWQCB 2019) in samples SB-2-1 and SB-5-5. TPHd was detected, but below the investigation level and ESL in SB-4-1 and SB-5-1. TPHo was detected above the Santa Barbara EHS investigation level of 100 mg/kg in samples SB-2-1, SB-2-1, SB-5-1 and SB-5-5 but below the RWQCB ESL of 180,000 mg/kg in all samples analyzed.

Arsenic was detected in fill and native soils at concentrations ranging from 3.4 to 5.8 mg/kg, which are above the DTSC arsenic ESL of 0.41 mg/kg; however, it is common for arsenic to exceed its SL in California soils, as has been noted by the California Department of Toxic Substances Control (DTSC, 2009). In a study of a large data set from sites throughout southern California, arsenic soil concentrations ranged from 0.15 to 19.6 mg/kg, with an upper-bound 95% confidence level concentration of 12 mg/kg; this concentration has been established by DTSC as an alternate screening level for background arsenic in soil. Because the detected concentrations of arsenic are below this alternate threshold and are typical across the site, the report concludes that the concentrations of arsenic at the site represent background conditions for the area, and do not constitute a contaminant of concern for on-site use. The concentrations of arsenic are less than the State TTL of 500 mg/kg, and exported soils would therefore be classified as non-hazardous.

As stated above, the Phase 1 ESA identified low levels of chloroform and 1,1-dichloroethene in two grab groundwater samples collected at the site in March 2020. The source of these compounds was not identified; however, online records indicate that prior to and during construction of City Parking Lot 10 in the late 1980's, 1,1-dichloroethene was detected in monitoring wells around the lot at concentrations as high as 800 µg/L. Parking Lot 10 is located at the southern corner of Ortega and Anacapa Streets, approximately 250 feet up-gradient from the project site. The low levels detected in the onsite samples may represent residual groundwater contamination that has migrated from the Lot 10 site. Although the VOC results for the grab groundwater samples are below drinking-water MCLs they should be considered approximate, and may not be representative of actual VOC concentrations in groundwater.

EHS staff, in a letter dated April 14, 2022, provided comments on the Supplemental Subsurface Assessment stating that the arsenic level in one area (B-5) exceeds the DTSC HERO screening levels and naturally occurring background levels, and therefore, is not suitable for unrestricted use or export. EHS recommends that the soil with elevated levels of arsenic be properly disposed offsite prior to the start of grading for the project.

The EHS letter also stated that the TPH-impacted soil had been adequately delineated to the EHS investigation levels and that the concentrations were determined to be de minimus based on the planned commercial/industrial use. No further assessment or remediation of TPH was required based on this data.

Implementation of mitigation measure HAZ-1 (Contaminated Soil Removal), which would properly dispose of soils with elevated levels of arsenic, and HAZ-2 (Soil Management Plan), which would provide guidance if contaminated soil is found, would ensure that impacts related to hazardous materials would be *less than significant with mitigation*.

With implementation of mitigation measure WQ-1 (Groundwater Dewatering Monitoring), which requires groundwater sampling during dewatering, impacts to groundwater would be *less than significant with mitigation*.

#### **8.e) Airport Safety Hazard or Excessive Noise**

The project site is not located close to an airport or within a designated runway safety zone. The project does not include a helicopter pad. The project would not be subject to aviation hazards and has no potential to create such hazards; therefore, there would be *no impact* related to airport safety.

#### **8.f) Emergency Evacuation and Response**

The Police Department is an integral part of the City's emergency and operations plans. All applicable emergency and operations plans would be updated to reference the consolidation of Police Department operations at the project site. Therefore, the impact of the new Police Station facility on adopted emergency plans will be *less than significant*.

### Hazards and Hazardous Materials – Required Mitigation Measures

**HAZ-1 Contaminated Soil Removal.** Prior to the issuance of building permits, the project shall be enrolled in the Santa Barbara County, Public Health Department, Environmental Health Services (EHS) Site Management Unit to provide regulatory oversight of the handling and proper disposal of the soil with elevated levels of arsenic located in area B-5.

**HAZ-2 Soil Management Plan.** A Soil Management Plan (SMP) shall be developed to provide guidance if any stained or impacted soils are encountered. The SMP shall be reviewed and approved by EHS prior to issuance of the building permits.

WQ-1 (Groundwater Dewatering Monitoring) would apply. See Section 16, *Water Quality and Hydrology*.

### Hazards and Hazardous Materials – Residual Impacts

Less than significant.

<b>9. LAND USE AND PLANNING</b> Would the project:	<b>Level of Significance</b>
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating and environmental impact?	Less than Significant with Mitigation

Land Use and Planning – Discussion

**Issues:** Certain land uses have the potential to result in incompatibility with existing surrounding land uses or activities. Typically, development applications for General Plan Amendments, Rezones, Conditional Use Permits, Performance Standard Permits, and certain modifications have the greatest potential to result in land use compatibility issues. Incompatibility can result from a proposed project’s generation of noise, odor, safety hazards, traffic, visual effects, or other environmental impacts.

**Impact Evaluation Guidelines:** Significant impacts may result from a project that would create a physical barrier that would substantially impact circulation within an established neighborhood. Significant impacts may result from a project where an inconsistency with the General Plan, Municipal Code, or Coastal Land Use Plan (if applicable) would result if an adverse environmental effect. Analysis should focus on regulations, standards, and policies that relate to avoiding or mitigating environmental impacts, and an assessment of whether any inconsistency with these standards creates a significant physical impact on the environment.

Certain land uses have the potential to result in conflicts with existing surrounding land uses or activities. Typically, development applications for General Plan Amendments, Rezones, Conditional Use Permits, Performance Standard Permits, and certain Modifications have the greatest potential to result in land use compatibility issues. Conflicts can result from generation of noise, odor, safety hazards, traffic, visual effects, or other environmental impacts.

Land Use and Planning – Existing Conditions and Project Impacts

**9.a) Physically Divide a Community**

The project site is located on an existing legal lot and the project would not physically divide an established community. The project would not displace any residential populations nor would it create a physical barrier. Therefore, there would be *no impact*.

**9.b) Conflict with a Plan or Policy that would Avoid or Mitigate an Environmental Impact**

The following provides an initial discussion of potential project consistency or inconsistency with applicable plans and policies.

City of Santa Barbara General Plan:

The project would be consistent with existing General Plan land use designations. The project does not include a General Plan Amendment or Rezone. The project would not result in a land use incompatibility that could generate an effect on the environment.



The City's General Plan contains statements, goals, and policies concerning historic and archaeological resources, energy, trees, water quality, and stormwater management which apply to the project and include the following (City of Santa Barbara 2011):

- Policy HR1. Protect Historic and Archaeological Resources. Protect the heritages of the City by preserving, protecting and enhancing historic resources and archaeological resources.
- Policy ER11. Native and Other Trees and Landscaping. Protect and maintain native and other urban trees, and landscaped spaces, and promote the use of native or Mediterranean drought-tolerant species in landscaping to save energy and water, incorporate habitat, and provide shade.
- Policy ER19. Creek Resources and Water Quality. Encourage development and infrastructure that is consistent with City policies and programs for comprehensive watershed planning, creeks restoration, water quality protection, open space enhancement, storm water management, and public creek and water awareness programs.
- Policy ER20. Storm Water Management Policies. The City's Storm Water Management Program's policies, standards and other requirements for low impact development to reduce storm water run-off, volumes, rates, and water pollutants are hereby incorporated into the General Plan Environmental Resources Element.

Implementation of mitigation measures BIO-3 (Tree Replacement for Removed Trees), BIO-4 (Tree Protection), CR-1 (Workers Environmental Awareness Program [WEAP] Training ), CR-2 (Archaeological Construction Monitoring), CR-3 (Limited Data Recovery Plan and Phase 3 Archaeological Resources Report), WQ-1 (Groundwater Dewatering Monitoring), and WQ-2 (Adequate Stormwater Storage Capacity) would ensure that there would be no significant environmental impact due to a conflict with the above policies. Detailed discussions that address impacts and mitigation, if applicable, are provided in the following Sections: Biological Resources, Cultural Resources, and Water Quality and Hydrology.

#### Traffic Analysis:

While not considered an environmental effect under CEQA, traffic analysis was conducted to assess policy consistency with the City's Traffic Management Strategy. A summary is included for information purposes only.

The project site is located in Area 1 of the adopted City of Santa Barbara Traffic Model ("Traffic Model"). Per the Traffic Model, the AM peak hour vehicle trip generation rate is 0.56 trips per 1,000 square feet of floor area for the land use type of Police and Fire Services (Santa Barbara General Plan, 2011). The PM peak hour vehicle trip generation rate is 0.67 trips per 1,000 square feet of floor area. Given the proposed 64,498-square-foot police station, it is anticipated that there would be 36 AM peak hour trips and 43 PM peak hour trips.

Trip generation is generally identified as a net change where existing trips generated at the site are subtracted from project trip estimates. However, the existing land use is a public parking lot, which is not considered a destination land use, and existing vehicle trips are associated with the adjacent land uses that the public parking lot currently serves. As such, no trip credits associated with the existing parking lot are subtracted from the project trip generation and there is no reduction in estimated trip generation for the project. Therefore, the new projected trips were distributed to and from the site. Project peak hour trips are predominately police service activities versus commute trips because the staff are predominantly on 12-hour shifts. These trips were distributed to and from the project site using estimated distribution based on police service location and demand. Approximately 50% of the trips were distributed between the Downtown, Eastside, and Riviera; 7% for East Beach and Coast Village Road, 8% Waterfront, 10% Westside and Mesa, and 25% Upper State, Samarkand, San Roque, and beyond.

A traffic congested intersection is defined by Santa Barbara policy as operation at a vehicle traffic volume-to-intersection capacity ratio exceeding 77% during peak hours, which represents a high “C” level of service (LOS) within the A to F range of operating conditions. Specific intersections of concern for the project include the following in the nearby area, since they are either currently impacted or forecasted to be impacted by 2030: Garden and Highway 101 NB Ramps, Garden and Highway 101 SB Ramps, Garden and Gutierrez, Carrillo and Highway 101 NB Ramps, and Carrillo and Highway 101 SB Ramps.

The anticipated 36 AM and 43 PM peak hour trips were distributed based on the anticipated routes associated with the police service activities. The number of new project trips distributed to Garden and Highway 101 NB Ramps, Garden and Highway 101 SB Ramps, Garden and Gutierrez, Carrillo and Highway 101 NB Ramps, and Carrillo and Highway 101 SB Ramps is less than 16 trips to a significant turning movement. As a result, project traffic trips are estimated to contribute less than 1% to the intersection capacity of identified impacted intersections.

When estimating traffic associated with police cars on patrol, it should be noted the existing and proposed police station sites are both located Downtown; therefore, the new location in relationship to the primary service area (Downtown) will remain consistent. There are six beats within the City limits, and one car per beat, except occasionally when a patrol car from another beat responds due to proximity or overlap in shift changes. The highest volume of calls throughout the year comes from Beats 3 and 4, which are located in the downtown area. Most calls are received during a patrol and rarely respond from the police station itself. Because there are generally only two to four patrol cars in the downtown area where the majority of calls are derived, and this condition is not anticipated to change with the proposed project, only an incremental change in the number of trips associated with patrol cars are anticipated to go through any of the 27 existing and future 2030 impacted intersections.

City of Santa Barbara Coastal Land Use Plan:

The project is not located within the Coastal Zone.

Ordinance Provisions:

The project would comply with applicable City Municipal Code provisions for development, including zoning requirements, development permitting procedures, grading, building, landscape design, lighting, energy efficiency, and noise regulations, provision of public improvements and utilities, construction provisions, storm water management, and fire code provisions. “Public Facilities” are described as “Facilities owned or operated by a governmental agency providing services such as clerical or public contact offices, police and fire protection including any indoor shooting range operated by and for a law enforcement agency, and emergency medical services” (SBMC §30.295.030.L). The Police Station and associated parking lot qualify as a “Public Facility”. A “Public Facility” is an allowed use in the M-C (Manufacturing Commercial) zone and therefore, the proposed project is consistent with the allowed uses in the zone.

Land Use and Planning – Required Mitigation Measures

The following mitigation measures apply:

BIO-1 (Tree Replacement for Removed Trees) and BIO-2 (Tree Protection). See Section 4, *Biological Resources*

CR-1 (Workers Environmental Awareness Program [WEAP] Training), CR-2 (Archaeological Construction Monitoring), CR-3(Limited Data Recovery Plan and Phase 3 Archaeological Resources Report). See Section 5, *Cultural and Tribal Cultural Resources*.

WQ-1 (Groundwater Dewatering Monitoring) and WQ-2 (Adequate Stormwater Storage Capacity). See Section 16, *Water Quality and Hydrology*.

Land Use and Planning – Residual Impacts

Less than significant.

10. MINERAL RESOURCES	Level of Significance
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?	No Impact
b) Result in the loss of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	No Impact

### Mineral Resources – Discussion

**Issues:** A mineral is a naturally occurring chemical element or compound formed from inorganic processes (not biological in origin). Minerals include metals, rock, sand, petroleum products, and geothermal resources. The City has no active aggregate operations within its jurisdiction, and no quarry or mine operations are pending reactivation or initiation.

**Impact Evaluation Guidelines:** A significant impact could occur from projects that result in the loss of known mineral resources, or loss of mineral resource recovery sites including quarries and petroleum extraction sites.

### Mineral Resources – Existing Conditions and Project Impacts

#### **10.a-b) Loss of Known Mineral Resource or Mineral Resource Recovery Site**

The project site contains no known important or protected mineral resources. The project site is located within a highly urbanized area of the City and the potential for mineral resources to occur onsite is low. Therefore, the project would not result in the loss of availability of a mineral resource or a mineral resource recovery site and *no impact* would occur.

### Mineral Resources – Required Mitigation Measures

None.

### Mineral Resources – Residual Impacts

No impact.

11. NOISE Would the project result in:	Level of Significance
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?	Less Than Significant Impact with Mitigation
b) Generation of excessive ground borne vibration or ground borne noise levels?	Less Than Significant Impact with Mitigation
c) Siting of a land use in an area with noise levels exceeding City General Plan noise policies and land use compatibility guidelines?	Less Than Significant Impact
d) For a project located within the vicinity of a private airstrip or the SBCAG Airport Land Use Plan/Airport Influence Area, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

**Noise – Discussion**

**Issues:** Noise issues are associated with siting of a new noise-sensitive land use in an area subject to high ambient background noise levels, siting of a noise-generating land use next to existing noise-sensitive land uses, and/or short-term construction-related noise. Similarly construction techniques such as pile driving and blasting and land uses such as the railroad can present issues of ground borne vibration. If ground borne vibration is excessive, it can impact the integrity of structures and can affect sensitive land uses.

The primary source of ambient noise in the City is vehicle traffic noise. The City Master Environmental Assessment (MEA) Noise Contour Map identifies average ambient noise levels within the City.

Ambient noise levels are determined as averaged 24-hour weighted levels, using the Day-Night Noise Level ( $L_{dn}$ ) or Community Noise Equivalence Level (CNEL) measurement scales. The  $L_{dn}$  averages the varying sound levels occurring over the 24-hour day and gives a 10 decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account the greater annoyance of intrusive noise levels during nighttime hours. Since  $L_{dn}$  is a 24-hour average noise level, an area could have sporadic loud noise levels above 60 dBA which average out over the 24-hour period. CNEL is similar to  $L_{dn}$  but includes a separate 5 dB(A) penalty for noise occurring between the hours of 7:00 p.m. and 10:00 p.m. CNEL and  $L_{dn}$  values usually agree with one another within 1 dB(A). The Equivalent Noise Level ( $L_{eq}$ ) is a single noise level, which, if held constant during the measurement time period, would represent the same total energy as a fluctuating noise level.  $L_{eq}$  values are commonly expressed for periods of one hour, but longer or shorter time periods may be specified. In general, a change in noise level of less than three decibels is not audible. A doubling of the distance from a noise source will generally equate to a change in decibel level of six decibels.

Guidance for appropriate long-term background noise levels for various land uses are established in the City General Plan Noise Element Land Use Compatibility Guidelines. Building codes also establish maximum average ambient noise levels for the interiors of structures.

High construction noise levels occur with the use of heavy equipment such as pile drivers, scrapers, rollers, graders, trenchers and large trucks for demolition, grading, and construction. Equipment noise levels can vary substantially through a construction period, and depend on the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment may generate noise levels of more than 80 or 90 dBA at a distance of 50 feet, and the shorter impulsive noises from other construction equipment (such as pile drivers and drills) can be even higher, up to and exceeding 100 dBA at a distance of 50 feet. Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading and site preparation activities, tends to be quieter.

The Noise Ordinance (Chapter 9.16 of the SBMC) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The ordinance establishes limitations on hours of construction and motorized equipment operations, and provides criteria for defining nuisance noise in general.

Aircraft traffic also creates intermittent higher noise levels and is a major source for noise in the communities surrounding the Santa Barbara Airport. The Airport is located outside of the continuous boundary of the City, and areas affected by aircraft noise include several neighborhoods within the City of Goleta, UCSB, and unincorporated areas of the County. The Santa Barbara Airport's Noise Compatibility Program and the Airport Land Use Plan provide noise abatement procedures and policies for the airport to minimize noise; guidelines for placement of noise sensitive land uses near the airport, and mitigation measures to prevent impacts to residential areas from airport noise.

**Impact Evaluation Guidelines:** A significant noise impact may result from:

*Project Noise Generation:* Substantial noise and/or vibration from project operations (such as stationary mechanical equipment) or grading and construction activities (such as the use of pile drivers) in close proximity to noise-sensitive receptors for an extensive duration. Exposure to noise levels of 100 dBA for longer than 15 minutes, or 85 dBA for more than 8 hours, has the potential to result in harmful health effects. A vibration study is required for projects that will use pile drivers.

*Ambient Noise Levels:* Siting of a project such that persons would be subject to long-term ambient noise levels in excess of the Noise Element land use compatibility guidelines as follows. The guidelines include maximum interior and exterior noise levels.

1. Interior noise levels are of primary importance for residences due to the health concerns associated with continued exposure to high interior noises. Projects not meeting interior noise levels would have significant noise impacts.
23. For exterior noise levels, there are two levels of noise:
  - a. "Clearly unacceptable" exterior levels are those levels above which it would be prohibitive, even with mitigation, to achieve the maximum interior noise levels, and the outdoor environment would be intolerable for the assigned use. Projects exceeding the maximum "clearly unacceptable" noise levels would have significant noise impacts.
  - b. "Normally unacceptable" noise levels are those levels which it is clear that with standard construction techniques maximum interior noise levels will be met and there will be little interference with the land use. Projects below the maximum "normally unacceptable" noise levels would have less than significant noise impacts.
  - c. Projects with exterior noise levels exceeding the "normally acceptable" level and below the

maximum “clearly unacceptable” level are evaluated on a case by case basis to identify mitigation to achieve the “normally acceptable” exterior levels to the extent feasible and to determine the level of significance of the noise exposure.

The following are the maximum interior and exterior noise levels for common land uses in the City:

- Commercial (retail, restaurant, etc.) and Office (personal, business, professional): Normally acceptable maximum exterior ambient noise level of 75 dBA  $L_{dn}$ ; clearly unacceptable maximum exterior noise level of 80 dBA  $L_{dn}$ ; maximum interior noise level of 50 dBA  $L_{dn}$ .
- Residential: Normally acceptable maximum exterior ambient noise level of 60 dBA  $L_{dn}$  in single family zones and 65 dBA  $L_{dn}$  in non-residential or multi-family residential zones); clearly unacceptable maximum exterior noise level of 75 dBA  $L_{dn}$ ; maximum interior noise level of 45 dBA  $L_{dn}$ .

24. *Aircraft Noise*: Project site location near the Airport that would result in excessive noise exposure for project residents or employees.

## Noise – Existing Conditions and Project Impacts

### **11.a-b) Increased Noise Level from Project**

#### Short-term Construction Noise, Vibration, Traffic:

A Noise and Vibration Technical Memorandum (Dudek, updated June 22, 2022) was prepared for the proposed project. The site preparation and construction process is estimated to take approximately 28 months, including 3 months of earthwork and 25 months of construction. The type of equipment expected to be used during demolition and construction includes concrete and industrial saws, rubber-tired dozers, tractors, loaders, backhoes, graders, cranes, forklifts, generator sets, welders, cement and mortar mixers, pavers, paving equipment, rollers, and air compressors. No pile driving will be required.

The closest sensitive receptors include the residences located west and northwest of the project site, and the Antioch University located west of the project site. Head Start in the Kiwanis Youth Building located across Cota Street is anticipated to be relocated prior to commencement of construction. The report concludes that at the nearest residences, noise levels would range from approximately 57.4 to 89.1 dBA  $L_{eq}$  when construction is taking place at or near the project site boundary. The highest noise levels are expected to occur during the earthwork (demolition, site preparation, and grading) phase of construction.

Construction noise can be an annoyance to adjacent uses. During demolition, land clearing, and construction activities ground-borne vibration would be produced by heavy-duty construction equipment including bulldozers, loaded trucks, and jackhammers. The report concludes that the Anacapa Villas structures adjacent to the western portion of the project site by vibration of heavy equipment would be adversely affected.

The report also states that the incremental increase in traffic due to construction would be less than 1 percent on both Santa Barbara Street and East Cota Street. The resultant traffic noise increase would be less than 1 dB, and thus would not result in an audible change, on an hourly or daily basis.

The Noise Ordinance limits construction on any day to the hours between 7 a.m. and 8 p.m. Development projects that are subject to discretionary review often have further time restrictions. For this project, standard conditions of approval that limit the hours of construction and provide additional notice to neighbors regarding construction will be applied to the project (see Attachment D).

Long-Term Operational Noise:

The Noise and Vibration Technical Memorandum evaluated long-term operational noise in relation to offsite traffic noise, stationary sources, and noise associated with the proposed parking structure and surface parking.

The proposed project would result in the contribution of additional vehicle trips on Santa Barbara Street, which could result in increased traffic noise levels at adjacent noise-sensitive land uses. However, the analysis indicates that the increase would be below the discernible level of change in ambient noise for the average healthy human ear.

The memorandum further states that the onsite traffic noise associated with the proposed new parking structure would not exceed community noise standards. Nevertheless, instantaneous maximum sound levels generated by a car door slamming, an engine starting up, or cars passing by could be annoying at times to the nearest noise-sensitive land uses (residences located west of project boundary). However, these sounds would be comparable to those of the existing parking lot land use.

The stationary producers of noise associated with onsite operations include:

- Roof top heating, ventilation, and air-conditioning (HVAC) systems (each system to have a reference sound power level ranging from 83-89 dBA).
- A roof top mounted exhaust fan vent (reference sound power level of 51 dBA).
- Four exhaust fans for ventilation in parking garage (reference sound power levels of 71 dBA each).
- The parking garage exhaust fan for the basement-level firing range (reference sound power level of 82 dBA).
- Two emergency stand-by generators (with a reference sound pressure levels of 75 dBA at 23 feet and 74 dBA at 23 feet).

The aggregate sound emission of the stationary producers was predicted in the report. When the emergency backup generators are inoperable, operational noise levels would be less than the City's threshold of 53 dBA Leq. However, the report predicts that operation of the emergency backup generators are likely to expose nearby sensitive receptors to noise levels exceeding this threshold. In addition, the firing range located in the basement level may emit noise through the exhaust duct on the parking garage roof at levels that exceed the ambient sound level by over 20 decibels. The report recommends two project design features, which are included as required mitigation measures N-4 and N-5, to reduce noise levels related to the stationary sources.



With implementation of mitigation measures N-1 (Temporary Noise Barriers), which requires the installation of temporary noise barriers along the west and northwest boundaries of the project site during construction; N-2 (Vibration Mitigation Program), which requires a vibration mitigation program whenever heavy equipment is anticipated to be less than 5 horizontal feet from the Anacapa Villas residential structure; N-3 (Construction Management Plan), which requires coordination with neighboring uses during construction; N-4 (Emergency Generator Barrier), which requires installation of a noise barrier on the emergency generators; and N-5 (Firearm Sound Attenuation), which requires the project to incorporate passive, dissipative sound attenuation features into the building, noise impacts during construction and operational noise impacts from stationary sources would be *less than significant with mitigation*.

### **11.c) Exposure to High Noise Levels**

The MEA identifies the project site as being subject to average ambient noise levels of 60-65 decibels (dBA) Ldn for the half of the site located along Santa Barbara Street. The half of the site located closer to Anacapa Street is subject to average ambient noise levels of <60 decibels (dBA) Ldn. The primary background noise source affecting the site is vehicular traffic. The project site is not located adjacent to Highway 101 and the occupants would not be exposed to elevated noise levels in the surrounding area; therefore, exposure to high noise levels would be *less than significant*.

### **11.d) Aircraft Noise**

The project is not located within the vicinity of the Santa Barbara Airport nor any private airstrip. Therefore, *no impact* related to aircraft noise would occur.

## Noise – Required Mitigation Measures

**N-1 Temporary Noise Barriers.** As recommended in the Noise and Vibration Technical Memorandum (Dudek, July 20, 2020; updated June 22, 2022), the construction contractor shall install onsite noise reduction means as follows:

- a) To protect the existing occupied residences of Anacapa Villas (i.e., receptor R2 from Table 5) from excessive construction-related noise, temporary noise barriers of sufficient height and extent shall be installed along the northwest boundary so that as much as 10 dB of barrier noise insertion loss can be realized. The temporary barrier elements should resemble an outdoor-use vinyl-covered acoustical blanket comprising one or more materials that demonstrate a sound transmission class (STC) of 25 or better (see Figure 3 for conceptual views of a sample segment with supporting structure mounted on “k-rail” concrete mass), which, under the right conditions can eliminate the need for drilling posts in the ground. This STC value is at least 10 dB greater than the highest predicted noise reduction effect due to barrier intervention, and is thus consistent with Caltrans Technical Noise Supplement (“TeNS”) guidance that states: “any material may be used for a barrier between a noise source and a noise receiver as long as it has a TL of at least 10 dBA more than the desired noise reduction” (Caltrans 2013a).
- b) To protect the existing occupied residences and/or academic functions at the Antioch University building (i.e., receptor R3 from Table 5) from excessive construction-related noise, temporary noise barriers of sufficient height and extent shall be installed along the northwest site boundary so that as much as 5 dB of barrier noise insertion loss can be realized. The temporary barrier elements should resemble an outdoor-use vinyl-covered acoustical blanket comprising one or more materials that demonstrate a sound transmission class (STC) of 15 or better.

**N-2 Vibration Mitigation Program.** As recommended in the Noise and Vibration Technical Memorandum (Dudek, July 20, 2020; updated June 22, 2022), the construction contractor shall retain the services of a qualified acoustician to prepare a construction vibration mitigation program, which would include the planning and implementation of one or more of the following activities and/or features:

- Prohibit operation of project heavy construction equipment (i.e., large bulldozer or comparably vibration-producing equipment per Table 11) within a 5-foot horizontal distance buffer of receiving occupied structures associated with Anacapa Villas.
- Within the 5-foot distance buffer, use alternative means or equipment to perform the same needed construction task or process, as practical.
- Conduct on-site vibration velocity sampling to evaluate vibration velocity levels of anticipated construction equipment or alternatives intended to generate less vibration magnitude.
- The Project Environmental Coordinator (PEC) shall inform nearby residence owner/occupants and business owners, in advance, when vibration-intense construction activities on-site are expected to occur.

If construction conditions do not cause heavy equipment activity to occur within this 5-foot distance to the Anacapa Villas building façade(s), then implementation of the above measures would not be needed.

**N-3 Construction Management Plan.** A Construction Management Plan shall be prepared to address noise and traffic during all phases of construction. The Construction Management Plan shall be developed with input from Antioch University representatives, and surrounding sensitive uses, to coordinate construction activities prior to the start of construction, with the intent to reduce construction impacts to the school and others. The plan shall include measures to reduce construction noise effects on sensitive receptors, ensure safety measures are in place, and minimize disruption to the surrounding roadway network. The Construction Management Plan shall be reviewed and approved by the City Environmental Analyst prior to issuance of building permits.

**N-4 Emergency Generator Barrier.** As recommended in the Noise and Vibration Technical Memorandum (Dudek, July 20, 2020; updated June 22, 2022), the stand-by generators shall be surrounded with a three-sided “U”-shaped barrier of connected wall sections that provide occlusion of direct sound pathways between the operating generator and receiver positions to the northeast, northwest, and southwest. The barrier shall be constructed of solid materials, with no air-gaps or cracks, and demonstrate a minimum sound transmission class (STC) rating of 25. Additional features of the barrier include:

- The barrier extent and position with respect to the generators will not impede equipment access and maintenance.
- The barrier may be portable or removable, so that its application need only be temporary and installed prior to and during a generator testing opportunity, then dis-assembled and stored on-site until the next scheduled testing opportunity.
- Top-edge height of the barrier with respect to grade will vary with the stand-by generator type as follows:
  - Skid-mounted C18 ACERT U.S. EPA Tier 4 Sound Attenuated Enclosure – 10 feet
  - Mounted on sub-base fuel tank – 13.5 feet

**N-5 Firearm Sound Attenuation.** As recommended in the Noise and Vibration Technical Memorandum (Dudek, July 20, 2020; updated June 22, 2022), the project shall incorporate passive, dissipative sound attenuation in the form of interior ductwork lining, manufactured “sound traps,” or other means, based on testing or published engineering data, between the firing range interior closed volume in which the discharges occur and the exit of the exhaust duct outlet at the parking structure roof, such that the average hourly noise level is no greater than 50 dBA, 45 dBA, and 40 dBA for daytime (7 am-7 pm), evening (7 pm-10 pm), and nighttime (10 pm-7am) hours, respectively, when measured at a distance of 50 feet.

Prior to Certificate of Occupancy, acoustical sound measurements shall be taken and documentation of recorded sound measurements shall be provided to the City’s Environmental Analyst. If noise levels are found to exceed the average hourly noise levels listed above, additional noise reduction measures shall be implemented and additional sound measurements shall be taken.

Refer to Attachment D for Standard Conditions of Approval Applicable to Project.

### Noise – Residual Impact

Less than significant.

12. POPULATION AND HOUSING	Level of Significance
Would the project:  a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g. through extension of roads or other infrastructure)?	Less Than Significant Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less Than Significant Impact

Population and Housing – Discussion

**Issues:** Population and housing issues include induced population growth that would strain environmental resources within the City or require new infrastructure or development, the construction of which could result in environmental impacts. The loss of housing units would displace populations and increase demand for housing within the City.

**Impact Evaluation Guidelines:** A potentially significant population and housing impact may occur if:

1. Growth inducement, such as provision of substantial population or employment growth or creation of substantial housing demand; development in an undeveloped area, or extension/ expansion of major infrastructure that could support additional future growth.
25. Loss of a substantial number of people or housing units, especially loss of lower cost housing.

Population and Housing – Existing Conditions and Project Impacts

**12.a) Growth-Inducing Impacts**

The project would not involve a substantial increase in major public facilities such as extension of water or sewer lines or roads that would facilitate other growth in the area. The project involves the consolidation of operations from four Police Department locations to one location. No increase in the number of employees is anticipated; however, any increase would be minor and would not involve substantial employment growth that would increase population or housing demand. Growth-inducing impacts would be *less than significant* because the project site is in an urbanized area that is currently served by all required infrastructure.

**12.b) Housing Displacement**

Consistent with SBMC §30.185.270 (Mobilehomes, Recreational Vehicles, and Modular Units, Individual Use), the project site is part of the Safe Parking Program, administered by New Beginnings, a local nonprofit organization, which provides safe overnight parking to individuals and families living in their vehicle. The Safe Parking Program has been in operation since 2004 in cooperation with numerous local churches, governmental and non-profit agencies, and businesses. The program currently manages 154 spaces in 26 parking lots throughout the cities of Santa Barbara, Goleta, and the neighboring unincorporated areas of Santa Barbara County.

City staff has reached out to New Beginnings staff to discuss the timing of the project, the current lots being used by the program, the capacity at those lots, and possible options for the future. City staff will continue to assist with finding potential alternative sites within the City for relocation prior to construction.

Prior to construction, the Safe Parking Program would relocate those currently using the project site to other parking lots in the program. Therefore, impacts would be *less than significant*.

Population and Housing – Required Mitigation Measures

None.

Population and Housing – Residual Impact

Less than significant.

<b>13. PUBLIC SERVICES AND UTILITIES</b> Would the project:	<b>Level of Significance</b>
a) Require or result in the relocation or construction of new or expanded storm water drainage facilities or expansion of water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?	Less Than Significant Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less Than Significant Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less Than Significant Impact
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?	Less Than Significant Impact with Mitigation
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less Than Significant Impact with Mitigation
f) 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: <ul style="list-style-type: none"> <li>i. Fire Protection?</li> <li>ii. Police Protection?</li> <li>iii. Schools?</li> <li>iv. Parks?</li> <li>v. Other Public Facilities?</li> </ul>	Less Than Significant Impact

### Public Services and Utilities – Discussion

**Issues:** This section evaluates project effects on fire and police protection services, schools, public facility maintenance and other governmental services, utilities, including electric and natural gas, water and sewer service, and solid waste disposal.

*Water:* The City of Santa Barbara's water supply comes primarily from the following sources, with the actual share of each determined by availability and level of customer demand: Lake Cachuma and Tecolote Tunnel; Gibraltar Reservoir, Devils Canyon and Mission Tunnel; groundwater; State Water Project Table A allotment; desalination; and recycled water. Conservation and efficiency improvements are projected to contribute to the supply by offsetting demand that would otherwise have to be supplied

by additional sources. The City's Long Term Water Supply Program (LTWSP) and Urban Water Management Plan (UWMP) are combined into the 2020 Enhanced UWMP, which was adopted by City Council on June 29, 2021 and details the City's water supply and management strategy for the next 30 years. For the planning period 2021-2050, it outlines a strategy to use the above sources to meet the City's estimated system demand (potable plus recycled water) of 15,160 acre-feet per year (AFY). The LTWSP concludes that the City's water supply is adequate to serve the anticipated demand during the planning period.

*Sewer:* The maximum capacity of the El Estero Water Resource Center is 11 million gallons per day (MGD), with current average daily flows in 2020 of 6 MGD. In 2010, the City certified a citywide Program FEIR for the Plan Santa Barbara General Plan Update. This FEIR concluded that the increased wastewater flows to El Estero Wastewater Water Resource Center are enough to accommodate the growth planned through 2030 for the City. The FEIR also concluded that the increased wastewater flows into the City's collection systems would not substantially contribute to current problems of offsite inflow and infiltration of wastewater flows from the City's system.

*Solid Waste:* Most of the waste generated in the City is transported on a daily basis to seven landfills located around the County. The County of Santa Barbara, which operates the landfills, has developed impact significance thresholds related to the impacts of development on remaining landfill capacity. These thresholds are utilized by the City to analyze solid waste impacts. The County thresholds are based on the projected average solid waste generation for Santa Barbara County from 1990-2005. The County assumes a 1.2 percent annual increase (approximately 4,000 tons per year) in solid waste generation over the 15-year period. The County's threshold for project specific impacts to the solid waste system is 196 tons per year (this figure represents 5% of the expected average annual increase in solid waste generation [4000 tons per year]) for project operations. Source reduction, recycling, and composting can reduce a project's waste stream by as much as 50 percent. If a proposed project generates 196 or more tons per year after reduction and recycling efforts, impacts would be considered significant and unavoidable. Proposed projects with a project specific impact as identified above (196 tons per year or more) would also be considered cumulatively significant, as the project specific threshold of significance is based on a cumulative growth scenario. However, as landfill space is already extremely limited, any increase in solid waste of 1% or more of the expected average annual increase in solid waste generation (4,000 tons per year), which equates to 40 tons per year, is considered adverse significant cumulative impact.

According to the County's thresholds of significance, any construction, demolition or remodeling project of a commercial, industrial or residential development that is projected to create more than 350 tons of construction and demolition debris is considered to have a significant impact on solid waste generation. The County's 350-ton threshold has not been formally adopted by the City; however, it provides a useful method for calculating and analyzing construction waste generated by a project.

*Facilities and Services:* In 2010, the City certified a citywide General Plan EIR. The EIR concluded that under existing conditions as well as the projected planned development and all studied alternatives, all public services (police, fire, library, public facilities, governmental facilities, electrical power, natural gas and communications) could accommodate the potential additional growth until 2030. The FEIR also determined that growth in the City under the General Plan would not result in a considerable contribution to cumulative impacts on public services on the South Coast.

*Schools:* None of the school districts in the South Coast have been designated "overcrowded" as defined by California State law. Per California Government Code Section 66000, the City collects development

impact fees from new development to offset the cost of providing school services/additional infrastructure to accommodate new students generated by the development.

**Impact Evaluation Guidelines:** The following may be identified as significant public services and facilities impacts:

1. Inadequate water, sewage disposal, or utility facilities or capacity to serve the project.
26. Substantial increase in solid waste disposal to area sanitary landfills that would result in a disproportional use of remaining landfill capacity.
27. Creation of a substantial need for increased police department, fire department, public facility maintenance, or government services staff or equipment.
28. Generation of substantial numbers of students exceeding public school capacity where schools have been designated as overcrowded.

## Public Services and Utilities – Existing Conditions and Project Impacts

### **13.a-c) Water and Sewer**

#### Water:

The water demand for the existing parking lot is currently 0 AFY because the existing trees and other landscaping are not being irrigated. The water demand for the proposed project (64,000 square feet) is estimated to be 10.88 AFY. This is based on the institutional rate of 0.17 AFY per 1,000 square feet of floor area from the Updated Demand Factors Technical Memorandum dated November 5, 2021. The change in water use for the project site would not significantly impact the City's water supply. A comparison to the water demand on the existing police stations sites is not required in this Initial Study; however, the combined square footage for the four existing sites is approximately 35, 000 SF. Therefore, the water demand can be estimated to be approximately 5.95 AFY based on the same Institutional rate of 0.17 AFY. Water demand factors are general estimates for broad customer categories, and staff believes that 0.17 AFY is a very conservative estimate for a Police Station use, and actual water use would likely be less than that. Nevertheless, the proposed project is within the anticipated growth rate for the City projected in the certified General Plan EIR (2011) and therefore, the City's long-term water supply and existing water treatment and distribution facilities would adequately serve the proposed project. The impact to the City water supply, treatment, and distribution facilities due to the potential increase in demand from the proposed project would be *less than significant*.

#### Sewer:

The sewer demand for the existing parking lot is 0 AFY. The sewer demand for the proposed project is estimated to be 9.67 AFY (Sewer Demand, Flowers & Assoc., June 7, 2021). The proposed project is within the anticipated growth rate for the City projected in the certified General Plan EIR (2011) and therefore, the City's existing water treatment and distribution facilities would adequately serve the proposed project. The impact to the existing City sewer system and sewage treatment plant due to the potential increase in sewage treatment demand from the project would be *less than significant*.

### **13.d-e) Solid Waste Generation/ Disposal**

The existing project site is a parking lot with trees that does not generate any measurable solid waste (i.e., landscaping waste). The Farmer's Market does generate some solid waste, which is removed at the end of each Saturday event.



Short-Term (Demolition and Construction):

Construction-related waste generation is estimated to be 2,190 tons prior to any recycling or diversion. Total short-term solid waste would be reduced to 547.5 tons (2,190 x 75%) after implementation of the City's Construction and Demolition Ordinance (SBMC Ch. 7.18) requirement to divert 75% of total construction waste. With a 75% diversion rate, the project would generate more than 350 tons of construction and demolition debris, and would exceed thresholds for construction-related solid waste generation. Implementation of a Solid Waste Management Plan that includes measures to recycle at least 85% of demolition solid waste would reduce short-term waste disposal impacts to a less than significant level. Given that the demolition materials would be consistent throughout the project site, a diversion rate of 85% would be attainable. Therefore, with implementation of mitigation PS-1 (Solid Waste Management Plan for Construction), which would increase the diversion rate to 85%, the project would generate less than 350 tons of construction and demolition debris, and the short-term solid waste impact would be *less than significant with mitigation*.

Long-Term (Operational):

The project would include one 4-cubic-yard dumpster for trash, one 4-cubic-yard dumpster for recycling, and two food waste bins. The project is estimated to generate 83.2 tons per year (TPY) of solid waste using the conservative Office category as follows: 64,000 sf x 0.0013 TPY. With application of source reduction, reuse, and recycling, landfill disposal of solid waste could be reduced to 41.6 TPY. This is under the 196 TPY project-specific threshold; however, it is above the cumulative threshold of 40 TPY. Implementation of mitigation measure PS-2 (Solid Waste Management Plan for Long-term Operations), which requires the project to reduce the amount of solid waste going to the landfill to less than 40 TPY, would reduce impacts to long-term operational solid waste disposal would be *less than significant with mitigation*.

**13.f) Police, Fire, Schools, and Public Facilities**

The project site is located in an urban area where all public services are available. The project, which would consolidate Police Department facilities, would not create additional demand on fire or police protection services, library services, or City buildings and facilities.

The project would be served with connections to existing public services for electricity, cable, and telephone, as well as access to existing roads, all of which can accommodate the minor increase in demand generated by the project at the project site.

None of the school districts in the South Coast have been designated "overcrowded" as defined by California State law. School impact fees would be applied to the project as required in accordance with State law.

Impacts to fire protection, police protection, schools, library services, City buildings and facilities, electrical power, telephone, and cable telecommunication services are anticipated to be *less than significant*.

Public Services and Utilities – Required Mitigation Measures

**PS-1 Solid Waste Management Plan for Construction.** Prior to issuance of a demolition or building permit for the project, the applicant shall develop a Solid Waste Management Plan for Construction, subject to approval by the City's Environmental Analyst, to ensure that the diversion rate achieved is 85% in order to generate less than 350 tons of construction and demolition debris. All requirements of the plan shall be implemented on-site.

**PS-2 Solid Waste Management Plan for Long-term Operations.** Prior to issuance of a building permit for the project, the applicant shall develop a Solid Waste Management Plan, subject to approval by the City's Environmental Analyst and Environmental Services Division, to ensure that the amount of long-term (operational) solid waste going to the landfill to less than 40 tons per year (TPY). All requirements of the plan shall be implemented on-site.

Public Services and Utilities – Residual Impacts

Less than significant.

14. RECREATION Would the project:	Level of Significance
a) 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?	Less than Significant
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact
c) Result in substantial loss or interference with existing park space or other public recreational facilities (such as hiking, cycling or horse trails)?	No Impact

### Recreation – Discussion

**Issues:** Recreational issues are associated with increased demand for recreational facilities, or, loss of or impacts to existing recreational facilities or parks.

**Impact Evaluation Guidelines:** Recreation impacts may be significant if the project would result in:

1. Substantial increase in demand for park and recreation facilities in an area under-served by existing public park and recreation facilities.
2. Substantial loss or interference with existing park space or other public recreational facilities such as hiking, cycling, or horse trails.

### Recreation – Existing Conditions and Project Impacts

#### **14.a-b) Recreational Demand**

The Santa Barbara Police Department operations are currently located at four separate sites. All existing operations would be consolidated at the new project site. Operations would remain the same. No increase in employees and no increase of population is anticipated. The project would not require the construction or expansion of any recreational facilities. The new Police Station facility would provide fitness rooms for the employees and there would not be a significant increase in the use of Vera Cruz Park for recreational purposes. Therefore, there would be a *less than significant* impact on recreational demand.

#### **14.c) Existing Recreational Facilities**

Vera Cruz Park is an existing City park located across Cota Street from the project site. The proposed project would replace an existing parking lot and would have *no impact* on any existing park or recreation facilities.

### Recreation – Required Mitigation Measures

None.

### Recreation – Residual Impacts

Less than significant.

15. TRANSPORTATION AND CIRCULATION	Level of Significance
Would the project:	
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less Than Significant Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3 (Determining the Significance of Transportation Impacts)?	Less Than Significant Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant Impact
d) Result in inadequate emergency access?	Less Than Significant Impact

Transportation and Circulation – Discussion

**Issues:** Transportation issues include traffic, access, circulation and safety. Vehicle, bicycle and pedestrian, and mass transit modes of transportation are all considered, as well as emergency vehicle access.

The City General Plan Circulation Element contains policies addressing circulation, vehicle traffic, and alternative mode travel in the City. Vehicle traffic and alternative mode policies are also contained in other adopted City planning documents, including the Nonresidential Growth Management Ordinance, Pedestrian Master Plan, Bicycle Master Plan, Upper State Street Plan, etc., as well as regional transportation plans.

**Impact Evaluation Guidelines:** State legislation Senate Bill (SB) 743 revises the approach for analyzing transportation impacts of projects under CEQA. The legislation identifies the use of vehicle miles traveled (VMT) or similar approaches as the most appropriate measure for determining transportation impacts as alternative metrics for assessing the environmental impact of vehicle transportation (as an air quality and GHG impact) transportation impacts in CEQA reviews. The change to VMT is meant to focus development in urban centers and to encourage land use and transportation planning decisions that reduce and minimize VMT, which is GHG emissions generator.

The State provides screening criteria to quickly identify projects not expected to result in transportation impacts under the VMT methodology. Consistent with State CEQA Guidelines §15064.3, projects in areas that are already well served by a major transit stop are presumed to have less than significant transportation impacts. A major transit stop is defined in the State CEQA Guidelines as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with frequencies of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. Projects located within a high quality transit corridor as identified by SBCAG are presumed to have less than significant VMT impacts. Projects that would generate less than 110 vehicle trips per day are presumed to be less than significant, as well as infill development projects with 100 percent affordable units. Transit and active transportation projects are also presumed to have a less than significant impact on VMT.

### Circulation and Traffic Safety:

1. Create potential hazards due to addition of traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
2. Diminish or reduce effectiveness, adequacy, or safety of pedestrian, bicycle, or public transit circulation.
3. Result in inadequate emergency access on-site or to nearby uses.
4. Conflict with regional and local plans, policies, or ordinances regarding the circulation system, including pedestrian, bicycle, and public transportation.

### Transportation and Circulation – Existing Conditions and Project Impacts

#### **15.a) Bicycle/Pedestrian/Public Transit**

There are more than 25 transit stops within ½ mile of the project site. There is a transit stop serving the City's crosstown route at the property frontage on Cota Street and across Cota Street. The transit stop at the property frontage would be relocated and incorporated into the project. If it must be out of service temporarily during construction, there are adequate transit stops nearby. One block away is the bus route to Montecito and Carpinteria on Haley Street between Anacapa and Santa Barbara Streets. One block to the north at Santa Barbara and De La Guerra Streets is the Coastal Express bus stop that goes to Carpinteria and Ventura and the Clean Air Express that goes to Lompoc and Santa Maria. There is also a transit stop close by at Anacapa and Ortega that goes to Santa Ynez. These transit stops are anticipated to provide adequate transit resources for the project demands.

Cota Street currently has an on-street bicycle lane that will be protected in place. Pedestrians and bicyclists would continue to share the existing right-of-way. There are existing sidewalks and parkways along the project's frontages along Cota and Santa Barbara Streets that will remain to serve the area's pedestrian needs. The Pedestrian Master Plan requires local streets with a right of way that is 60 feet or greater to have a six-inch curb, four-foot parkway or tree well area, six-foot sidewalk and one-foot, six-inch frontage zone. The project is required to comply with the Pedestrian Master Plan.

The project would not result in a substantial increase in the need for new transit facilities, bike lanes, or pedestrian facilities in the area; therefore, impacts associated with pedestrian, bicycle or public transit facilities would be *less than significant*.

#### **15.b) Vehicle Miles Traveled**

Per the State's Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, Vehicle Miles Traveled (VMT) is generally the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, VMT 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. A "Major Transit Stop" means a site containing an existing bus transit service or the intersection of two or more major bus routes with frequencies of service intervals of 15 minutes or less during the morning and afternoon peak commute periods.

According to the Santa Barbara County Association of Governments Regional Transportation Plan Map 85: Existing Transit Priority Areas, the project site is located in an existing transit priority area (15 minute or less headways within a half mile distance); therefore, the impacts related to VMT would be *less than significant*.

#### **15.c-d) Access/ Circulation/ Safety Hazards**

##### Short-Term Construction Traffic:

The project would generate construction-related traffic that would occur over the 28-month construction period and would vary depending on the stage of construction. Demolition, site preparation, and grading is estimated to last approximately four months. Approximately of 2,100 truck trips are anticipated for soil export. Temporary construction traffic is generally considered an adverse but not significant impact. Standard conditions of approval would be applied, including restricting construction trips during peak traffic hours, approval of routes for construction traffic, and designation of specific construction staging and parking areas (see Attachment D). In this case, given the low speed of traffic and relatively low traffic levels in the area and use of standard best management practices, construction-related traffic would not result in considerable safety hazards. Short-term construction-related traffic would be a *less than significant* impact.

##### Operational Access and Circulation:

According to the California Highway System Roadway Classification Map, Cota Street is a two-lane “Major Collector” street, and Santa Barbara Street is a one-way two-lane “Other Principal Arterial” street. Both streets are fully improved along the project frontages.

In the early stage of design, in an effort to reduce the flow of traffic in the vicinity of the project site, staff explored the option of changing Santa Barbara Street from a one-way street to a two-way street between Haley and Cota Streets. However, it was determined that there were no advantages in doing so. It became more important to make changes along the project frontage. Therefore, the project includes changes to the existing roadway alignment and lane configurations on Santa Barbara Street. Public improvements include additional parkway extending into Santa Barbara Street and new red curb for a no parking area along the Santa Barbara Street frontage.

The property frontage currently has one driveway curb cut along Cota Street and one driveway curb cut along Santa Barbara Street. The proposed project does not have any additional curb cuts. The driveway aprons would be upgraded to meet current ADA standards and the Pedestrian Master Plan. To be in compliance with the City’s Traffic Management Strategy, the project has been evaluated to ensure there is appropriate connection to the transportation system, and improvements to the interface with the public right-of-way are proposed to ensure safe access and minimize the project’s disruption to the traffic flow of adjacent streets. The driveways have been designed to provide adequate sight distance to and from the intersection of the driveway with either Cota or Santa Barbara Street, as applicable. In addition, the project site is located in an urbanized area and there are no incompatible uses that would result in a vehicle mix that could increase traffic hazards.

The project has been reviewed and found adequate by the City’s Public Works, Engineering and Transportation Divisions. The City Fire Department has determined that adequate emergency and fire access is provided for the project. Therefore, proposed project impacts associated with vehicular access, circulation and evacuation would be *less than significant*.

Vision Zero Policy:

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. In 2016, City Council established a Vision Zero Policy to eliminate all severe and fatal transportation-related collisions on City streets by 2030. The identified concern along Cota Street is the concentrated multi-modal traffic collision incidences. The Police Station project is consistent with the City's Vision Zero strategy on Cota Street with the completed installation of the bike lane on Cota Street, the planned Eastside Community Paseos, and the enhanced bike lane on Haley Street.

Transportation and Circulation – Required Mitigation Measures

None.

Transportation and Circulation – Residual Impact

Less than significant.

<b>16. WATER QUALITY AND HYDROLOGY</b> Would the project:	<b>Level of Significance</b>
a) Groundwater: <ul style="list-style-type: none"> <li>i. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</li> <li>ii. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade groundwater quality?</li> </ul>	Less Than Significant Impact with Mitigation
b) Surface Water: <ul style="list-style-type: none"> <li>i. Substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner which would result in substantial erosion, siltation, or flooding on- or offsite?</li> <li>ii. 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?</li> <li>iii. Substantially affect water quality within a creek?</li> <li>iv. Conflict with or obstruct implementation of a water quality control plan?</li> </ul>	Less Than Significant Impact
c) Flood Risk: In flood hazard zones: <ul style="list-style-type: none"> <li>i. Substantially exacerbate existing hazard conditions to persons or property?</li> <li>ii. Risk release of pollutants due to project inundation?</li> <li>iii. Conflict with floodway or floodplain regulations?</li> </ul>	Less Than Significant Impact with Mitigation

### Water Quality and Hydrology – Discussion

**Issues:** Water resources issues include changes in surface drainage, creeks, surface water quality, groundwater quantity and quality, flooding, and inundation.

**Impact Evaluation Guidelines:** A significant impact would result from:

*Water Resources and Drainage:*

1. Substantially changing the amount of surface water in any water body or the quantity of groundwater recharge.
2. Substantially changing the drainage pattern or creating a substantially increased amount or rate of surface water runoff that would exceed the capacity of existing or planned drainage and storm water systems.



3. Altering drainage patterns or affecting creeks in a way that would cause substantial erosion, siltation, on- or off-site flooding, or impacts to sensitive biological resources. See also Section 4, Biological Resources.

*Water Quality:*

4. Substantial discharge of sediment or pollutants into surface water or groundwater, or otherwise degrading water quality, including temperature, dissolved oxygen, or turbidity.

The City of Santa Barbara updated the Storm Water Management Program (SWMP) in 2020, and the Plan is implemented through City ordinance provisions. The purpose of the SWMP is to implement and enforce a program designed to reduce the discharge of pollutants to the “maximum extent practicable” to protect water quality. The SWMP addresses discharge of pollutants both during construction and after construction. The water quality treatment requirement is to retain and treat the 1-inch, 24-hour storm event. The peak runoff discharge rate requirement is that the peak runoff discharge rate shall not exceed the pre-development rate up to the 25 year storm. The volume reduction requirement is to retain on site the volume difference between pre- and post-conditions for the 25-year, 24-hour storm or the 1-inch storm (whichever is larger).

*Flooding and Inundation Hazards:*

5. Locating development within floodway or 100-year flood hazard area; substantially altering the course or flow of flood waters or otherwise exacerbating flood hazard to persons or property.
6. Exposing people or structures to substantial unmitigated risk involving inundation.

## Water Quality and Hydrology – Existing Conditions and Project Impacts

### **16.a) Groundwater Quantity and Quality**

A Hydrology and Water Quality Analysis report (Dudek, March 2021) was prepared for the project. Recent geotechnical work on the project site encountered groundwater at 13 feet below ground surface in 2017 and 2020, but did not encounter groundwater to depths of 16.5 feet in 2019. Other studies in the surrounding area encountered groundwater between 2 feet and 16 feet below ground surface, indicating that the level of groundwater fluctuates. In order to manage potentially shallow groundwater conditions, the project will need to implement a dewatering program.

Potential issues with dewatering are the discharge of polluted groundwater to the downstream conveyance system and/or the exceedance of the stormwater drainage system’s capacity if dewatering is required during large rainfall events.

The Phase I Environmental Site Assessment (ESA) and subsequent reports prepared for the project site and discussed in Section 8 (Hazards and Hazardous Materials) summarized the contamination in surrounding properties and found regional PCE contamination and other groundwater impacts in surrounding sites. The detections of 1,1-DCE and chloroform on the project site were below their MCLs, and the Phase I ESA did not identify any recognized environmental condition (REC) associated with the site. However, while the off-site groundwater impacts are not considered a REC, groundwater dewatering could result in further migration of volatile organic compounds (VOCs) onto the subject property and could result in a significant impact on water quality.

The standard requirements contained in the City's SWMP and National Pollutant Discharge Elimination System (NPDES) may not be sufficient to address the project's potential to violate water quality standards or waste discharge requirements.

Implementation of mitigation measures WQ-1 (Groundwater Dewatering Monitoring), which requires monitoring of groundwater dewatering discharges and WQ-2 (Adequate Stormwater Storage Capacity), which requires that the stormwater management features operate under high groundwater conditions, would ensure that groundwater quality and quantity impacts would be *less than significant with mitigation*.

#### **16.b) Drainage, Stormwater Runoff, and Water Quality and Creeks**

The project site has no mapped creeks onsite, and the nearest creek is Mission Creek, approximately 0.3 miles away. Therefore no creeks would be affected.

A Preliminary Drainage Analysis and Storm Water Compliance Report (Flowers & Associates, Inc., September 2021) prepared for the project demonstrates that the project would increase the total landscape/pervious surfaces from approximately 8,970 square feet (12.8%) of the total project area to approximately 17,220 square feet (24.6%) of the total project area (proposed landscape/pervious areas are comprised of landscaped areas (8,126 square feet), permeable pavers (6,944 square feet) and a green roof (2,148 square feet). This would result in decreased peak flows and runoff volume thereby satisfying Tier 3 storm water discharge rate control and volume reduction requirements.

The City and State require that onsite capture, retention, and treatment of storm water be incorporated into the design of the project. Pursuant to the City's SWMP and the NPDES General Permit for Storm Water Discharges, the City requires that any increase in stormwater runoff (based on a 25-year storm event) be retained onsite and that projects be designed to capture and treat the calculated amount of runoff from the project site for a one-inch storm event, over a 24-hour period. Roof drainage will be conveyed to various post-construction stormwater BMPs for stormwater treatment including eight bioretention areas, five bio-filtration planter boxes, green roofs, and permeable paving to capture and treat runoff prior to discharging into the public drainage system. Runoff in the public right-of-way along the project frontage of Cota and Santa Barbara Streets would be captured through various curb cuts and conveyed to bioretention areas constructed in the adjacent parkway. Runoff that cannot be routed to a bioretention area will be captured and directed to an infiltration trench under the sidewalk. The Preliminary Drainage Analysis and Storm Water Compliance Report indicates that the peak runoff flow rate has been accounted for in the design of the project. The proposed storm water management plan complies with the City's SWMP requirements. Additionally, the project is subject to standard conditions of approval (see Attachment D), building codes, and federal and state regulatory programs that have been established to minimize impacts to water quality resulting from construction operations. Therefore, impacts associated with drainage, stormwater, and surface water quality would be *less than significant*.

#### **16.c) Flooding**

The project site is designated on the Federal Emergency Management Agency (FEMA) Flood Map (number 06083C1387J, effective September 28, 2018) as Zone X (unshaded) for minimal flood risk. The project site is not located in a Special Flood Hazard Risk Zone. The flooding potential would not change following project occupancy, nor would the project substantially alter the course or flow of flood waters. Therefore, impacts related to flooding would be *less than significant*.

Due to the nature of the proposed project as an essential service facility, an assessment was prepared to evaluate the potential flood condition based on a 500-year design rainfall (Kasraie Consulting, January 14, 2020). The project site is in an area drained by the Laguna Channel, located between the Mission Creek and Sycamore Creek watersheds. The assessment assumed excessive rainfall, storm drains not functional, and surface flows leaving via streets and highway underpasses. The results indicate flooding areas resulting from a blockage of the Laguna Channel under Highway 101 are not likely to threaten the proposed Police Station and would be limited to extend westward to Garden Street where the Highway 101 underpass conveys surface water southward. Flood conditions at the proposed Police Station location are likely to be governed by the local conditions of flow through the streets. The model results indicate flow depths could reach 1-1.5 feet on E. Cota Street, and 0.5 to 1 foot on Santa Barbara Street, if the storm drains are not functional in the area during a flood event.

There is a potential for the project to overwhelm the downstream stormwater system if dewatering activities coincide with high-intensity/volume rainfall events, and could result in off-site flooding and an increase in pollutant loads. Implementation of mitigation measure WQ-2 (Adequate Stormwater Storage Capacity) would ensure that the project will not exceed downstream stormwater drainage system capacities. Therefore, impacts to pollutant loading during flooding would be *less than significant with mitigation*.

#### Sea-level Rise (SLR):

Although not required, given its distance from the coast, a Sea-level Rise Vulnerability Assessment was prepared for the project. The assessment concludes that the project site would not be exposed to coastal erosion or flooding for the scenarios evaluated, including the worst-case H++ projection in 2100 (i.e., 9.8-foot SLR). The existing grade at the project site is approximately 10 feet higher than extreme coastal flooding in a 6.6-foot SLR scenario and approximately 7 feet higher than extreme coastal flooding under a 9.8-foot SLR scenario.

### Water Quality and Hydrology – Required Mitigation Measures

**WQ-1 Groundwater Dewatering Monitoring.** The applicant shall conduct groundwater sampling and analysis of priority pollutants listed in 40 CFR 401.15 (including PCE, TCE, 1,1-DCE, cis-1,2-dichloroethene, vinyl chloride, chloroform, and petroleum hydrocarbons), and shall provide the results to the Central Coast Regional Water Quality Control Board (RWQCB). Depending on the pollutant levels detected and the specifics of the dewatering discharge, the RWQCB may authorize the discharge under an existing general permit, or may require issuance of an individual National Pollutant Discharge Elimination System (NPDES) Permit and/or waste discharge requirements (WDR). In either case, if the analytical results of the groundwater samples indicate that the discharge would exceed applicable discharge prohibitions, effluent criteria, and receiving water limitations, the applicant shall be required to:

1) Design and implement a treatment program prior to discharge of groundwater to the storm drain, which would depend on the pollutant levels detected, but could include one or more of the following:

- Desilting basins for removing excess sediment, to granular activated carbon (GAC) canisters for removal of PCE.
- Pump to baker tanks and haul away for off-site treatment/disposal (construction).
- Pump and treat to City storm drain with approval of and in coordination with Public Works.
- Pump to sanitary sewer and treat if require with approval of and in coordination with sanitation district.

2) Prepare and implement a Monitoring and Reporting Program (MRP), consistent with RWQCB requirements, that demonstrates compliance with effluent limitations for reportable pollutants using the sampling and analytical methods defined in the MRP.

Written verification from the RWQCB that it has authorized both the construction and long-term groundwater dewatering discharge, if required, and that it approves of the proposed treatment program and MRP shall be submitted to the Project Environmental Coordinator (PEC). This applies for both short-term construction dewatering purposes, and for use of a permanent subgrade dewatering system, if required.

**WQ-2 Adequate Stormwater Storage Capacity.** Prior to the issuance of the building permit, the applicant shall demonstrate that the proposed stormwater storage chambers will function in compliance with the stormwater retention and infiltration requirements established in the City's Storm Water Management Program (SWMP) and National Pollutant Discharge Elimination System (NPDES) permit, even under high groundwater conditions. This may be achieved through one or more of the following means:

- Ensure sufficient storage and infiltration rates can be achieved above the maximum potential groundwater elevation. As the maximum groundwater elevation for the project site remains unknown, a comprehensive geotechnical or hydrogeological investigation will be required to assess final storage and infiltration rates for any proposed subsurface stormwater chambers.
- Ensure project dewatering will maintain depressed groundwater levels such that the subsurface storage chambers will maintain capacity and infiltration rates.
- Implement above ground storage chambers (e.g., rainwater cisterns) to make up for the lost stormwater retention requirement during high groundwater. This water could be used for on-site irrigation and/or connected to vegetated filter strips/swales.

#### Water Quality and Hydrology – Residual Impact

Less than significant.

17. WILDFIRE	Level of Significance
If the project is 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?	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, or thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel break, emergency water sources, power lines, or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding, landslides, or mud flows, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

Wildfire – Discussion

**Issues:** Wildfire issues include exposure of persons and structures to wildfire, air pollutants, and post-wildfire slope instability. Structural losses or damage from wildfires often result from inappropriate siting of development within or adjacent high fire hazard areas, the use of inappropriate construction materials or landscaping, and presence of biofuel mass. Recent wildfire events in California indicate that wildfire behavior is changing, and the duration and frequency of wildfire events are increasing. The 2017 Thomas Fire in Santa Barbara and Ventura Counties was the largest wildfire in California history and burned over 250,000 acres. This ultimately led to the subsequent debris flow event in January 2018, which gravely impacted the Montecito community.

The California Department of Forestry and Fire Protection (CALFIRE) defines fire hazard severity zones based on the presence of biofuel mass, climate, topography, assets at risk (high population centers), and an agency’s ability to provide fire protection services to an area. The City contains state responsibility lands within the Very High Fire Hazard Severity Zone (VHFHSZ) within the Santa Barbara foothills. In addition, the City has also designated areas within the City as high fire hazard severity zones within the Community Wildfire Protection Plan (CWPP).

**Impact Evaluation Guidelines:** A significant impact would result from:

1. Siting of development in a very high fire hazard severity zone or beyond adequate emergency response time, with inadequate access, infrastructure, or water pressure, or otherwise in a manner that creates a fire hazard.
2. Impairment or conflict with the Community Wildfire Protection Plan or other emergency response plan.

3. Exposing people or structures to post-fire slope instability, mud or debris flows.

### Wildfire – Existing Conditions and Project Impacts

#### **17.a-c) Wildfire Risk and Consistency with Existing Emergency and Wildfire Plans and Regulations**

The project site is located in the downtown area and not located within a designated High Fire Hazard Area. There are no project characteristics that would contribute to wildfire risk or impair an adopted emergency response plan or emergency evacuation plan. Therefore, there would be *no impact* related to wildfire risk and emergency plans.

#### **17.d) Post-wildfire Flooding or Mud Slides**

The project site is not located in an area that has experienced a recent burn or located in an area that has the potential for downstream flooding. Therefore, there would be *no impact* related to post-wildfire flooding or mud slides.

### Wildfire – Required Mitigation Measures

None.

### Wildfire – Residual Impacts

Less than significant.

<b>18. MANDATORY FINDINGS OF SIGNIFICANCE.</b>	<b>YES</b>	<b>NO</b>
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)		X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X

**18.a) Biological and Cultural Resources**

As discussed in Section 4, Biological Resources, the project, with implementation of identified mitigation, would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in Section 5, Cultural and Tribal Cultural Resources, the project would not eliminate or impact important prehistoric or historic resources.

**18.b) Cumulative Impacts**

Sections 1 through 17 of this Initial Study consider potential cumulative impacts to environmental resources. As discussed in these sections, the project, with implementation of any identified mitigation, would not have a considerable contribution to cumulative impacts, and would not result in any significant, cumulative impacts on the environment.

**18.c) Other Environmental Effects**

As discussed in Sections 1 through 17 of this Initial Study, no significant effects on humans (direct or indirect) would occur as a result of this project. All potentially significant impacts related to Air Quality, Biological Resources, Cultural Resources, Geology/ Soils, Hazards, Noise, Land Use Planning, and Water Quality/Hydrology can be mitigated to a less than significant level.

**MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)**

A Mitigation Monitoring and Reporting Program has been prepared for the project in compliance with Public Resources Code §21081.6. The MMRP is attached here as Attachment E. A designated Project Environmental Coordinator (PEC) shall be responsible for assuring full compliance with the provisions of the mitigation monitoring and reporting program, as well as all applicable conditions of approval for the project. The PEC shall have authority over all other monitors/specialists, the contractor, and all construction personnel for those actions that relate to the items listed in this program, as further described in the MMRP.

## **ATTACHMENTS**

- A. Project Plans
- B. Architectural Board of Review Minutes (11/16/2020; 1/11/2021; 2/12/2021; 4/19/2021)
- C. Biological Assessment (Dudek, March 2020) with Tree Report (Spiewak, August 15, 2021); Memo (Dudek, April 2022).
- D. Standard Conditions Applicable to Project
- E. Mitigation Monitoring and Reporting Program
- F. Response to Comments on Draft Mitigated Negative Declaration

## **REFERENCES**

The following sources used in the preparation of this Initial Study are located at the Community Development Department, Planning Division, 630 Garden Street, Santa Barbara and are available electronically for review upon request.

### **Project-Specific Sources**

Air Quality and Greenhouse Gas Emissions Technical Memorandum (Dudek, March 15, 2022; updated June 22, 2022)

Cultural Assessment Packet (Dudek, February 2022): Phase I and Extended Phase I Archaeological Resources Report (Dudek, February 2021); Historic Well Protection Memo (Taylor & Syfan Consulting Engineers, Inc., September 2021) and Supplemental Cultural Resources Assessment (Dudek, November 2021)

### **CONFIDENTIAL**

Limited Data Recovery Plan (Dudek, February 10, 2022) - **CONFIDENTIAL**

Geophysical Report (Dudek, May 2020) with Geotechnical Engineering Report (Earth Systems, December 23, 2019); Updated Geotechnical Engineering Report (Earth Systems, July 15, 2020)

Geotechnical Report Memo (Dudek, July 16, 2021)

Paleontological Resources Review (Dudek, April 14, 2020)

Phase 1 Environmental Site Assessment (Dudek, April 2020)

Subsurface Investigation Work Plan (Dudek, August 2021)

Santa Barbara County Environmental Health Services Letter (EHS, October 4, 2021)

Results of Supplemental Subsurface Assessment (Earth Systems, February 11, 2022)

Santa Barbara County Environmental Health Services Letter (EHS, April 14, 2022)

Noise and Vibration Technical Memorandum (Dudek, July 20, 2020; updated June 22, 2022)

Sewer Demand Memo (Flowers & Associates, Inc., June 7, 2021)

Hydrology and Water Quality Analysis (Dudek, March 2021)

Preliminary Drainage Analysis and Storm Water Compliance Report (Flowers & Associates, Inc., September 2021)

Sea-level Rise Vulnerability Assessment (Moffatt & Nichol, April 2020)



500-year Flood Condition (Kasraie Consulting, January 14, 2020) plus video

**General Sources**

California Building Code as adopted by City

California Emissions Estimator Model (CalEEMod)

California Environmental Quality Act (CEQA) Statute & Guidelines

City of Santa Barbara Climate Action Plan and EIR Addendum (2012)

Enhanced Urban Water Management Plan (2020)

Envirostor web site, State Department of Toxic Substances Control (2022)

Erosion/Sediment Control Program, City of Santa Barbara (2012)

Farmland of Statewide Importance Map, California Resources Agency

General Plan, City of Santa Barbara, and General Plan Map

General Plan Certified Final Environmental Impact Report (2011) and Addenda

Geology Assessment for the City of Santa Barbara

Geotracker website, State Water Resources Control Board (2022)

Institute of Traffic Engineers Trip Generation Manual

Long Term Water Supply Plan (2020)

Local Coastal Plan (*Main or Airport*)

Master Environmental Assessment, MEA Guidelines, and MEA Maps

Regional Growth Impacts Study (1980)

Regional Water Quality Control Board Environmental Screening Levels (2019)

Santa Barbara County APCD Scope and Content of Air Quality Sections in Environmental Documents (2017)

Santa Barbara Municipal Code & City Charter

Special District Map

Water Demand Factors:

Updated Demand Factors Technical Memorandum (November 15, 2021)

Water Demand Factor Update Report (October 2009)

Zoning Ordinance & Zoning Map