PLANNING COMMISSION
STAFF REPORT

REPORT DATE: February 1, 2018
AGENDA DATE: February 8, 2018
PROJECT ADDRESS: 6210-6290 Hollister Avenue (MST2016-00022)
TO: Planning Commission
FROM: Planning Division, (805) 564-5470, extension 4549
Beatriz Gularte, Senior Planner BEE
Andrew Bermond, AICP, Project Planner ARB

I. PROJECT DESCRIPTION

The project consists of the construction of a new 40,477 net square foot of automobile dealership on 6 acres of Santa Barbara Airport property. The project would include the construction of two buildings separated by a service driveway for automobile sales and service. Both buildings would be oriented with show rooms on the south side of the building (facing Hollister Avenue) with parts and service components located on the north side. The west building would be a 26-foot tall two-story building with architectural features extending to 31 feet, and the east building would be a 30-foot tall single story building with architectural features extending to 36 feet. These two buildings would be occupied by up to six automobile brands.

The project includes 184 parking spaces and 71 inventory spaces. The project would also rely upon an existing lease of 200 parking spaces from the Airport at 200 Frederick Lopez Road for storage of inventory off-site.

II. REQUIRED APPLICATION

The discretionary application required for this project is a Development Plan to allow the construction of 40,477 square feet of nonresidential development (SBMC Chapter 30.230) of which 22,266 square feet is net new floor area.

APPLICATION DEEMED COMPLETE: November 14, 2017
DATE ACTION REQUIRED: February 12, 2018

III. RECOMMENDATION

If approved as proposed, the project would conform to the City’s Zoning and Building Ordinances and policies of the General Plan and Airport Industrial Area Specific Plan. In addition, the size and massing of the project are consistent with the surrounding neighborhood. Therefore, Staff recommends that the Planning Commission approve the project, making the findings outlined in Section VIII of this report, and subject to the conditions of approval in Exhibit A.
IV. BACKGROUND

The proposed project site is in Sub-Area #2 of the Airport Industrial Area Specific Plan (SP6-AI). The vision for this area of the Specific Plan is to develop an automobile dealership and light industrial or commercial uses. In August 2015 the City entered into a lease agreement with D&G Lin, LLC for the purpose of reintroducing an automobile dealership at this site. The intent of this action was to support the economic self-sufficiency of the Airport without detracting from Old Town Goleta businesses. While other dealerships exist along the Hollister corridor, the Specific Plan envisioned retention of the then-existing Jeep Dealership at the corner of Hollister Avenue and La Patera Lane.

In 2009 the Jeep Dealership closed. Federal guidance for maintenance and protection of Runway Protection Zones (RPZs) was updated in 2012 to reduce ambiguity and provide more stringent land use recommendations. As a result, the Airport Department demolished the vacant structure in 2013 because it was located in the Runway Protection Zone (RPZ) for Runway 15L.
V. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

<table>
<thead>
<tr>
<th>Applicant:</th>
<th>Dennis Lin, D&amp;G Lin, LLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Owner:</td>
<td>City of Santa Barbara (Hazel Johns, Airport Director)</td>
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</tbody>
</table>

**Site Information**

| Parcel Numbers: 073-080-041, -042, -043 | Lot Area: 261,360 sq. ft./6 acres |

| General Plan: Airport | Zoning: Airport Industrial Zone (A-I-2), Airport Industrial Area Specific Plan Zone (SP6-AI) |

| Existing Use: Vacant | Topography: 2-9% slope |

**Adjacent Land Uses**

| North – Office/Utility Yard | East – Vacant/Light Industrial |
| South – Airport             | West – Office |

VI. DEVELOPMENT PLAN

A nonresidential project that involves the construction of more than three thousand square feet of new nonresidential floor area requires Development Plan approval from the Planning Commission pursuant to the Nonresidential Growth Management Program (SBMC Chapter 30.230). The applicant proposes to construct 40,477 net square feet of nonresidential floor area. Of this amount, 22,266 square feet is net new square footage due to a previously demolished 18,211 square foot structure previously on the site.

**Nonresidential Floor Area Allocation.** A Jeep automobile dealership totaling 18,211 square feet of non-residential floor area constructed prior to December 6, 1989 and was demolished at 6290 Hollister Avenue in 2013. The project site consists of three legal lots, none of which have used their Small or Minor Addition allocations (the Jeep Dealership was constructed prior to December 6, 1989, and the other two lots have not been developed. Therefore the project site can be allocated 9,000 square feet of Minor Addition and Small Addition floor area for a total of 27,211 square feet of nonresidential floor area entitlement.

The remaining 13,266 square feet necessary for the project is available from the Vacant Property category. Land at the Airport designated as required open space or airport operations is entitled to a non-residential lot area ratio of 0.25 and can be allocated by the Airport to any Airport-owned property (SBMC §29.30.090). The Airport Industrial Area Specific Plan estimated the Airport’s Vacant Property allocation as 100,000 square feet, of which 86,474 square feet remains unallocated. Therefore, nonresidential floor area is available to the project for the proposed automobile dealership with the issuance of a Development Plan.

**Standard for Review of the Development Plan.** Compliance with the following summarized findings is required prior to approval of the Development Plan.

1. The project complies with the Zoning Ordinance;
2. The development is consistent with the principles of sound community planning;
3. The development will be compatible with the neighborhood based on the Project Compatibility Analysis criteria; and
4. The development is consistent with the policies of the City of Santa Barbara Traffic Management Strategy for the Airport Area.

A. ZONING ORDINANCE CONSISTENCY

<table>
<thead>
<tr>
<th>Standard</th>
<th>Requirement/Allowance</th>
<th>Existing</th>
<th>Proposed</th>
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<tbody>
<tr>
<td><strong>Setbacks</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Hollister Front</td>
<td>20’</td>
<td>N/A</td>
<td>20’</td>
</tr>
<tr>
<td>- 200’ of Hollister Front</td>
<td>20’</td>
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<td>20’</td>
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<tr>
<td>- Other Front</td>
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<td>10’</td>
</tr>
<tr>
<td>- Interior</td>
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<td>0’</td>
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<tr>
<td><strong>Building Height</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>45’</td>
<td>0’</td>
<td>31’</td>
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<tr>
<td><strong>Auto Parking</strong></td>
<td>159 spaces</td>
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<td><strong>Bicycle Parking</strong></td>
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<tr>
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<tr>
<td>- Landscaping</td>
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<td>94,000 sf</td>
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</table>

**AIRPORT INDUSTRIAL ZONE (A-I-2) CONSISTENCY**

The proposed project site is in the Airport Industrial Zone (A-I-2). The intent of this zone is to provide area for light industrial and manufacturing uses, such as research and development consistent with the Airport Industrial Area Specific Plan. The uses permitted in the A-I-2 include new car agency, including accessory repair conducted entirely within a building or enclosed area. The proposed automobile dealership is consistent with this use description.

B. CONSISTENCY WITH THE PRINCIPLES OF SOUND COMMUNITY PLANNING

1. **GENERAL PLAN CONSISTENCY**

   The proposed project is located in the Airport neighborhood. The project site has a General Plan land use designation of Airport. This project vicinity is a mix of light industrial and aviation-dependent uses. The proposed auto dealerships and service uses would be compatible with the adjacent uses. The following is a discussion of the project's compatibility with the relevant General Plan elements:

   a. **Land Use Element**

      The Land Use Element has several policies applicable to the proposed project. Policy LG2 provides for the Non-Residential Growth Management Program. Compliance with this program is discussed above in Section VI of the Staff Report.

      Policy LG11 encourages a healthy urban environment by proposing consideration of health in land use and circulation decisions. The proposed project would generate an increase in automobile traffic, however the Airport Industrial Area Specific Plan requires
new development to include a Transportation Demand Management (TDM) Program. The TDM includes a requirement for bicycle accommodation, employee bus pass program, and other measures that promote walking and bicycling to work.

Class II bike paths are striped along Hollister and Fairview Avenues. Bus stops are currently available at both Frederick Lopez Road and David Love Place intersections with Hollister Avenue. The bus stop at Hollister Avenue and David Love Place westbound would be improved by the proposed project to include a shelter and bench.

b. Environmental Resources Element

City Environmental Resources Element policies provide that important environmental resources of the City be preserved and protected, including archaeological, visual, biological, and open space resources; specimen and street trees; air and water quality; and minimizing potential drainage, erosion and flooding hazards.

The project proposes to construct solar panels on the roof under a separate permit. While the timing and eventuality of this installation is uncertain, providing a solar-ready roof is consistent with Policies ER5 and ER6 providing for energy efficient buildings and on-site renewable energy generation.

c. Storm Water Management Program (SWMP)

Policy ER20 incorporates the City Storm Water Management Program into the General Plan. The proposed project is subject to the “Tier 3” on-site storm water treatment requirements in the Storm Water Management Program. Storm water run-off is proposed to flow into bioswales along the south side of the project site. This bioswale system has been designed to accommodate untreated run-off from the project and discharge into a storm chamber before being conveyed under Hollister Avenue to the Firestone Drainage. This bioswale system was reviewed by the Creeks Division and deemed compliant with the Storm Water Management Program requirements.

2. AIRPORT INDUSTRIAL AREA SPECIFIC PLAN (SP6-AI) CONSISTENCY

The project site is located in Sub-Area #2 of the Airport Industrial Specific Plan Area (SP6-AI). Sub-Area #2 is intended to accommodate up to 122,000 square feet of new commercial and industrial development of which only 45,861 square feet (i.e. 6100 Hollister Avenue light industrial project) has been approved to date. The project area is designated as “Jeep Dealership” and “Commercial or Light Industrial” use on the Specific Plan land use map. The following is a discussion of the project’s compatibility with the relevant Specific Plan policies:

a. Vision

Policy V1 of the Specific Plan encourages the preservation of the Santa Barbara Airport’s economic self-sufficiency by allowing flexibility in land use patterns, tenant types and mix. The proposed project would reintroduce an automobile dealership immediately to the east of the prior automobile dealership in order to prevent encroachment on the RPZ. There are no other automobile dealerships or commercial/retail sales operations in the Specific Plan area, presenting a greater diversification of tenant types. Additionally the lease
agreement with the City of Santa Barbara would continue to provide revenue for the self-sufficient operation of the Santa Barbara Airport.

Policy V5 of the Specific Plan encourages the development of community serving commercial uses, with a priority for uses that do not detract from Old Town Goleta businesses. Automobile dealerships are licensed by the California Department of Motor Vehicles and subject to California Franchise Relations Act (AB 525) requirements which prohibit multiple automobile franchises from operating in the same “relevant geographic market area.” Because they are not in direct competition, automobile dealers often prefer colocation in “auto parks” in order to include their vehicles among those a potential customer may consider (i.e. test drive) in person. Therefore the reintroduction of an automobile dealership at this location would not be anticipated to detract from existing automobile dealerships in Old Town Goleta.

b. Cultural Resources

Policy CR2 of the Specific Plan requires that applications for new construction include a Phase 1 Archeological Report. A Phase I Archaeological Resources Report was prepared pursuant to the Master Archaeological Resources Assessment (MARA) for the Airport. The Phase I concluded that archaeological resources are not anticipated at the project site, however due to archaeological sensitivity in the area, additional test pits were requested by staff. The revised Phase I Report was reviewed and approved by the Historic Landmarks Commission on October 5, 2016.

c. Flooding

Policy F1 requires equal conveyance for projects within the 100-year floodway. The proposed project site is not within any Federal Emergency Management Agency designated floodway. The proposed project would include 14,000 net cubic yards of fill soil to raise the proposed structures out of the floodplain. Therefore, the proposed project is consistent with the Specific Plan pertaining to flooding.

d. Vehicular Circulation

Policy VC2 of the Airport Industrial Specific Plan requires each project that contributes additional trips to contribute to circulation improvements at Los Carneros Road and US 101 Southbound (SB) Ramps and at Hollister and Fairview Avenues. A fair-share cost allocation is calculated by determining the proportion of cumulative net new traffic that would be attributable to the proposed project. For the purpose of compliance with Policy VC2, the trips generated by the prior development, a Jeep Dealership at 6290 Hollister Avenue are credited to this project in order to calculate total net traffic contribution. The equitable share calculations are provided in Exhibit D.

Staff recommends a Condition of Approval (Condition D.2.b) for this project to require the applicant to demonstrate payment of fees to the Goleta Transportation Improvement Plan (GTIP) in an amount equivalent to the equitable share of improvements at those two locations. With incorporation of this condition, this project is consistent with Policy VC2.
e. Pedestrian and Bicycle Circulation

Policies P1 and BP1 of the Airport Industrial Area Specific Plan encourages projects to provide sufficient parking while encouraging the use of alternate modes of transportation including safe and convenient walking and bicycling opportunities. The proposed project would provide long-term and short-term bicycle parking and sidewalks along all public street frontages. With the inclusion of Conditions of Approval B.9-19 the applicant would be required to submit and implement a Transportation Demand Management (TDM) Program to encourage multi-modal commuting for employees through providing bus passes, vanpool, and guaranteed ride home, programs as well as the inclusion of bicycle storage and shower facilities for bicycle commuters.

C. DESIGN REVIEW AND PROJECT COMPATABILITY ANALYSIS

This project was reviewed by the Architectural Board of Review (ABR) on June 20, July 5, and July 18, 2016 (Exhibit E). Initially the ABR rejected Spanish/traditional design and expressed desire to see each brand adopt its own identity through its building. ABR appreciated the breaking up of the building with a service bay canopy, but initially struggled with the canopy design. With each meeting the applicant responded with revised plans and elevations. At their July 18, 2016 meeting the ABR continued the project to Planning Commission making the following Project Compatibility Criteria findings:

a. Compliance with City Charter and Municipal Code; General Consistency with Design Guidelines: The Board made the finding that the proposed development project’s design complies with all City Regulations and is consistent with ABR Design Guidelines.

b. Compatible with Architectural Character of City and Neighborhood. The proposed design of the proposed development is compatible with the distinctive architectural character of the Santa Barbara and of the particular neighborhood surrounding the project.

c. Appropriate size, mass, bulk, height, and scale. The proposed development’s size, mass, bulk, height, and scale are appropriate for its neighborhood surrounding the project, including the approved projects under construction at 6100 Hollister Avenue and 6100 Wallace Becknell Place.

d. Sensitive to Adjacent Landmarks and Historic Resources. The design of the proposed development is not near any Landmarks or Historic Resources that we know of.

e. Public View of the Ocean and Mountains. The design of the proposed project is not near any public vistas that known to ABR.

f. Appropriate Amount of Open Space and Landscaping. The project’s design provides an appropriate amount of open space and landscaping.

D. TRAFFIC MANAGEMENT STRATEGY

The proposed project site is in the Airport Area of the City’s Traffic Management Strategy. Because of traffic concerns in this area, the Traffic Management Strategy and the Non-
Residential Growth Management Program (GMP) commits the City to coordinate with the City of Goleta on any traffic analysis.

A Traffic, Circulation, and Parking Study was prepared in consultation with the Transportation Division and the City of Goleta, Public Works Department (Exhibit F). Through the Development Application Review Team (DART) process, the traffic study was reviewed by City of Goleta staff. Coordinated comments were incorporated in the version dated October 12, 2017. The traffic study applied both the City of Goleta and the City of Santa Barbara significance thresholds to determine if the project could present a significant impact or contribute to a cumulative impact. No significant impacts were identified.

A traffic study was previously conducted in August 2016 for the Airport light industrial project at 6100 Hollister, which identified cumulative traffic forecasts, including this project and the Direct Relief project, would satisfy traffic signal warrants at David Love Place and Hollister Avenue due to the additional vehicles turning left from David Love Place to Hollister Avenue. The study provided two options for alternatives to a traffic signal, as spacing between this intersection and the two closest signals to the east and west could have the potential to disrupt traffic flow if a new signal were installed. The preferred alternative includes a median improvement that would prevent left turns from David Love Place onto Hollister Avenue. Traffic exiting the site to eastbound Hollister would divert to the Lopez Road/Hollister Avenue intersection via newly-constructed Wallace Becknell Road. An eastbound left turn lane on Hollister Avenue into the auto dealership driveway is also proposed to access the site.

While the majority of the new trips to this intersection would come from the proposed auto dealership, the Airport Department has committed to constructing the median improvements at David Love Place and Hollister Avenue as a condition of the approved 6100 Hollister Avenue project. The proposed project would contribute 76 new P.M. peak hour trips to the intersection of Hollister Avenue and David Love Place while the Airport light industrial project at 6100 Hollister Avenue is anticipated to contribute 41 new P.M. peak hour trips and Direct Relief 15 new P.M. peak hour trips. Therefore the proposed project would contribute 57.6% of the new traffic requiring the improvement in Hollister Avenue. Staff has prepared a Condition of Approval to require payment to the Airport Department in an amount equal to the project’s traffic trip contribution to offset roadway improvement costs.

VII. ENVIRONMENTAL REVIEW

The proposed project is within the scope of the 1998 Airport Industrial Area Specific Plan and the Program Environmental Impact Report (EIR) analysis for the Specific Plan. The project and designations are consistent with the development density designated and analyzed by the Program EIR. Potential minor project environmental effects are addressed with existing development standards and regulations (e.g., design review, construction regulations, Storm Water Management Program Tier 3 provisions, noise regulations and conditions, etc.). Based on City Staff analysis, an EIR Addendum was prepared (Exhibit G). City Council environmental findings adopted for the Airport Industrial Area Specific Plan remain applicable for this project. The EIR Addendum updates traffic and air quality calculations to incorporate the proposed project’s contributions. No new significant impacts were identified nor was a previously-identified impact found to be more severe with implementation of the proposed project. Planning
Commission will need to first consider the EIR Addendum before taking action on the Development Plan application pursuant to California Environmental Quality Act (CEQA) Guidelines §15164.

VIII. FINDINGS

The Planning Commission finds the following:

A. ENVIRONMENTAL REVIEW (CEQA GUIDELINES §15164)

1. The Planning Commission has reviewed and considered the EIR Addendum dated January 25, 2018 to the Certified Final Program Environmental Impact Report/Environmental Assessment (FEIR/EA) (SCH 93081127) along with the Program FEIR/EA with previous Supplement and Addenda, which together constitute environmental review analysis for the current project under California Environmental Quality Act (CEQA) provisions.

2. Based on the Addendum analysis, only minor changes to the prior FEIR/EA evaluation are required to make the document adequate for the current project and the project would not result in new or more substantial significant impacts not previously evaluated in the prior FEIR/EA), and a supplemental EIR is not required per CEQA Guidelines 15162. Planning Commission finds that the EIR Addendum dated January 25, 2018 has been completed in compliance with CEQA and reflects the Commission’s independent judgment and analysis.

3. The Mitigation Monitoring and Reporting Program (MMRP) dated January 25, 2018 for the project is hereby adopted.

B. DEVELOPMENT PLAN (SBMC §30.230.060)

1. The project complies with the Non-residential Growth Management Program Requirements by reconstructing demolished non-residential floor area and focusing vacant land development and Minor and Small Addition allocations within the urban network;

2. The project is consistent with the principles of sound community planning because it implements the vision of the General Plan and the Airport Industrial Area Specific Plan and would not adversely affect the character of the neighborhood or regional traffic;

3. The project will not have a significant adverse impact upon the community’s aesthetics or character in that the size, bulk, and scale of the development will be compatible with the neighborhood based on the Project Compatibility Analysis criteria found in SBMC Sections 22.22.145 and the approved design of two adjacent development projects under construction as found by the Architectural Board of Review on July 18, 2016; and

4. The proposed development is consistent with the policies of the City of Santa Barbara Traffic Management Strategy (as approved by City Resolution No. 13-010 dated as of March 12, 2013) because Airport area impacts were considered in coordination with the City of Goleta and necessary improvements were incorporated into the project.
Exhibits:

A. Conditions of Approval
B. Site Plan
C. Applicant's letter dated October 13, 2017
D. Policy VC2 Equitable Share Calculations
E. ABR Minutes of June 20, July 5, and July 18, 2016
F. Traffic, Circulation, and Parking Study dated October 12, 2017
G. Addendum to the Airport Industrial/Commercial Specific Plan EIR dated January 30, 2018
H. Relevant Policies
PLANNING COMMISSION CONDITIONS OF APPROVAL

6210 Hollister Avenue
Development Plan and Zone Change
February 8, 2018

In consideration of the project approval granted by the Planning Commission for the benefit of the owner and occupants of the Real Property, the owners and occupants of adjacent real property and the public generally, the following terms and conditions are imposed on the use, possession, and enjoyment of the Real Property:

A. Order of Development. In order to accomplish the proposed development, the following steps shall occur in the order identified:

- Obtain all additional land use approvals.
- Obtain all required design review approvals.
- Pay Land Development Team Recovery Fee (30% of all planning fees, as calculated by staff) at time of building permit application.
- Submit an application for and obtain a Building Permit (BLD) to perform rough grading.
- Record any required documents (see Recorded Conditions Agreement section).

Permits.

a. Submit an application for and obtain a Building Permit (BLD) for construction of approved development and complete said development.

b. Submit an application for and obtain a Public Works Permit (PBW) for all required public improvements and complete said improvements. Process a Lot Merger through Public Works.

Details on implementation of these steps are provided throughout the conditions of approval.

B. Recorded Conditions Agreement. The Applicant shall execute a written instrument, which shall be prepared by Planning staff, reviewed as to form and content by the City Attorney, Community Development Director and Public Works Director, recorded in the Office of the County Recorder, and shall include the following:

1. Approved Development. The development of the Real Property approved by the Planning Commission on February 8, 2017 is limited to a 40,477 square foot automobile dealership including 184 parking spaces and the improvements shown on the plans signed by the chair of the Planning Commission on said date and on file at the City of Santa Barbara.

2. Development Rights Restrictions. The Applicant shall not make any use of the restricted portion of the Real Property designated at the Runway Protection Zone (RPZ) on the Airport Layout Plan (ALP) other than to improve landscaped areas as shown on the approved landscape plan in order that those portions of the Real Property remain clear of aviation obstructions. The restricted areas shall be shown on the landscape plans. The Airport shall continue to be responsible for maintenance of the restricted area, and compliance with orders of the Fire Department. Any brush clearance shall be performed without the use of earth moving equipment.

EXHIBIT A
3. **Building Height Restriction.** The height of any structure shall not exceed 45 feet above natural grade.

4. **Use Limitations.** Due to potential traffic and parking impacts, uses other than automobile/trailer sales, parts, storage, and automotive service are not permitted without further environmental and/or Planning Commission review and approval. Prior to initiating a change of use, the Applicant shall submit a letter to the Community Development Director detailing the proposal, and the Director shall determine the appropriate review procedure and notify the Applicant.

5. **Uninterrupted Water Flow.** The Applicant shall allow for the continuation of any historic flow of water onto the Real Property including, but not limited to, swales, natural watercourses, conduits and any access road, as appropriate.

6. **Recreational Vehicle Storage Prohibition.** No recreational vehicles, boats, or trailers shall be stored on the property, except in the area designated on the site plan for recreational vehicle sales.

7. **Landscape Plan Compliance.** The Applicant shall comply with the Landscape Plan approved by the Architectural Board of Review (ABR). Such plan shall not be modified unless prior written approval is obtained from the ABR. The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan, including any tree protection measures. If said landscaping is removed for any reason without approval by the ABR, the applicant is responsible for its immediate replacement.

8. **Storm Water Pollution Control and Drainage Systems Maintenance.** The Applicant shall maintain the drainage system and storm water pollution control devices in a functioning state and in accordance with the Storm Water BMP Guidance Manual and Operations and Maintenance Procedure Plan approved by the Creeks Division. Should any of the project’s surface or subsurface drainage structures or storm water pollution control methods fail to capture, infiltrate, and/or treat water, or result in increased erosion, the Applicant shall be responsible for any necessary repairs to the system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the Applicant shall submit a repair and restoration plan to the Community Development Director to determine if an amendment or a new Building Permit is required to authorize such work. The Applicant is responsible for the adequacy of any project-related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health, or damage to the Real Property or any adjoining property.

9. **Transportation Demand Management.** The following alternative mode incentives shall be incorporated into the project to reduce project contributions to cumulative traffic impacts. Applicant shall be responsible for ensuring that all tenants comply with the provisions of the approved Transportation Demand Management (TDM) Plan (1999 Supplemental EIR and 1997 EIR Mitigation Measure 3.20-1).
10. **TDM Administrator.** The Applicant shall appoint a TDM Administrator responsible for the alternative mode incentives. The TDM Administrator shall contract with Traffic Solutions or successor agency for training and assistance in administrating their program. The TDM Administrator shall provide an annual report to the Community Development Director and the Public Works Director illustrating the number of users, describing the marketing techniques and program results, including successes and failures (1999 Supplemental EIR and 1997 EIR Mitigation Measure 3.20-1).

11. **Carpool Parking Spaces.** A minimum of 16 preferential parking spaces for carpools shall be designated by "Carpool Permit Parking Only" signs. Carpool permits shall be issued to those employees who arrive at the Real Property with two (2) or more persons in the car, four (4) or more times per week, except for part-time employees who are eligible if they carpool every day that they work (1999 Supplemental EIR and 1997 EIR Mitigation Measure 3.20-1).

12. **Bus Passes.** The Applicant and/or all employers shall contact the Metropolitan Transit District (MTD) to purchase bus passes or the equivalent for their employees. These passes shall be provided free of charge to employees who request them for travel to and from work. Notice of the free passes shall be provided to existing employees and new employees when they are hired. A copy of any agreements/correspondence with MTD shall be provided to the Public Works Director prior to issuance of the Certificate of Occupancy for the project (1999 Supplemental EIR and 1997 EIR Mitigation Measure 3.20-1).

13. **Bus Routes and Schedules Posted.** Notice of MTD bus routes and schedules shall be placed and maintained up-to-date in a central (public) location accessible to employees (1999 Supplemental EIR and 1997 EIR Mitigation Measure 3.20-1).

14. **Shower and Locker Facilities.** Male and female employee shower and locker facilities shall be provided and maintained as approved by the Public Works Director. The showers shall be available for use before and during work hours. Notice of these facilities shall be provided when employees are hired (1999 Supplemental EIR and 1997 EIR Mitigation Measure 3.20-1).

15. **Ride-Sharing Program.** Employees shall be made aware of the Ride-Sharing Program or similar successor programs administered by Traffic Solutions or successor agency. The Applicant and/or all employers shall have all employees registered semi-annually in the Ride-Sharing Program and shall make every effort to encourage participation in the program (1999 Supplemental EIR and 1997 EIR Mitigation Measure 3.20-1).

16. **Employee Lunch Room.** An employee lunchroom shall be provided in the building, including the following amenities: refrigerator, microwave oven, sink, food preparation area, tables and chairs (1999 Supplemental EIR and 1997 EIR Mitigation Measure 3.20-1).
17. **Bicycle Parking.** Twenty-eight (28) bicycle parking spaces shall be provided, including 14 covered spaces, and 14 bicycle lockers (1999 Supplemental EIR and 1997 EIR Mitigation Measure 3.20-1).

18. **Guaranteed Ride Home.** In the event of an emergency or work requirement that interferes with the normal transportation arrangement of any employee using mass transportation, a carpool, or a vanpool to get to work, the Applicant or employer shall provide cab fare, a company car, or other means to guarantee a free ride home (1999 Supplemental EIR and 1997 EIR Mitigation Measure 3.20-1).

19. **Company Vehicle.** The Applicant shall provide a company vehicles for employees who use alternative transportation to run errands (1999 Supplemental EIR and 1997 EIR Mitigation Measure 3.20-1)).

20. **BMP Training.** Training on the implementation of Best Management Practices (BMPs) shall be provided to every employee by the applicant/management in order to prevent or reduce the discharge of pollutants to storm water from buildings and ground maintenance. The training shall include using good housekeeping practices, preventive maintenance and spill prevention and control at outdoor loading/unloading areas in order to keep debris from entering the storm water collection system (1997 EIR Mitigation Measure 3.12-1).

21. **Areas Available for Parking.** All parking areas and access thereto shall be kept open and available in the manner in which it was designed, marked, and permitted.

C. **Design Review.** The project, including public improvements, is subject to the review and approval of the Architectural Board of Review (ABR). The ABR shall not grant project design approval until the following Planning Commission land use conditions have been satisfied.

   1. **Landscape Screening.** Landscaping outside of the RPZ with low water use plants and/or a solid screen wall or fence shall be provided to buffer the rear parking area views from Hollister Avenue and La Patera Lane.

   2. **Trash Enclosure Provision.** A trash enclosure with adequate area for recycling containers (an area that allows for a minimum of 50 percent of the total capacity for recycling containers) shall be provided on the Real Property and screened from view from surrounding properties and the street.

   Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five (5) feet of combustible walls, openings, or roofs, unless protected with fire sprinklers.

D. **Requirements Prior to Permit Issuance.** The Applicant shall submit the following, or evidence of completion of the following, for review and approval by the Department listed below prior to the issuance of any permit for the project. Some of these conditions may be waived for demolition or rough grading permits, at the discretion of the department listed. Please note that these conditions are in addition to the standard submittal requirements for each department.
1. Public Works Department.

   a. **Approved Public Improvement Plans.** Public Improvement Plans as identified in condition E.1.d “Hollister Avenue, La Patera Lane, and David Love Place Public Improvements” shall be submitted to the Public Works Department for review and approval. Upon acceptance of completed public improvement plans, a Building permit may be issued if the Applicant has bonded for public improvements and executed the Agreement to Construct and Install Improvements (Not a Subdivision).

   b. **Dedication.** Easements, as shown on the easement plan subject to approval of the easement scope and location by the Public Works Department.

   c. **Lot Merger Required.** The Real Property known as APN 073-080-041, APN 073-080-042 and APN 073-080-044 shall be merged into one (1) lot, following the procedure in Santa Barbara Municipal Code Chapter 27.30

   d. **Can and Will Serve Letters.** Obtain a "can and will serve" letter from Goleta Water District and Goleta Sanitary District.

   e. **Hollister Avenue, La Patera Lane, and David Love Place Public Improvements.** The Applicant shall submit C-1 public improvement or Public Works plans for construction of improvements along the property frontage on Hollister Avenue, La Patera Lane, and David Love Place. Plans shall be submitted separately from plans submitted for a Building Permit, and shall be prepared by a licensed civil engineer registered in the State of California. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following: sidewalk and parkway on all three frontages, driveway aprons modified to meet Title 24 requirements, access ramps, asphalt concrete or concrete pavement on aggregate base or crack seal to the centerline of the street along entire subject property frontage and slurry seal a minimum of 20 feet beyond the limits of all trenching, median improvements on Hollister Avenue to accommodate east bound traffic left-turn into project driveway, connection to and/or relocation or extension of District water and sewer mains and utilities, installation of new residential/commercial fire hydrants, public drainage improvements with supporting drainage calculations and/or hydrology report for installation of drainage pipe or connection to existing City or County storm drain, supply and install Type A-08 commercial City standard Dome Style (or other) street lights, coordinate with Public Works staff and Edison to retire light standard from existing utility pole, relocate/replace traffic signal pull box near corner of La Patera Lane and Hollister Avenue to accommodate sidewalk transition, preserve and/or reset survey monuments, protect and relocate existing contractor stamps to parkway, supply and install directional/regulatory traffic control signs per the CA MUTCD during construction, supply and install new street name signs, storm drain stenciling, relocation of the MTD bus stop on Hollister Avenue, new street trees and tree grates per approval of the Parks and Recreation Commission and provide adequate positive drainage from site. Any work in the public right-of-way requires a Public Works Permit.
f. **Haul Routes Require Separate Permit.** Apply for Public Works permits from both the City of Santa Barbara and the City of Goleta to establish the haul routes for all construction-related trucks with a gross vehicle weight rating of three tons or more entering or exiting the site.

g. **Construction-Related Truck Trips.** Construction-related truck trips for trucks with a gross vehicle weight rating of three tons or more shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) in order to help reduce truck traffic on adjacent streets and roadways.

h. **Vehicle Access.** Vehicles exiting to Hollister Avenue shall be restricted to right turns only, and a NO LEFT TURN sign shall be posted and maintained on-site advising motorists of this restriction and shall be shown on the approved plans.

i. **Agreement to Construct and Install Improvements.** The Applicant shall submit an executed Agreement to Construct and Install Improvements, prepared by the Engineering Division, an Engineer’s Estimate, signed and stamped by a registered civil engineer, and securities for construction of improvements prior to execution of the Agreement.

2. Community Development Department.

a. **Recordation of Agreements.** The Applicant shall provide evidence of recordation of the written instrument that includes all of the Recorded Conditions identified in Condition B “Recorded Conditions Agreement” to the Community Development Department prior to issuance of any building permits.

b. **Regional Traffic Improvements.** Prior to Building Permit issuance, the applicant will provide proof of payment(s) totaling $137,219.94 to the City of Goleta for 0.18% of the cost of planned improvements at US 101 Southbound Ramps and Los Carneros Road (estimated to cost $1,867,999) and the contribution of 4.47% of the cost to construct the Ekwill Street Extension Project (estimated to cost $2,993,853) to offset traffic contributions at Fairview/Hollister Avenues.

If the project is constructed in phases, prior to Building Permit issuance for the initial 19,316 square feet of development, the applicant will provide proof of payment to the City of Goleta in the amount of $12,349.79 (9% of the total obligation) to offset the proportional contributions of 6 net new PM peak hour trips distributed to US 101 Southbound Ramps and Los Carneros Road and Fairview Avenue/Hollister Avenue which will be applied to the Ekwill Street Extension Project with the remaining $124,870.15 to be paid prior to subsequent Building Permit issuance (1997 EIR Mitigation Measures 3.20-2 and 3.20-6).

c. **Hollister Avenue/David Love Place Improvements.** Prior to Building Permit issuance, the applicant will provide proof of payment to the City of Santa Barbara of an equitable share cost contribution equal to 57.6% of the total project cost incurred by the Airport Department or 57.6% of the anticipated cost if the work is not yet completed to offset contributions of 76 new P.M. peak hour trips to Hollister Avenue and David Love Place.
d. **Project Environmental Coordinator Required.** Submit to the Planning Division a contract with a qualified independent consultant to act as the Project Environmental Coordinator (PEC). Both the PEC and the contract are subject to approval by the City’s Environmental Analyst. The PEC shall be responsible for assuring full compliance with the provisions of the Mitigation Monitoring and Reporting Program (MMRP) and Conditions of Approval to the City. The contract shall include the following, at a minimum:

1. The frequency and/or schedule of the monitoring of the mitigation measures.
2. A method for monitoring the mitigation measures.
3. A list of reporting procedures, including the responsible party, and frequency.
4. A list of other monitors to be hired, if applicable, and their qualifications.
5. Submittal of weekly reports during excavation, grading and footing installation and monthly reports on all other construction activity regarding MMRP and condition compliance by the PEC to the Case Planner.
7. 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 the MMRP and conditions of approval, including the authority to stop work, if necessary, to achieve compliance with mitigation measures.

e. **Neighborhood Notification Prior to Construction.** At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners and businesses within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the Project Environmental Coordinator (PEC) and Contractor(s), site rules and Conditions of Approval pertaining to construction activities, and any additional information that will assist BuildingInspectors, Police Officers, and the public in addressing any problems that may arise during construction (EIR Addendum Mitigation Measure).

f. **Pre-Construction Conference.** Not less than 10 days or more than 20 days prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Community Development Department Building and Planning Divisions, the Property Owner, (Archaeologist, Architect, Landscape Architect, Project Engineer,
Project Environmental Coordinator), Contractor, each Subcontractor, and City of
Goleta Public Works Department representative (EIR Addendum Mitigation
Measure and 1997 Mitigation Measure 3.20-7).

g. Construction Contact Sign. Immediately after Building permit issuance, signage
shall be posted at the points of entry to the site that list the contractor(s) and Project
Environmental Coordinator’s (PEC’s) name, contractor(s) (and PEC’s) telephone
number(s), construction work hours, site rules, and construction-related conditions,
to assist Building Inspectors and Police Officers in the enforcement of the conditions
of approval. The font size shall be a minimum of 0.5 inches in height. Said sign shall
not exceed six feet in height from the ground if it is free-standing or placed on a
fence. It shall not exceed 24 square feet if in a multi-family or commercial zone or
six square feet if in a single family zone (EIR Addendum Mitigation Measure).

h. School Fees. Standard fees shall be paid to school district for new non-residential
buildings (EIR Addendum Mitigation Measure).

i. Construction Recycling. During construction, the applicant shall contract with a
disposal company that recycles construction and demolition debris consistent with
SBMC 7.18 (EIR Addendum Mitigation Measure and 1997 Mitigation Measure 3.8-
1).

j. Drainage and Water Quality. The project is required to comply with Tier III of the
Storm Water BMP Guidance Manual, pursuant to Santa Barbara Municipal Code
Chapter 22.87 treatment, rate and volume. The Applicant shall submit a hydrology
report prepared by a registered civil engineer or licensed architect demonstrating that
the new development will comply with the City’s Storm Water BMP Guidance
Manual. Project plans for grading, drainage, storm water facilities and treatment
methods, and project development, shall be subject to review and approval by the
City Building Division and Public Works Department. Sufficient engineered design
and adequate measures shall be employed to ensure that no unpermitted construction-
related or long-term effects from increased runoff, erosion and sedimentation, urban
water pollutants including, but not limited to trash, hydrocarbons, fertilizers,
bacteria, etc., or groundwater pollutants would result from the project.

For any proprietary treatment devices that are proposed as part of the project’s final
Storm Water Management Plan, the Applicant shall provide an Operations and
Maintenance Procedure Plan consistent with the manufacturer’s specifications
(describing schedules and estimated annual maintenance costs for pollution
absorbing filter media replacement, sediment removal, etc.). The Plan shall be
reviewed and approved by the Creeks Division for consistency with the Storm Water
BMP Guidance Manual and the manufacturer’s specifications.

After certificate of occupancy is granted, any proprietary treatment devices installed
will be subject to water quality testing by City Staff to ensure they are performing as
designed and are operating in compliance with the City’s Storm Water MS4 Permit
(EIR Addendum Mitigation Measure updating 1997 EIR Mitigation Measure 3.12-1).

k. Archaeological Monitoring. Archaeological monitoring shall occur during ground-disturbing activities associated with the project, including, but not limited to, grading, excavation, trenching, vegetation or paving removal, and ground clearance in the areas identified in the 2016 Phase I Archaeological Resources Report prepared for this site by Applied Earthworks and approved by the Historic Landmarks Commission. The archaeologist and Chumash representative monitoring contracts shall be subject to the review and approval of the Environmental Analyst (EIR Addendum Mitigation Measure).

l. Unanticipated Archaeological Resources Contractor Procedures. Standard discovery measures shall be implemented per SBMC 22.12 and the City Master Environmental Assessment throughout grading and construction, and shall be printed on project plans: Prior to the start of any vegetation or paving removal, demolition, trenching, or grading, contractors and construction personnel shall be alerted to the possibility of uncovering subsurface archaeological features or artifacts. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified, and the Airport Department shall retain an archaeologist from the most current City Qualified Archaeologists List. The latter shall be employed to assess the nature, extent and significance of any discoveries and to 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, management measures to protect important cultural resources, etc.

If the 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, and a Chumash representative will be consulted regarding disposition of resources discovered. 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 the discovery consists of possible prehistoric or Native American artifacts or materials, 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.

A final report on the results of the archaeological monitoring shall be submitted by the City-approved archaeologist to the Environmental Analyst within 180 days of
completion of the monitoring and prior to any certificate of occupancy for the project (EIR Addendum Mitigation Measure).

m. **Green Building Techniques Required.** Owner shall design the project to meet Santa Barbara Built Green Three-Star level requirement or equivalent (EIR Addendum Mitigation Measure and 1997 Mitigation Measure 3.9-8).

n. **Contractor and Subcontractor Notification.** The Applicant shall notify in writing all contractors and subcontractors of the site rules, restrictions, and Conditions of Approval. Submit a draft copy of the notice to the Planning Division for review and approval.

o. **Letter of Commitment for Neighborhood Notification Prior to Construction.** The Applicant shall submit to the Planning Division a letter of commitment to provide the written notice specified in condition E.2.d “Neighborhood Notification Prior to Construction” above. The language of the notice and the mailing list shall be reviewed and approved by the Planning Division prior to being distributed. An affidavit signed by the person(s) who compiled the mailing list shall be submitted to the Planning Division.

p. **Letter of Commitment for Pre-Construction Conference.** The Applicant shall submit to the Planning Division a letter of commitment to hold the Pre-Construction Conference identified in condition E.2.e. “Pre-Construction Conference” prior to disturbing any part of the project site for any reason.

q. **Evidence of Off-Site Parking Agreement Recordation.** Evidence shall be provided to the Community Development Director that the Off-Site Parking Agreement required in Section C “Recorded Conditions Agreement” has been recorded.

r. **Design Review Requirements.** Plans shall show all design, landscape and tree protection elements, as approved by the appropriate design review board and as outlined in Section D “Design Review,” and all elements/specifications shall be implemented on-site.

s. **Conditions on Plans/Signatures.** The final Resolution shall be provided on a full size drawing sheet as part of the drawing sets. Each condition shall have a sheet and/or note reference to verify condition compliance. If the condition relates to a document submittal, indicate the status of the submittal (e.g., Final Map submitted to Public Works Department for review). A statement shall also be placed on the sheet as follows: The undersigned have read and understand the required conditions, and agree to abide by any and all conditions which are their usual and customary responsibility to perform, and which are within their authority to perform.
Signed:

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Date</th>
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<tbody>
<tr>
<td>Contractor</td>
<td>Date</td>
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<tr>
<td>Architect</td>
<td>Date</td>
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<tr>
<td>Engineer</td>
<td>Date</td>
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</table>

E. **Construction Implementation Requirements.** All of these construction requirements shall be carried out in the field by the Applicant and/or Contractor for the duration of the project construction, including demolition and grading.

1. **Construction Hours.** Construction (including preparation for construction work) shall only be permitted Monday through Friday between the hours of 7:00 a.m. and 5:00 p.m. and Saturdays between the hours of 9:00 a.m. and 4:00 p.m., excluding the following holidays:

   New Year’s Day
   Martin Luther King, Jr. Day
   George Washington’s Birthday
   César E. Chávez Day
   Memorial Day
   Independence Day
   Labor Day
   Thanksgiving Day
   Following Thanksgiving Day
   Christmas Day

   January 1st*
   3rd Monday in January
   3rd Monday in February
   March 31*
   Last Monday in May
   July 4th*
   1st Monday in September
   4th Thursday in November
   Friday following Thanksgiving Day
   December 25th*

*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the City to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out said construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number (EIR Addendum Mitigation Measure).

2. **Construction Storage/Staging.** Construction vehicle/ equipment/ materials storage and staging shall be done on-site. No parking or storage shall be permitted within the public right-of-way, unless specifically permitted by the Public Works Director with a Public Works permit.
3. **Construction Parking.** During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Public Works Director.

4. **Air Quality and Dust Control.** The following measures shall be shown on grading and building plans and shall be adhered to throughout grading, hauling, and construction activities:

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

   b. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.

   c. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.

   d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.

   e. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.

   f. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.

   g. All portable diesel-powered construction equipment shall be registered with the state’s portable equipment registration program OR shall obtain an APCD permit.

   h. Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
i. All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

j. Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.

k. Diesel powered equipment should be replaced by electric equipment whenever feasible.

l. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.

m. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

n. All construction equipment shall be maintained in tune per the manufacturer’s specifications.

o. The engine size of construction equipment shall be the minimum practical size.

p. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite (EIR Addendum Mitigation Measure Updating 1997 Mitigation Measures 3.9-1-8).

F. Prior to Certificate of Occupancy. Prior to issuance of the Certificate of Occupancy, the Applicant shall complete the following:

1. **Repair Damaged Public Improvements.** Repair any public improvements (curbs, gutters, sidewalks, roadways, etc.) or property damaged by construction subject to the review and approval of the Public Works Department per SBMC §22.60. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified arborist.

2. **Complete Public Improvements.** Public improvements, as shown in the public improvement plans or building plans, shall be completed.

3. **New Construction Photographs.** Photographs of the new construction, taken from the same locations as those taken of the story poles prior to project approval, shall be taken, attached to 8 ½ x 11” board and submitted to the Planning Division.

G. General Conditions.

1. **Compliance with Requirements.** All requirements of the city of Santa Barbara and any other applicable requirements of any law or agency of the State and/or any
government entity or District shall be met. This includes, but is not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.), the 1979 Air Quality Attainment Plan, and the California Code of Regulations.

2. **Approval Limitations.**
   a. The conditions of this approval supersede all conflicting notations, specifications, dimensions, and the like which may be shown on submitted plans.
   b. All buildings, roadways, parking areas and other features shall be located substantially as shown on the plans approved by the Planning Commission.
   c. Any deviations from the project description, approved plans or conditions must be reviewed and approved by the City, in accordance with the Planning Commission Guidelines. Deviations may require changes to the permit and/or further environmental review. Deviations without the above-described approval will constitute a violation of permit approval.

3. **Litigation Indemnification Agreement.** In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant hereby agrees to defend the City, its officers, employees, agents, consultants and independent contractors ("City’s Agents") from any third party legal challenge to the City Council’s denial of the appeal and approval of the Project, including, but not limited to, challenges filed pursuant to the California Environmental Quality Act (collectively “Claims”). Applicant further agrees to indemnify and hold harmless the City and the City’s Agents from any award of attorney fees or court costs made in connection with any Claim.

Applicant shall execute a written agreement, in a form approved by the City Attorney, evidencing the foregoing commitments of defense and indemnification within thirty (30) days of being notified of a lawsuit regarding the Project. These commitments of defense and indemnification are material conditions of the approval of the Project. If Applicant fails to execute the required defense and indemnification agreement within the time allotted, the Project approval shall become null and void absent subsequent acceptance of the agreement by the City, which acceptance shall be within the City’s sole and absolute discretion. Nothing contained in this condition shall prevent the City or the City’s Agents from independently defending any Claim. If the City or the City’s Agents decide to independently defend a Claim, the City and the City’s Agents shall bear their own attorney fees, expenses, and costs of that independent defense.

**III. NOTICE OF DEVELOPMENT PLAN TIME LIMITS:**

The Planning Commission action approving the Development Plan shall expire eight (8) years from the date of approval per Santa Barbara Municipal Code §30.2230.080, unless:

1. A building or grading permit for the work authorized by the development plan is issued prior to the expiration date of the approval.
2. The Community Development Director grants an extension of the development plan approval upon finding that the applicant has demonstrated due diligence in implementing and completing the proposed project. The Community Development Director may grant one (1) one-year extension of the development plan approval.
**City of Santa Barbara**

**California**

***SEPARATELY DISTRIBUTED SITE PLAN***

Exhibit B: This site plan for this Staff Report has been distributed separately. A copy of the Staff Report, site plan, and exhibits/attachments are available for viewing at the Planning and Zoning Counter at 630 Garden Street, Santa Barbara, CA between the hours of 8:30 a.m. and 4:30 p.m., Monday through Thursday, and every other Friday.

Please check the City Calendar at [www.SantaBarbaraCA.gov](http://www.SantaBarbaraCA.gov) to verify closure dates.

**EXHIBIT B**
13 October 2017

Andrew Bermond, Project Planner
Planning Division
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93101

RE: 6210 Hollister Avenue (APNs 073-080-041, -42, -043); MST2016-00022
Project Description/Applicant Letter Development Application Review Team (DART)

Dear Mr. Bermond:

On behalf of D&G Lin LLC, part of the New Century Automotive Group and applicants of 6210 Hollister Avenue, we are pleased to submit this letter as part of the Development Application Review Team (DART) application for a new automobile dealership.

Background

The New Century Automotive Group, founded in 1992, is dedicated to providing the highest level of automotive products and services to their customers and has a very selective partnership process as evidenced by their high level of commitment to their customers and associates. As such, New Century Group’s scope of automotive operations has included BMW, Mini, Volkswagen, Infiniti, Jeep, and Airstream.

All of the New Century dealerships have a strong management infrastructure creating internal leadership opportunities for growth within the company. They pride themselves on having new and contemporary dealership facilities and also operate their own auto finance company, Universal Financial Company.

Site Information and Development History

The subject property is located at 6210 Hollister Avenue (APNs 073-080-041, -42, -043), is zoned Airport Industrial (A-I-2), with a portion located in the A-A-O zone, and is located in Sub-Area #2 of the Airport Industrial Area Specific Plan (SP-6). The total property area is 167,713 SF and the site is currently vacant.

A portion of the property is located in the Runway Protection Zone (RPZ) where a former auto dealership was demolished in 2012 to achieve compliance with the Specific Plan and the Federal RPZ guidance.

EXHIBIT C
Proposed Project

The project proposes to develop the site with two buildings separated by a service driveway and includes a lot merger. Both buildings would be oriented such that the auto showrooms face the Hollister Avenue street frontage with parts and service components situated behind the showrooms. The dealership building on the west side of the site is proposed as a two-story building and the building on the east side of the site is proposed to be single story. Generous drought tolerant/waterwise landscaping will be installed within the 20-foot front setback and continue around the corner at David Love Place in addition to median and finger planter landscaping throughout the site. The project proposes a total of 40,477 net square feet and 184 parking spaces and includes public improvements to install a new sidewalk and parkway along Hollister, an MTD bus turnout and bus stop, and a new parkway along La Patera. Additionally, the project includes an off-site inventory storage site located at 200 Lopez Road.

Project Phasing

The project construction may occur in phases with separate building permit applications and permits for each of the two structures proposed. Phase 1 is anticipated to consist of construction of the two-story 19,316 net SF (20,557 gross SF) building for the Chrysler dealership which includes a showroom, offices, the associated service areas, and parking. The subsequent construction phase will consist of construction of the remaining building that will contain two auto dealerships.

Phase 1 Archaeological Investigation

A Phase 1 Archaeological Investigation report has been prepared (Dudek, September 2016), to evaluate the project’s potential impacts to cultural resources. No prehistoric or historic cultural remains were observed during the intensive ground surface survey with good reliability of the survey. The report concludes that the potential for the project to encounter potentially significant subsurface prehistoric or historic archaeological remains to be very unlikely. The report was accepted by the City’s Historic Landmarks Commission on October 19, 2016.

Preliminary Tier 3 Storm Water & BMP Report

A Preliminary Tier 3 Storm Water and BMP Report (MAC Design Associates, October 9, 2017), has been prepared for the proposed project to provide for design solutions to meet the City’s storm water requirements for water quality treatment, peak runoff, and volume reduction to be met on-site. The site is currently vacant and predominately pervious. The proposed project results in an increase of impervious area and for this reason, the volume of runoff will need to be reduced to less than current levels. Please refer to the Report for detail regarding the methodology and the measures to achieve compliance.
Traffic, Circulation, and Parking Analysis

An updated analysis of potential traffic and circulation and an evaluation of the proposed site access and parking plan has been prepared for the proposed project (ATE, October 12, 2017). The analysis evaluated potential impacts based on applicable City of Goleta and City of Santa Barbara thresholds of significance and concluded that the proposed project would not result in project specific or cumulative traffic impacts related to roadway or area intersection operations.

The study includes a queueing analysis for the Hollister Avenue/Lopez Road intersection and confirmed that vehicle queues would not interfere with operations at the Wallace Becknell Road/Lopez Road intersection.

The study also confirms that the project provides an adequate supply of parking meeting City Zoning Ordinance requirements. Please refer to the study for additional detail.

Architectural Board of Review (ABR)

The project was reviewed by the City's Architectural Board of Review on three occasions. On July 18, 2016, the ABR continued the project indefinitely to the Planning Commission stating the Compatibility Analysis criteria and made additional architectural comments that will be addressed following Planning Commission.

Discretionary Approvals for Consideration

The project requests the following discretionary action for consideration:

- Development Plan Approval to allow the construction of 40,477 net square feet of nonresidential floor area (SBMC §28.85.030).
- Rezone of a portion of the property to A-I-2 from A-A-O.
- Voluntary Merger of the existing lots.

Conclusion/Justifications

The proposed auto dealership is consistent with the allowed uses within the Airport Industrial Zone and with the intent of the Airport Industrial Area Specific Plan such that it has been designed to avoid conflicts with aviation safety. The project is compliant with the applicable development standards and does not include any zoning modifications. The City's Architectural Board of Review reviewed the project design and made a motion stating the necessary Compatibility Analysis criteria.
On behalf of the applicant and project team, we thank you for your review and comments regarding this PRT application.

Sincerely,

SUZANNE ELLEDGE  
PLANNING & PERMITTING SERVICES

Trish Allen, AICP  
Senior Planner
### POLICY VC2 EQUITABLE SHARE CALCULATIONS

#### Measure 3.20-2 (Los Carneros Road/U.S. 101 Southbound Ramps (SB). Improvement: Additional right-turn lane on northbound Los Carneros Road for vehicles accessing southbound U.S. 101)

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<thead>
<tr>
<th>Intersection Information</th>
<th>Value</th>
<th>Source</th>
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<tbody>
<tr>
<td>A. 2018 Improvement Cost</td>
<td>$1,867,999</td>
<td>Goleta 2017-19 Budget Project 9045</td>
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<tr>
<td>B. Existing Traffic Condition (Los Carneros Road/U.S. 101 SB)</td>
<td>2,504 P.M. PHT</td>
<td>2017 ATE Traffic Study (Figure 4)</td>
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<td>C. Future Forecasted Traffic Condition (Los Carneros Road/U.S. 101 SB)</td>
<td>3,590 P.M. PHT</td>
<td>2017 ATE Traffic Study/Goleta Traffic Model</td>
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<td>D. Project Traffic Contribution (Los Carneros Road/U.S. 101 SB)</td>
<td>5 P.M. PHT</td>
<td>2017 ATE Traffic Study (Table 16)</td>
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<tr>
<td>E. Prior Development (Jeep Dealership) Traffic Generation</td>
<td>54 P.M. PHT</td>
<td>2017 ATE Traffic Study (Table 19)</td>
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<tr>
<td>F. Prior Development Contribution (Los Carneros Road/U.S. 101 SB)</td>
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<tr>
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<tr>
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<tr>
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#### Measure 3.20-6 (Hollister/Fairview Avenues. Improvement: Parallel route through Old Town Goleta via Ekwill Street Extension)

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<th>Intersection Information</th>
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<td>A. 2018 Improvement Cost</td>
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<td>2014 Goleta ATP Grant Application plus 3%/year cost growth</td>
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<tr>
<td>B. Existing Traffic Condition (Hollister/Fairview Avenues)</td>
<td>3,061 P.M. PHT</td>
<td>2017 ATE Traffic Study</td>
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<td>C. Future Forecasted Traffic Condition (Hollister/Fairview Avenues)</td>
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**TOTAL:** $137,219.94

**EXHIBIT D**
CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING

2. 6210 - 6290 HOLLISTER AVE
(4:00)

Assessor’s Parcel Number: 073-080-042
Application Number: MST2016-00022
Owner: City of Santa Barbara
Applicant: Suzanne Elledge Planning & Permitting Services
Architect: Flex Designs

(Proposal to construct two new buildings on a vacant six acre parcel. The project will include a 22,282 square foot, two-story auto dealership building for Chrysler, with 91 parking spaces and 48 inventory spaces. Also proposed is a 21,087 square foot, one-story auto dealership building for Infiniti and another franchise, with 89 parking spaces and 57 inventory spaces. There will also be a sales lot for Airstream trailer sales. Total development on site will be 43,369 square feet. Planning Commission approval is requested for a Development Plan.)

(Comments only; requires Environmental Assessment and Planning Commission approval.)

Actual time: 3:45 p.m.

Present: Trish Allen, Suzanne Elledge Planning & Permitting Services; Robert Plant, Flex Designs; Chuck McClure, Landscape Architect; and Andrew Bermond, Project Planner, City of Santa Barbara.

Public comment opened at 4:05 p.m. As no one wished to speak, public comment was closed.

Straw vote: How many Board members could support the building unified as a whole? 3/4/0 (failed)

Straw vote: How many Board member feel the project would be stronger if each of the major car dealerships were given separate building identities? 4/3/0 (passed)

Motion: Continued two weeks to Full Board with comments:
1) The Board felt retaining a Spanish theme is not necessary for this project.
2) The Board felt the project would be more successful if individual identities were given to each of the manufacturers, enhanced by varying parapet heights, window treatments, window heights, column dimensions, material changes, and setbacks from the street.
3) Stucco treatments on the side elevations along David Love Place and La Patera need to be restudied and enhanced to go with the prospective buildings.
4) Landscape plan appears to be acceptable in its current direction.
5) Provide a grading plan for the retention basin. Study the possibility of varying the shape to give it more interest.
6) Provide more information about the property located at the northeast corner and the adjacent building, as well as available landscaping opportunities.
7) If the colored paving patterns are going to remain in the design, they should be more in keeping with the style of the buildings.
8) Provide a landscape buffer along the north property line, adjacent to the proposed parking.
9) The current design of the service bay canopy as a separated structure is unacceptable and needs to be restudied.
10) Provide images of the proposed finishing materials.
11) Provide full side elevations for the project.

Action: Cung/Hopkins, 6/1/0. (Wittausch opposed.) Motion carried.

EXHIBIT E
CONCEPT REVIEW - CONTINUED ITEM

4. 6210 - 6290 HOLLISTER AVE

Assessor’s Parcel Number: 073-080-042
Application Number: MST2016-00022
Owner: City of Santa Barbara
Applicant: Suzanne Elledge Planning & Permitting
Architect: Flex Designs

(Proposal to construct two new buildings on a vacant six acre parcel. The project will include a 22,282 square foot, two-story auto dealership building for Chrysler, with 91 parking spaces and 48 inventory spaces. Also proposed is a 21,087 square foot, one-story auto dealership building for Infiniti and another franchise, with 89 parking spaces and 57 inventory spaces. There will also be a sales lot for Airstream trailer sales. Total development on site will be 43,369 square feet. Planning Commission approval is requested for a Development Plan.)

(Comments only; requires Environmental Assessment and Planning Commission approval. Project was last reviewed on June 20, 2016.)

Actual time: 5:47 p.m.

Present: Robert Plant, Flex Designs; Chuck McClure, Landscape Architect; Trish Allen, SEPPS; and Andrew Bermond, Project Planner, City of Santa Barbara.

Public comment opened at 6:03 p.m. As no one wished to speak, public comment was closed.

An email of concern was received from Bill Shelor regarding City of Goleta’s current sign ordinance that does not allow pole sign installations; Goleta prefers monuments signs to meet neighborhood compatibility requirements.

Motion: Continued two weeks with comments:
1) The Board appreciates the design split into three separate buildings.
2) The Board feels the proposed angled canopy as designed is not acceptable and asks the applicant to study other solutions.
3) The entry canopy, as designed, needs to recede between two buildings or project forward and be simplified.
4) The traditional cap at the stone wall is not acceptable as designed and needs to be modernized and simplified.
5) Study how the buildings join, abut, and meet between the elevations.
6) The Chrysler building element (traditional arched opening), is at odds with the contemporary design and needs to be restudied.
7) Implement green walls at the block elements of the building.
8) Restudy the enhanced paving pattern to be more in keeping with contemporary design of the architecture.

9) Provide further detail on the glass canopy that’s presented in front of the infinity building.

10) Study landscaping opportunities for the north side.

11) Study the possibility of additional landscaping elements closer to the building facade.

Action: Hopkins/Tripp, 5/0/0. Motion carried. (Miller/Cung absent).

* THE BOARD BRIEFLY RECESSSED AT 6:37 P.M., AND RECONVENED AT 6:41 P.M. *

CONCEPT REVIEW - CONTINUED ITEM

2. 6210 - 6290 HOLLISTER AVE
(4:15)

Assessor’s Parcel Number: 073-080-042
Application Number: MST2016-00022
Owner: City of Santa Barbara
Applicant: Suzanne Elledge Planning & Permitting
Architect: Flex Designs

(Proposal to construct two new buildings on a vacant six acre parcel. The project will include a 22,282 square foot, two-story auto dealership building for Chrysler, with 91 parking spaces and 48 inventory spaces. Also proposed is a 21,087 square foot, one-story auto dealership building for Infiniti and another franchise, with 89 parking spaces and 57 inventory spaces. There will also be a sales lot for Airstream trailer sales. Total development on site will be 43,369 square feet. Planning Commission approval is requested for a Development Plan.)

(Third Concept Review. Comments only; requires Environmental Assessment and Planning Commission approval. Project was last reviewed on July 5, 2016.)

Actual time: 4:24 p.m.

Present: Trish Allen, Suzanne Elledge Planning & Permitting; Robert Plant, Architect, Flex Designs; and Andrew Bermond, Project Planner, City of Santa Barbara.
Public comment opened at 4:40 p.m. As no one wished to speak, public comment was closed.

Straw vote:  How many board members can support sending the project to the Planning Commission with knowing there are still architectural refinements that need to be made? 5/0/0 (passed).

Straw vote:  How many board members feel the stone on the Subaru building are acceptable as proposed? 5/0/0 (passed).

**Motion:** Continued indefinitely to Planning Commission and to return to Full Board with comments:
1. Further study the architectural elements of the building to refine them.
2. Provide samples of the different block treatments and photographs of what the proposed opening treatments would look like once completed.
3. Study making the supports at the canopy vertical rather than sloping.
4. On the Chrysler building arched entrance, make the break ups vertical and horizontal rather than radial, and study whether something other than an arch can be used at the entry.
5. Study adding stone at the Subaru columns to match the stone chimney.
6. Return with a roof plan.
7. One Board member would like the applicant to provide a more detailed drawing of the service bay supports and suggested the service bay mirror the left or right side, architecturally.
8. Study the use of glass block.
9. The Board has reviewed the proposed project and the Compatibility Analysis criteria (SBMC 22.22.145.B. and 22.68.045.B.) were generally met as follows:
   a) **Compliance with City Charter and Municipal Code; General Consistency with Design Guidelines:** The Board made the finding that the proposed development project’s design complies with all City Regulations and is consistent with ABR Design Guidelines.
   b) **Compatible with Architectural Character of City and Neighborhood.** The proposed design of the proposed development is compatible with the distinctive architectural character of the particular neighborhood surrounding the project.
   c) **Appropriate size, mass, bulk, height, and scale.** The proposed development’s size, mass, bulk, height, and scale are appropriate for its neighborhood.
   d) **Sensitive to Adjacent Landmarks and Historic Resources.** The design of the proposed development is not near any Landmarks or Historic Resources that we know of.
   e) **Public View of the Ocean and Mountains.** The design of the proposed project is not near any public vistas that we know of.
   f) **Appropriate Amount of Open Space and Landscaping.** The project’s design provides an appropriate amount of open space and landscaping.

**Action:** Gradin/Cung 5/0/0. Motion carried. (Tripp and Hopkins absent).
6210 HOLLISTER AVENUE PROJECT
CITY OF SANTA BARBARA, CALIFORNIA

UPDATED TRAFFIC, CIRCULATION, AND PARKING STUDY

October 12, 2017
Prepared for:
Lin Consulting LLC
1212 Las Tunas Drive
San Gabriel, California 91776

ATE Project #16022.01

ASSOCIATED TRANSPORTATION ENGINEERS
100 North Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 • (805) 687-4418 • FAX (805) 682-850

EXHIBIT F
October 12, 2017

Mr. Dennis Lin
Lin Consulting LLC
1212 Las Tunas Drive
San Gabriel, California 91776

UPDATED TRAFFIC, CIRCULATION, AND PARKING STUDY FOR THE
6210 HOLLISTER AVENUE PROJECT - CITY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following traffic, circulation, and parking study for the 6210 Hollister Avenue Project proposed in the airport area of the City of Santa Barbara. The updated study addresses the comments submitted by the City of Santa Barbara and the City of Goleta on the previous traffic study (ATE report dated June 29, 2017).

Associated Transportation Engineers

Scott A. Schell, AICP, PTP
Principal Transportation Planner
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<td>Hollister Avenue/Lopez Road – Left-Turn Queue Forecasts</td>
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<td>City of Santa Barbara Zoning Ordinance Parking Requirements</td>
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INTRODUCTION

The following report contains an analysis of the potential traffic and circulation impacts associated with the 6210 Hollister Avenue Project (the “Project”). The scope of work for the traffic study was developed based on input from City of Santa Barbara and the City of Goleta staff. The report provides information regarding existing and future traffic conditions within the project study-area. The report also contains an evaluation of the proposed site access and parking plan. The updated study addresses the comments submitted by the City of Santa Barbara and the City of Goleta on the previous traffic study (ATE report dated June 29, 2017).

PROJECT DESCRIPTION

The Project site is located on the north side of Hollister Avenue between La Patera Lane and David Love Place in the airport area of the City of Santa Barbara. Figure 1 shows the location of the Project site. The Project is proposing to develop 43,805 SF (gross) of auto dealerships. The dealerships will consist of a 20,557 SF Chrysler dealership, a 13,464 SF Infiniti dealership, and a 9,784 SF future brand dealership (43,805 SF total). Figure 2 presents the Project site plan. As shown on the site plan, access to the surface parking lot is proposed via 3 driveway connections. The main entrance driveway would be constructed along the southern Project frontage on Hollister Avenue. The second entrance would be constructed along the eastern frontage of the site on David Love Place. An entrance for employee and service vehicles would be constructed along the western frontage of the site on La Patera Lane. A total of 184 parking spaces would be provided on the Project site in a surface level parking lot. As shown on Figure 1, the Project will also include a 2.9-acre off-site inventory lot located at 200 Lopez Road.

The Project is proposing improvements to the David Love Place/Hollister Avenue intersection. The improvements include a modified median configuration that would prohibit left-turns from David Love Place onto Hollister Avenue. The following analysis assumes implementation of this configuration for the Project. The configuration is shown on Figure 2.

THRESHOLDS OF SIGNIFICANCE

The Project site is located in the airport area of the City of Santa Barbara, however the key roadways and intersections adjacent to the Project Site are located in the City of Goleta. The traffic study therefore evaluates potential impacts using both the City of Goleta and City of Santa Barbara CEQA traffic impact thresholds, which are outlined below.

City of Goleta Impact Threshold of Significance

A. The project will result in a significant impact on transportation and circulation if proposed project traffic increases the volume to capacity (V/C) ratio at local intersections by the values provided in the following table:
### Significant Changes in Levels of Service

<table>
<thead>
<tr>
<th>Intersection Level of Service (Including Project)</th>
<th>Increase in V/C or Trips Greater Than</th>
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</thead>
<tbody>
<tr>
<td>LOS A</td>
<td>0.20</td>
</tr>
<tr>
<td>LOS B</td>
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</tr>
<tr>
<td>LOS C</td>
<td>0.10</td>
</tr>
<tr>
<td>LOS D</td>
<td>15 Trips</td>
</tr>
<tr>
<td>LOS E</td>
<td>10 Trips</td>
</tr>
<tr>
<td>LOS F</td>
<td>5 Trips</td>
</tr>
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</table>

**B.** The project's access to a major road or arterial road would require access that would create an unsafe situation, a new traffic signal, or major revisions to an existing traffic signal.

**C.** The project would add traffic to a roadway that has design features (e.g., narrow width, road-side ditches, sharp curves, poor sight distance, inadequate pavement structure) that would become a potential safety problem with the addition of project traffic.

**D.** Project traffic would utilize a substantial portion of an intersection's capacity where the intersection is currently operating at acceptable levels of service, but with cumulative traffic would degrade to or approach LOS D (V/C 0.80) or lower. Substantial is defined as a minimum change of 0.03 for an intersection which would operate from 0.80 to 0.85, a change of 0.02 for an intersection which would operate from 0.86 to 0.90 and a change of 0.01 for an intersection which would operate greater than 0.90 (LOS E or worse).

The City of Goleta's roadway impact threshold defines a significant roadway impact if a project would increase traffic volumes by more than 1.0 percent (either project-specific or project contribution to cumulative impacts) on a roadway that currently exceeds its Acceptable Capacity or is forecast to exceed its Acceptable Capacity under cumulative conditions.

**City of Santa Barbara Impact Threshold of Significance**

The City of Santa Barbara has established the following threshold for projects proposed in the airport area:

A significant project-specific impact would result if a project's net peak-hour traffic generation would increase the V/C ratio at an intersection to greater than 0.77, or would increase the V/C ratio by more than 0.01 or more when an intersection is already operating at greater than 0.77 during peak hours.
EXISTING CONDITIONS

Street Network

The Project site is served by a network of highways, arterial roadways, and collector streets, as shown in Figure 3. The following text briefly describes the major components of the study-area street network.

**U.S. 101**, located north of the Project site, is a multi-lane interstate freeway serving the Pacific Coast. U.S. 101 is the principal route between the Goleta area and the adjacent cities of Santa Barbara, Carpinteria, and Ventura to the south; and Buellton and Santa Maria to the north. Access to U.S. 101 would be provided via the Fairview Avenue interchange or the Los Carneros interchange.

**Hollister Avenue**, located south of the Project site, is a 4-lane east-west arterial roadway that extends through the Goleta Valley area from State Route 154 on the east to Calle Real on the west. This roadway serves as the primary east-west surface street route through Goleta.

**Fairview Avenue**, located east of the Project site, is a north-south 2- and 4-lane arterial roadway. North of Hollister Avenue, Fairview Avenue extends as a 4-lane roadway connecting with the U.S. 101 interchange, Calle Real and Cathedral Oaks Road. Fairview Avenue extends south of Hollister Avenue to its terminus at Fowler Road. The U.S. 101/Fairview Avenue Interchange would provide freeway access for the Project site.

**Los Carneros Road**, located west of the Project site, is a north-south arterial street. North of Hollister Avenue, Los Carneros Road extends as a 4-lane roadway connecting with the U.S. 101 interchange and continues north to its terminus at Cathedral Oaks Road. Los Carneros Road contains 4 lanes south of Hollister Avenue to Discovery Drive. South of Discovery Drive, Los Carneros Road continues as a 2-lane road and provides access to the Isla Vista UCSB area.

**David Love Place**, located just east of the Project site, is a 2-lane north-south industrial road that extends north and south of Hollister Avenue. The roadway provides access to commercial/industrial uses north of Hollister Avenue and provides access to the Santa Barbara Airport uses south of Hollister Avenue.
Lopez Road, located east of the Project site, is a 2-lane north-south industrial road that extends north and south of Hollister Avenue. The roadway provides access to commercial/industrial uses north of Hollister Avenue and provides access to the Santa Barbara Airport uses south of Hollister Avenue.

Calle Koral, located west of the Project site, is a 2-lane road that extends east from the Elacora housing development to Camino Vista. The Calle Koral/Los Carneros Road intersection is controlled by traffic signals and the Calle Koral/Camino Vista intersection is uncontrolled.

Los Carneros Way is a 2-lane road located west of the Project site that extends between Calle Koral and Hollister Avenue. Los Carneros Way is stop controlled at the Calle Koral intersection, and the Hollister Avenue/Los Carneros Way intersection is controlled by traffic signals.

La Patera Lane, located just west of the Project site, is a 2-lane north-south road that extends north of Hollister Avenue. The roadway provides access to commercial/industrial uses north of Hollister Avenue.

Existing Roadway Operations

Figure 4 shows the Existing average daily traffic (ADT) volumes for the key study-area roadway segments identified for analysis by the City of Goleta. Existing roadway volumes were obtained from count data collected by ATE in 2016 and 2017 (count data contained in the Technical Appendix for reference). The operational characteristics of the study-area roadways were analyzed based on the City of Goleta’s “Acceptable Capacity” rating system (roadway capacities are summarized in the Technical Appendix for reference). Table 1 shows the existing ADT volumes and the City’s Acceptable Capacity thresholds for the key roadways in the study-area.
Table 1
Existing Roadway Operations

<table>
<thead>
<tr>
<th>Roadway Segment</th>
<th>Roadway Classification</th>
<th>Geometry</th>
<th>Acceptable Capacity</th>
<th>Existing ADT</th>
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<tr>
<td>Hollister Avenue e/o Fairview Avenue</td>
<td>Major Arterial</td>
<td>4 Lanes</td>
<td>34,000</td>
<td>19,200</td>
</tr>
<tr>
<td>Hollister Avenue w/o Fairview Avenue</td>
<td>Major Arterial</td>
<td>4 Lanes</td>
<td>34,000</td>
<td>20,700</td>
</tr>
<tr>
<td>Hollister Avenue e/o Los Carneros Way</td>
<td>Major Arterial</td>
<td>4 Lanes</td>
<td>34,000</td>
<td>16,000</td>
</tr>
<tr>
<td>Fairview Avenue n/o Hollister Avenue</td>
<td>Major Arterial</td>
<td>4 Lanes</td>
<td>34,000</td>
<td>23,300</td>
</tr>
<tr>
<td>Fairview Avenue s/o Hollister Avenue (a)</td>
<td>Major Arterial</td>
<td>4 Lanes</td>
<td>34,000</td>
<td>9,700</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 Lanes</td>
<td>25,500</td>
<td></td>
</tr>
<tr>
<td>Los Carneros Road s/o Hollister Avenue</td>
<td>Major Arterial</td>
<td>4 Lanes</td>
<td>34,000</td>
<td>16,100</td>
</tr>
<tr>
<td>Los Carneros Road s/o U.S. 101</td>
<td>Major Arterial</td>
<td>5 Lanes</td>
<td>42,500</td>
<td>23,500</td>
</tr>
<tr>
<td>David Love Place n/o Hollister Avenue</td>
<td>Collector Street</td>
<td>2 Lanes</td>
<td>9,280</td>
<td>1,500</td>
</tr>
</tbody>
</table>

(a) Section contains 3 lanes and 4 lanes south of Hollister Avenue.

The data presented in Table 1 show that the study-area roadway segments currently carry traffic volumes within the City of Goleta's Acceptable Capacity ratings.

Existing Intersection Operations

Because traffic flow on urban arterials is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. In rating intersection operations, "Levels of Service" (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are included in the Technical Appendix). The City of Goleta and City of Santa Barbara have established LOS C as the minimum acceptable operating standard for intersections.

Existing peak hour volumes were obtained for the study-area intersections from traffic count data collected by ATE in 2016 and 2017 for this study (traffic count data is contained in the Technical Appendix for reference). The data was collected prior to construction of the western leg at the Los Carneros Road/Calle Koral intersection. Volumes forecast in the previous report for the western leg are included in the existing volumes to account for completion of the intersection. Figure 4 shows the peak hour turning movements for the study-area intersections and Figure 5 shows existing lane geometry and traffic controls.

Levels of service were calculated for the signalized intersections using the "Intersection Capacity Utilization" (ICU) methodology adopted by SBCAG, the City of Goleta, and the City of Santa Barbara. Levels of service were calculated for the unsignalized study-area intersections using the methodologies outlined in the Highway Capacity Manual (HCM)\(^1\). Table 2 summarizes results of the LOS (LOS calculations in technical appendix).

---

Table 2
Existing Intersection Operations

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Control</th>
<th>A.M. Peak Hour</th>
<th>P.M. Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>#1 - U.S. 101 NB Ramps/Los Carneros Road</td>
<td>Signal</td>
<td>0.563</td>
<td>0.511</td>
</tr>
<tr>
<td>#2 - U.S. 101 SB Ramps/Los Carneros Road</td>
<td>Signal</td>
<td>0.582</td>
<td>0.733</td>
</tr>
<tr>
<td>#3 - Los Carneros Road/Calle Koral (a)</td>
<td>Signal</td>
<td>0.574</td>
<td>0.583</td>
</tr>
<tr>
<td>#4 - Hollister Avenue/Los Carneros Road</td>
<td>Signal</td>
<td>0.399</td>
<td>0.608</td>
</tr>
<tr>
<td>#5 - Hollister Avenue/Los Carneros Way</td>
<td>Signal</td>
<td>0.275</td>
<td>0.414</td>
</tr>
<tr>
<td>#6 - Hollister Avenue/La Patera Lane</td>
<td>Signal</td>
<td>0.386</td>
<td>0.482</td>
</tr>
<tr>
<td>#7 - Hollister Avenue/David Love Place (b)</td>
<td>2-Way STOP</td>
<td>9.7 Sec</td>
<td>12.0 Sec</td>
</tr>
<tr>
<td>#8 - Hollister Avenue/Lopez Road</td>
<td>Signal</td>
<td>0.422</td>
<td>0.461</td>
</tr>
<tr>
<td>#9 - Calle Real/Fairview Avenue (c)</td>
<td>Signal</td>
<td>0.625</td>
<td>0.674</td>
</tr>
<tr>
<td>#10 - U.S. 101 NB Ramps/Fairview Avenue (c)</td>
<td>Signal</td>
<td>0.646</td>
<td>0.746</td>
</tr>
<tr>
<td>#11 - U.S. 101 SB Ramps/Fairview Avenue</td>
<td>Signal</td>
<td>0.533</td>
<td>0.592</td>
</tr>
<tr>
<td>#12 - Hollister Avenue/Fairview Avenue</td>
<td>Signal</td>
<td>0.546</td>
<td>0.631</td>
</tr>
</tbody>
</table>

(a) Counts adjusted for west leg addition.
(b) Unsignalized intersection. LOS based on average weighted delay per vehicle in seconds.
(c) Counts conducted in 2017 after the opening of Fairview Plaza Sprouts Market.

The data presented in Table 2 show that the study-area intersections currently operate acceptably at LOS C or better.

PROJECT-SPECIFIC ANALYSIS

Project Trip Generation

Trip generation estimates were calculated for the Project using rates presented in the Institute of Transportation Engineers (ITE) Trip Generation manual. The ITE rates for New Car Sales (#841) were used to forecast traffic for the Project (worksheet contained in Technical Appendix). Table 3 presents trip generation estimates for the proposed use.

Table 3
Project Trip Generation

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Size</th>
<th>ADT</th>
<th>A.M. Peak Hour</th>
<th>P.M. Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Car Sales</td>
<td>43,805 SF</td>
<td>32.30</td>
<td>1,415</td>
<td>1.92</td>
</tr>
</tbody>
</table>

(a) Trip generation rates are per 1,000 SF of gross floor area.

As shown in Table 3, the project is forecast to generate 1,415 average daily trips, 84 A.M. peak hour trips, and 115 P.M. peak hour trips.

The ITE trip generation rates are correlated to the size of the buildings that are located on the auto dealership site and include all traffic generated by the dealership operations including employees, customers and vehicle deliveries. Thus, the traffic that would be generated by the 2.9-acre storage area located at 200 Lopez Road is intrinsically included in the trip generation estimates presented in Table 3. It is noted that the off-site inventory will receive approximately 60 cars/month which will generate 6-7 truck trips to and from the site per month (1.5 to 2 trucks per week). Vehicles transferred between satellite lot and dealership will use Wallace Becknell Road and Lopez Road during off-peak hours thus there would no additional traffic added to Hollister Avenue from the satellite storage lot operations.

**Project Trip Distribution**

Table 4 and Figure 6 shows the trip distribution pattern developed for the Project. The trip distribution pattern was developed based on existing traffic patterns and the City of Goleta traffic model data. The trip distribution pattern for the Project was reviewed by City of Goleta staff prior to completing the impact analysis. Project-generated traffic was then distributed and assigned to the study-area street network. The assignment of Project traffic is shown on Figure 7.

**Table 4**

**Project Trip Distribution – New Car Sales**

<table>
<thead>
<tr>
<th>Origin/Destination</th>
<th>Direction</th>
<th>Distribution %</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. 101(a)</td>
<td>East</td>
<td>20%</td>
</tr>
<tr>
<td></td>
<td>West</td>
<td>5%</td>
</tr>
<tr>
<td>Hollister Avenue</td>
<td>East</td>
<td>18%</td>
</tr>
<tr>
<td></td>
<td>West</td>
<td>16%</td>
</tr>
<tr>
<td>Los Carneros Road</td>
<td>South</td>
<td>4%</td>
</tr>
<tr>
<td>Fairview Avenue</td>
<td>North</td>
<td>4%</td>
</tr>
<tr>
<td></td>
<td>South</td>
<td>5%</td>
</tr>
<tr>
<td>Calle Real</td>
<td>East</td>
<td>3%</td>
</tr>
<tr>
<td></td>
<td>West</td>
<td>1%</td>
</tr>
<tr>
<td>Local Traffic</td>
<td>West</td>
<td>16%</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>
Additional Intersection Data

The City of Goleta requested that the Project trip assignment also include the Hollister Avenue/SR 217 WB Ramps, Hollister Avenue/SR 217 EB Ramps and the Hollister Avenue/Kellogg Avenue intersections. The City’s traffic model shows that 18% of Project traffic travels east of Fairview Avenue on Hollister Avenue. The distribution analysis assumes that 3% of the traffic would be oriented to/from the Old Town area and 15% of the traffic would continue easterly on Hollister Avenue. Table 5 presents the trip distribution percentages developed using model data and Figure 8 presents the Project added traffic volumes for these additional intersections.

Table 5
Project Trip Distribution – Additional Intersections

<table>
<thead>
<tr>
<th>Origin/Destination</th>
<th>Direction</th>
<th>Distribution %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hollister Avenue</td>
<td>East of SR 217</td>
<td>15%</td>
</tr>
<tr>
<td>Local Traffic – Old Town</td>
<td>Local</td>
<td>3%</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td></td>
<td><strong>18%</strong></td>
</tr>
</tbody>
</table>

PROJECT SPECIFIC IMPACT ANALYSIS

The following section reviews the Existing + Project roadway and intersection operations and evaluates potential impacts based on applicable City of Goleta and City of Santa Barbara thresholds of significance. The analysis assumes installation of the median configuration at the Hollister Avenue/David Love Place intersection, which prohibits left-turns from David Love Place.

Existing + Project Roadway Operations

Existing + Project roadway volumes are shown on Figure 9. Table 6 compares the Existing and Existing + Project roadway operations and identifies project-specific impacts based on City of Goleta impact thresholds.
## Table 6
**Existing + Project Roadway Operations**

<table>
<thead>
<tr>
<th>Roadway Segment</th>
<th>Acceptable Capacity</th>
<th>Existing ADT</th>
<th>Project Added ADT</th>
<th>Existing + Project ADT</th>
<th>Project Impact?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hollister Avenue e/o Fairview Avenue</td>
<td>34,000</td>
<td>19,200</td>
<td>+259</td>
<td>19,459</td>
<td>No</td>
</tr>
<tr>
<td>Hollister Avenue w/o Fairview Avenue</td>
<td>34,000</td>
<td>20,700</td>
<td>+862</td>
<td>21,562</td>
<td>No</td>
</tr>
<tr>
<td>Hollister Avenue e/o Los Carneros Way</td>
<td>34,000</td>
<td>16,000</td>
<td>+503</td>
<td>16,503</td>
<td>No</td>
</tr>
<tr>
<td>Fairview Avenue n/o Hollister Avenue</td>
<td>34,000</td>
<td>23,300</td>
<td>+517</td>
<td>23,817</td>
<td>No</td>
</tr>
<tr>
<td>Fairview Avenue s/o Hollister Avenue (a)</td>
<td>34,000 25,500</td>
<td>9,700</td>
<td>+72</td>
<td>9,772</td>
<td>No</td>
</tr>
<tr>
<td>Los Carneros Road s/o Hollister Avenue</td>
<td>34,000</td>
<td>16,100</td>
<td>+57</td>
<td>16,157</td>
<td>No</td>
</tr>
<tr>
<td>Los Carneros Road s/o U.S. 101</td>
<td>42,500</td>
<td>23,500</td>
<td>+72</td>
<td>23,572</td>
<td>No</td>
</tr>
<tr>
<td>David Love Place n/o Hollister Avenue (b)</td>
<td>9,280 1,500</td>
<td>1,500</td>
<td>+71</td>
<td>1,571</td>
<td>No</td>
</tr>
</tbody>
</table>

(a) Section contains 3 lanes and 4 lanes south of Hollister Avenue.
(b) Analysis assumes median reconfiguration.

As shown in Table 6, the study-area roadways are forecast to carry volumes within their Acceptable Capacity ratings under Existing + Project conditions. The Project would not generate significant roadway impacts based on City of Goleta thresholds.

### Existing + Project Intersection Operations

Existing + Project levels of service were calculated for the study-area intersections assuming the traffic volumes presented on Figure 9. Tables 7 and 8 compare the Existing and Existing + Project levels of service and identify project-specific impacts based on City of Goleta and City of Santa Barbara thresholds.
### Table 7
Existing + Project Intersection Operations – A.M. Peak Hour

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Existing</th>
<th>Existing + Project</th>
<th>Project-Added Trips</th>
<th>Project Impact?</th>
</tr>
</thead>
<tbody>
<tr>
<td>#1 - U.S. 101 NB Ramps/Los Carneros Road</td>
<td>0.563 A</td>
<td>0.564 A</td>
<td>1</td>
<td>0.001 No</td>
</tr>
<tr>
<td>#2 - U.S. 101 SB Ramps/Los Carneros Road</td>
<td>0.582 A</td>
<td>0.583 A</td>
<td>4</td>
<td>0.001 No</td>
</tr>
<tr>
<td>#3 - Los Carneros Road/Calle Koral (a)</td>
<td>0.574 A</td>
<td>0.574 A</td>
<td>4</td>
<td>0.000 No</td>
</tr>
<tr>
<td>#4 - Hollister Avenue/Los Carneros Road</td>
<td>0.399 A</td>
<td>0.403 A</td>
<td>17</td>
<td>0.004 No</td>
</tr>
<tr>
<td>#5 - Hollister Avenue/Los Carneros Way</td>
<td>0.275 A</td>
<td>0.280 A</td>
<td>21</td>
<td>0.005 No</td>
</tr>
<tr>
<td>#6 - Hollister Avenue/La Patera Lane</td>
<td>0.386 A</td>
<td>0.401 A</td>
<td>49</td>
<td>0.015 No</td>
</tr>
<tr>
<td>#7 - Hollister Avenue/David Love Place (b) (d)</td>
<td>9.7 Sec A</td>
<td>9.0 Sec A</td>
<td>45</td>
<td>-0.7 Sec No</td>
</tr>
<tr>
<td>#8 - Hollister Avenue/Lopez Road (d)</td>
<td>0.422 A</td>
<td>0.446 A</td>
<td>52</td>
<td>0.024 No</td>
</tr>
<tr>
<td>#9 - Calle Real/Fairview Avenue (c)</td>
<td>0.625 B</td>
<td>0.626 B</td>
<td>8</td>
<td>0.001 No</td>
</tr>
<tr>
<td>#10 - U.S. 101 NB Ramps/Fairview Avenue (c)</td>
<td>0.646 B</td>
<td>0.657 B</td>
<td>26</td>
<td>0.011 No</td>
</tr>
<tr>
<td>#11 - U.S. 101 SB Ramps/Fairview Avenue</td>
<td>0.533 A</td>
<td>0.540 A</td>
<td>32</td>
<td>0.007 No</td>
</tr>
<tr>
<td>#12 - Hollister Avenue/Fairview Avenue</td>
<td>0.546 A</td>
<td>0.563 A</td>
<td>51</td>
<td>0.017 No</td>
</tr>
</tbody>
</table>

(a) Counts adjusted for west leg addition.
(b) Unsignalized intersection. LOS based on average weighted delay per vehicle in seconds.
(c) Counts conducted in 2017 after the opening of Fairview Plaza Sprouts Market.
(d) Analysis assumes median reconfiguration.

### Table 8
Existing + Project Intersection Operations – P.M. Peak Hour

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Existing</th>
<th>Existing + Project</th>
<th>Project-Added Trips</th>
<th>Project Impact?</th>
</tr>
</thead>
<tbody>
<tr>
<td>#1 - U.S. 101 NB Ramps/Los Carneros Road</td>
<td>0.511 A</td>
<td>0.513 A</td>
<td>3</td>
<td>0.002 No</td>
</tr>
<tr>
<td>#2 - U.S. 101 SB Ramps/Los Carneros Road</td>
<td>0.733 C</td>
<td>0.733 C</td>
<td>5</td>
<td>0.000 No</td>
</tr>
<tr>
<td>#3 - Los Carneros Road/Calle Koral (a)</td>
<td>0.645 B</td>
<td>0.646 B</td>
<td>5</td>
<td>0.001 No</td>
</tr>
<tr>
<td>#4 - Hollister Avenue/Los Carneros Road</td>
<td>0.608 B</td>
<td>0.612 B</td>
<td>24</td>
<td>0.004 No</td>
</tr>
<tr>
<td>#5 - Hollister Avenue/Los Carneros Way</td>
<td>0.414 A</td>
<td>0.419 A</td>
<td>29</td>
<td>0.005 No</td>
</tr>
<tr>
<td>#6 - Hollister Avenue/La Patera Lane</td>
<td>0.482 A</td>
<td>0.493 A</td>
<td>48</td>
<td>0.011 No</td>
</tr>
<tr>
<td>#7 - Hollister Avenue/David Love Place (b) (d)</td>
<td>12.0 Sec B</td>
<td>10.2 Sec B</td>
<td>76</td>
<td>-1.8 Sec No</td>
</tr>
<tr>
<td>#8 - Hollister/Avenue/Lopez Road (d)</td>
<td>0.461 A</td>
<td>0.493 A</td>
<td>71</td>
<td>0.032 No</td>
</tr>
<tr>
<td>#9 - Calle Real/Fairview Avenue (c)</td>
<td>0.674 B</td>
<td>0.676 B</td>
<td>9</td>
<td>0.002 No</td>
</tr>
<tr>
<td>#10 - U.S. 101 NB Ramps/Fairview Avenue (c)</td>
<td>0.746 C</td>
<td>0.747 C</td>
<td>22</td>
<td>0.001 No</td>
</tr>
<tr>
<td>#11 - U.S. 101 SB Ramps/Fairview Avenue</td>
<td>0.592 A</td>
<td>0.602 B</td>
<td>42</td>
<td>0.010 No</td>
</tr>
<tr>
<td>#12 - Hollister Avenue/Fairview Avenue</td>
<td>0.631 B</td>
<td>0.640 B</td>
<td>68</td>
<td>0.009 No</td>
</tr>
</tbody>
</table>

(a) Counts adjusted for west leg addition.
(b) Unsignalized intersection. LOS based on average weighted delay per vehicle in seconds.
(c) Counts conducted in 2017 after the opening of Fairview Plaza Sprouts Market.
(d) Analysis assumes median reconfiguration.
The data presented in Tables 7 and 8 show that the study-area intersections would continue to operate at LOS C or better under Existing + Project conditions, which meets the LOS C operating standards adopted by the City of Goleta (0.80 V/C) and the City of Santa Barbara (0.77 V/C). The Project would therefore not significantly impact the study-area intersections based on the City of Goleta and City of Santa Barbara thresholds.

HCM OPERATIONS ANALYSIS

Levels of Service

The U.S. 101 NB Ramps/Fairview Avenue intersection is interconnected with the Fairview Avenue/Calle Real intersection located approximately 400 feet to the north. The signal timing for the 2 intersections is coordinated to manage flows between the intersections. City staff requested an evaluation of peak hour operating conditions that includes the existing signal timing interaction between the intersections. The level of service analysis is based on the operations methodology outlined in the Highway Capacity Manual, which is different than the City’s ICU method of analysis for City intersections.

ATE obtained the signal timing for the 2 intersections from Caltrans and met with Caltrans staff in the field to observe operations and review the signal timing parameters. Existing and Existing + Project operations were analyzed for the 2 intersections using the SYNCHRO traffic modeling program, which implements the operations method outlined in the Highway Capacity Manual. Table 9 compares the Existing and Existing + Project levels of service.

<table>
<thead>
<tr>
<th>Time Period / Intersection</th>
<th>Delay Per Vehicle/LOS(a)</th>
<th>Existing</th>
<th>Existing + Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>U.S. 101 NB Ramps/Fairview Avenue</td>
<td>17.2 Sec./LOS B</td>
<td>17.5 Sec./LOS B</td>
<td></td>
</tr>
<tr>
<td>Fairview Avenue/Calle Real</td>
<td>28.8 Sec./LOS C</td>
<td>28.6 Sec./LOS C</td>
<td></td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>U.S. 101 NB Ramps/Fairview Avenue</td>
<td>29.9 Sec./LOS C</td>
<td>28.4 Sec./LOS C</td>
<td></td>
</tr>
<tr>
<td>Fairview Avenue/Calle Real</td>
<td>21.0 Sec./LOS C</td>
<td>20.7 Sec./LOS C</td>
<td></td>
</tr>
</tbody>
</table>

(a) LOS based on average delay per vehicle in seconds pursuant to the HCM operations methodology.
(b) A lower delay results from Project’s traffic additions to lower delay movements.

As shown in Table 9, the 2 intersections currently operate at LOS B-C and are forecast to continue to operate at LOS B-C with Existing + Project traffic.
Queue Forecasts

Queues were forecast for the U.S. 101 NB Off-Ramp to determine if any “damaging” queues occur (queues on the U.S. 101 off-ramp that interfere with freeway operations). The SYNCHRO model that was developed for the level of service analyses was also used for the queue forecasts. The queue model predicts average queues (50th percentile) and peak queues (95th percentile) for the peak hour period. The 95th percentile peak queue forecasts were used for the analysis (queue forecast worksheets are attached for reference). Table 10 lists the Existing and Existing + Project peak queue forecasts for the US 101 Northbound Off-Ramp.

Table 10
U.S. 101 NB Off-Ramp – Peak Queue Forecasts

<table>
<thead>
<tr>
<th></th>
<th>Peak Queue (a)</th>
<th>Storage Provided (b)</th>
<th>Queue Exceeds Storage?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing</td>
<td>Existing + Project</td>
<td></td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>U.S. 101 Off-Ramp – Thru Lane</td>
<td>395 Feet</td>
<td>420 Feet</td>
<td>1,065 Feet</td>
</tr>
<tr>
<td>U.S. 101 Off-Ramp – Right-Turn Lane</td>
<td>200 Feet</td>
<td>200 Feet</td>
<td>300 Feet</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>U.S. 101 Off-Ramp – Thru Lane</td>
<td>235 Feet</td>
<td>255 Feet</td>
<td>1,065 Feet</td>
</tr>
<tr>
<td>U.S. 101 Off-Ramp – Right-Turn Lane</td>
<td>345 Feet</td>
<td>345 Feet</td>
<td>300 Feet</td>
</tr>
</tbody>
</table>

(a) 95% peak queue forecasts rounded up to nearest 5 feet.
(b) Storage provided on off-ramp rounded down to nearest 5 feet.

As shown, the peak queues forecasted by the model do not exceed the storage lanes on the U.S. 101 Northbound Off-Ramp. The off-ramp contains 2 lanes for a distance of 300 feet and then merges into a single lane for an additional 765 feet. Thus, the total storage provided is 1,365 feet (2 lanes @ 300 feet + 1 lane @ 765 feet). While the queue for the right-turn lane is shown at 345 feet during the PM peak hour, ample storage is provided on the off-ramp for the thru and right-turn queues.

CUMULATIVE ANALYSIS

Cumulative Traffic Volumes

Cumulative traffic volumes were forecast for the study area roadways and intersections using the City’s traffic model. The Cumulative forecasts include traffic generated by approved and pending projects proposed within the City of Goleta (a list summarizing the approved and pending projects is contained in the Technical Appendix for reference) as well as development of the Santa Barbara Airport Specific Plan, the UCSB Long Range Development Plan, and regional growth in the Goleta-Santa Barbara area. Cumulative traffic volumes are shown on Figure 10 and Cumulative + Project volumes are shown on Figure 11.
Planned Improvements

The Ekwill Street extension from South Kellogg Avenue to Fairview Avenue is a planned improvement assumed in the City's traffic model that would affect traffic patterns within the study area. The location of the Ekwill Street extension is shown on Figure 12.

Cumulative + Project Roadway Operations

Table 11 compares the Cumulative and Cumulative + Project roadway operations and identifies cumulative impacts based on City of Goleta impact thresholds.

<table>
<thead>
<tr>
<th>Roadway Segment</th>
<th>Average Daily Trips</th>
<th></th>
<th></th>
<th>Project Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hollister Avenue e/o Fairview Avenue</td>
<td>34,000</td>
<td>18,230</td>
<td>+259</td>
<td>18,489</td>
</tr>
<tr>
<td>Hollister Avenue w/o Fairview Avenue</td>
<td>34,000</td>
<td>20,450</td>
<td>+862</td>
<td>21,312</td>
</tr>
<tr>
<td>Hollister Avenue e/o Los Carneros Way</td>
<td>34,000</td>
<td>18,620</td>
<td>+503</td>
<td>19,123</td>
</tr>
<tr>
<td>Fairview Avenue n/o Hollister Avenue</td>
<td>34,000</td>
<td>25,240</td>
<td>+517</td>
<td>25,757</td>
</tr>
<tr>
<td>Fairview Avenue s/o Hollister Avenue(a)</td>
<td>34,000</td>
<td>16,010</td>
<td>+72</td>
<td>16,082</td>
</tr>
<tr>
<td>Los Carneros Road s/o Hollister Avenue</td>
<td>34,000</td>
<td>20,770</td>
<td>+57</td>
<td>20,827</td>
</tr>
<tr>
<td>Los Carneros Road s/o U.S. 101</td>
<td>42,500</td>
<td>34,390</td>
<td>+72</td>
<td>34,462</td>
</tr>
<tr>
<td>David Love Place n/o Hollister Avenue (b)</td>
<td>9,280</td>
<td>1,970</td>
<td>+71</td>
<td>2,041</td>
</tr>
</tbody>
</table>

(a) Section contains 3 lanes and 4 lanes south of Hollister Avenue.
(b) Analysis assumes median configuration.

As shown in Table 11, the study-area roadways are forecast to carry volumes within their Acceptable Capacity ratings under Cumulative + Project traffic conditions. The Project would therefore not contribute to significant cumulative roadway impacts based on City of Goleta thresholds.

Cumulative + Project Intersection Operations

Cumulative and Cumulative + Project levels of service were calculated for the study-area intersections assuming the traffic volumes presented on Figures 10 and 11. Tables 12 and 13 compare the Cumulative and Cumulative + Project levels of service and identify cumulative impacts based on City of Goleta and City of Santa Barbara thresholds.
<table>
<thead>
<tr>
<th>Intersection</th>
<th>Cumulative</th>
<th>Cumulative + Project</th>
<th>Project Added</th>
<th>Project Impact?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>V/C</td>
<td>LOS</td>
<td>V/C</td>
<td>LOS</td>
</tr>
<tr>
<td>#1 - U.S. 101 NB Ramps/Los Carneros Road</td>
<td>0.687</td>
<td>B</td>
<td>0.688</td>
<td>B</td>
</tr>
<tr>
<td>#2 - U.S. 101 SB Ramps/Los Carneros Road</td>
<td>0.903</td>
<td>D</td>
<td>0.905</td>
<td>E</td>
</tr>
<tr>
<td>#3 - Los Carneros Road/Calle Koral</td>
<td>0.763</td>
<td>C</td>
<td>0.763</td>
<td>C</td>
</tr>
<tr>
<td>#4 - Hollister Avenue/Los Carneros Road</td>
<td>0.525</td>
<td>A</td>
<td>0.529</td>
<td>A</td>
</tr>
<tr>
<td>#5 - Hollister Avenue/Los Carneros Way</td>
<td>0.349</td>
<td>A</td>
<td>0.351</td>
<td>A</td>
</tr>
<tr>
<td>#6 - Hollister Avenue/La Patera Lane</td>
<td>0.480</td>
<td>A</td>
<td>0.496</td>
<td>A</td>
</tr>
<tr>
<td>#7 - Hollister Avenue/David Love Place (a) (b)</td>
<td>9.7 Sec</td>
<td>A</td>
<td>9.8 Sec</td>
<td>A</td>
</tr>
<tr>
<td>#8 - Hollister Avenue/Lopez Road (b)</td>
<td>0.539</td>
<td>A</td>
<td>0.557</td>
<td>A</td>
</tr>
<tr>
<td>#9 - Calle Real/Fairview Avenue</td>
<td>0.836</td>
<td>D</td>
<td>0.837</td>
<td>D</td>
</tr>
<tr>
<td>#10 - U.S. 101 NB Ramps/Fairview Avenue</td>
<td>0.748</td>
<td>C</td>
<td>0.748</td>
<td>C</td>
</tr>
<tr>
<td>#11 - U.S. 101 SB Ramps/Fairview Avenue</td>
<td>0.685</td>
<td>B</td>
<td>0.693</td>
<td>B</td>
</tr>
<tr>
<td>#12 - Hollister Avenue/Fairview Avenue</td>
<td>0.623</td>
<td>B</td>
<td>0.628</td>
<td>B</td>
</tr>
</tbody>
</table>

**Bolded** values exceed City of Goleta LOS C operating standard.

(a) Unsignalized intersection. LOS based on average weighted delay per vehicle in seconds.
(b) Analysis assumes median configuration.

The data presented in Table 12 show that the U.S. 101 SB Ramps/Los Carneros Road intersection is forecast to operate at LOS D under Cumulative conditions and LOS E under Cumulative + Project conditions during the A.M. peak hour period. The Project would add 0.002 to the V/C ratio, which is considered a less than significant impact based on the City of Goleta cumulative impact threshold (V/C increase of 0.01). The Calle Real/Fairview Avenue intersection is forecast to operate at LOS D with and without the Project during the A.M. peak hour period. The Project would add 0.001 to the V/C ratio, which is considered a less than significant impact based on the City of Goleta cumulative impact threshold (V/C increase of 0.03).
### Table 13
Cumulative + Project Intersection Operations – P.M. Peak Hour

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Cumulative V/C</th>
<th>LOS</th>
<th>Cumulative + Project V/C</th>
<th>LOS</th>
<th>Project Added Trips</th>
<th>V/C</th>
<th>Project Impact?</th>
</tr>
</thead>
<tbody>
<tr>
<td>#1 - U.S. 101 NB Ramps/Los Carneros Road</td>
<td>0.594</td>
<td>A</td>
<td>0.596</td>
<td>A</td>
<td>3</td>
<td>0.002</td>
<td>No</td>
</tr>
<tr>
<td>#2 - U.S. 101 SB Ramps/Los Carneros Road</td>
<td>1.076</td>
<td>F</td>
<td>1.076</td>
<td>F</td>
<td>5</td>
<td>0.000</td>
<td>No</td>
</tr>
<tr>
<td>#3 - Los Carneros Road/Calle Koral</td>
<td>0.890</td>
<td>D</td>
<td>0.891</td>
<td>D</td>
<td>5</td>
<td>0.001</td>
<td>No</td>
</tr>
<tr>
<td>#4 - Hollister Avenue/Los Carneros Road</td>
<td>0.842</td>
<td>D</td>
<td>0.846</td>
<td>D</td>
<td>24</td>
<td>0.004</td>
<td>No</td>
</tr>
<tr>
<td>#5 - Hollister Avenue/Los Carneros Way</td>
<td>0.612</td>
<td>B</td>
<td>0.617</td>
<td>B</td>
<td>29</td>
<td>0.005</td>
<td>No</td>
</tr>
<tr>
<td>#6 - Hollister Avenue/La Patera Lane</td>
<td>0.533</td>
<td>A</td>
<td>0.545</td>
<td>A</td>
<td>48</td>
<td>0.012</td>
<td>No</td>
</tr>
<tr>
<td>#7 - Hollister Avenue/David Love Place (a) (b)</td>
<td>10.3 Sec</td>
<td>B</td>
<td>10.4 Sec</td>
<td>B</td>
<td>37</td>
<td>0.1 Sec</td>
<td>No</td>
</tr>
<tr>
<td>#8 - Hollister Avenue/Lopez Road (b)</td>
<td>0.557</td>
<td>A</td>
<td>0.579</td>
<td>A</td>
<td>73</td>
<td>0.022</td>
<td>No</td>
</tr>
<tr>
<td>#9 - Calle Real/Fairview Avenue</td>
<td>0.791</td>
<td>C</td>
<td>0.792</td>
<td>C</td>
<td>9</td>
<td>0.001</td>
<td>No</td>
</tr>
<tr>
<td>#10 - U.S. 101 NB Ramps/Fairview Avenue</td>
<td>0.885</td>
<td>D</td>
<td>0.887</td>
<td>D</td>
<td>22</td>
<td>0.001</td>
<td>No</td>
</tr>
<tr>
<td>#11 - U.S. 101 SB Ramps/Fairview Avenue</td>
<td>0.785</td>
<td>C</td>
<td>0.794</td>
<td>C</td>
<td>42</td>
<td>0.009</td>
<td>No</td>
</tr>
<tr>
<td>#12 - Hollister Avenue/Fairview Avenue</td>
<td>0.759</td>
<td>C</td>
<td>0.767</td>
<td>C</td>
<td>68</td>
<td>0.008</td>
<td>No</td>
</tr>
</tbody>
</table>

**Bolded** values exceed City of Goleta LOS C operating standard.
(a) Unsignalized intersection. LOS based on average weighted delay per vehicle in seconds.
(b) Analysis assumes median configuration.

The data presented in Table 13 show that the U.S. 101 SB Ramps/Los Carneros Road intersection is forecast to operate a LOS F during the P.M. peak hour period under Cumulative and Cumulative + Project conditions. The Project would add 0.000 to the V/C ratio, which is considered a less than significant impact based on the City of Goleta cumulative impact threshold (V/C increase of 0.01). The Los Carneros Road/Calle Koral, Hollister Avenue/Los Carneros Road, and U.S. 101 NB Ramps/Fairview Avenue intersections are all forecast to operate at LOS D under Cumulative and Cumulative + Project conditions. The Project would add no more than 0.004 to the V/C ratio at each of the intersections – less than significant impact based on the City of Goleta cumulative impact threshold (V/C increase of 0.02). The Project’s traffic-additions would not contribute to significant cumulative impacts at the study-area intersections.

**CUMULATIVE ANALYSIS – NO EKWILL STREET EXTENSIONS**

The preceding cumulative analyses assume completion of the Ekwill Street extension between South Kellogg Avenue and Fairview Avenue, as planned in the City’s Circulation Element. City of Goleta staff requested that a second cumulative scenario be prepared assuming that the extension is not in place. Figures 13 and 14 show the Cumulative and Cumulative + Project forecasts for this scenario.
Figure 13

CUMULATIVE TRAFFIC VOLUMES - NO EKWILL STREET EXTENSION

Legend:
- (A.M./P.M.) Peak Hour Volume
- Average Daily Traffic Volume

NOT TO SCALE
CUMULATIVE + PROJECT TRAFFIC VOLUMES - NO EKWILL STREET EXTENSION
Cumulative + Project Roadway Operation – No Ekwill Street Extensions

Table 14 compares the Cumulative and Cumulative + Project roadway operations for this scenario and identifies cumulative impacts based on City of Goleta impact thresholds.

<table>
<thead>
<tr>
<th>Roadway Segment</th>
<th>Average Daily Trips</th>
<th>Project Impact?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hollister Avenue e/o Fairview Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hollister Avenue w/o Fairview Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hollister Avenue e/o Los Carneros Way</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fairview Avenue n/o Hollister Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fairview Avenue s/o Hollister Avenue(a)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Los Carneros Road s/o Hollister Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Los Carneros Road s/o U.S. 101</td>
<td></td>
<td></td>
</tr>
<tr>
<td>David Love Place n/o Hollister Avenue(b)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acceptable Capacity</td>
<td>34,000</td>
<td>20,550</td>
</tr>
<tr>
<td>Cumulative</td>
<td>34,000</td>
<td>20,410</td>
</tr>
<tr>
<td>Project Added</td>
<td>34,000</td>
<td>18,790</td>
</tr>
<tr>
<td>Cumulative + Project</td>
<td>34,000</td>
<td>25,250</td>
</tr>
<tr>
<td>Impact?</td>
<td>34,000</td>
<td>13,390</td>
</tr>
<tr>
<td></td>
<td>25,500</td>
<td>13,390</td>
</tr>
<tr>
<td></td>
<td>34,000</td>
<td>22,050</td>
</tr>
<tr>
<td></td>
<td>42,500</td>
<td>34,380</td>
</tr>
<tr>
<td></td>
<td>9,280</td>
<td>1,970</td>
</tr>
</tbody>
</table>

(a) Section contains 3 lanes and 4 lanes south of Hollister Avenue.
(b) Analysis assumes median configuration.

As shown in Table 14, the study-area roadways are forecast to carry volumes within their Acceptable Capacity ratings under Cumulative + Project traffic conditions for this scenario. The Project would therefore not contribute to significant cumulative roadway impacts based on City of Goleta impact thresholds.
Cumulative + Project Intersection Operations – No Ekwill Street Extension

Tables 15 and 16 compare the Cumulative and Cumulative + Project levels of service for this scenario and identify cumulative impacts based on City of Goleta thresholds.

### Table 15

**Cumulative + Project Intersection Operations – A.M. Peak Hour – No Ekwill Street Extension**

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Cumulative</th>
<th></th>
<th></th>
<th>Project-Added</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>V/C</td>
<td>LOS</td>
<td>V/C</td>
<td>LOS</td>
<td>Trips</td>
<td>V/C</td>
</tr>
<tr>
<td>#1 - U.S. 101 NB Ramps/Los Carneros Rd</td>
<td>0.691</td>
<td>B</td>
<td>0.692</td>
<td>B</td>
<td>1</td>
<td>0.001</td>
</tr>
<tr>
<td>#2 - U.S. 101 SB Ramps/Los Carneros Rd</td>
<td><strong>0.905</strong></td>
<td>E</td>
<td><strong>0.906</strong></td>
<td>E</td>
<td>4</td>
<td>0.001</td>
</tr>
<tr>
<td>#3 - Calle Koral/Los Carneros Rd</td>
<td>0.765</td>
<td>C</td>
<td>0.765</td>
<td>C</td>
<td>4</td>
<td>0.000</td>
</tr>
<tr>
<td>#4 - Hollister Ave/Los Carneros Rd</td>
<td>0.535</td>
<td>A</td>
<td>0.539</td>
<td>A</td>
<td>17</td>
<td>0.004</td>
</tr>
<tr>
<td>#5 - Hollister Ave/Los Carneros Way</td>
<td>0.348</td>
<td>A</td>
<td>0.351</td>
<td>A</td>
<td>21</td>
<td>0.003</td>
</tr>
<tr>
<td>#6 - Hollister Avenue/La Patera Lane</td>
<td>0.425</td>
<td>A</td>
<td>0.440</td>
<td>A</td>
<td>49</td>
<td>0.015</td>
</tr>
<tr>
<td>#7 - Hollister Avenue/David Love Place (a) (b)</td>
<td>9.7 Sec</td>
<td>A</td>
<td>9.8 Sec</td>
<td>A</td>
<td>45</td>
<td>0.1 Sec</td>
</tr>
<tr>
<td>#8 - Hollister Avenue/Lopez Road (b)</td>
<td>0.534</td>
<td>A</td>
<td>0.552</td>
<td>A</td>
<td>53</td>
<td>0.018</td>
</tr>
<tr>
<td>#9 - Calle Real/Fairview Avenue</td>
<td><strong>0.835</strong></td>
<td>D</td>
<td><strong>0.835</strong></td>
<td>D</td>
<td>8</td>
<td>0.000</td>
</tr>
<tr>
<td>#10 - U.S. 101 NB Ramps/Fairview Avenue</td>
<td>0.748</td>
<td>C</td>
<td>0.749</td>
<td>C</td>
<td>26</td>
<td>0.001</td>
</tr>
<tr>
<td>#11 - U.S. 101 SB Ramps/Fairview Avenue</td>
<td>0.686</td>
<td>B</td>
<td>0.693</td>
<td>B</td>
<td>32</td>
<td>0.007</td>
</tr>
<tr>
<td>#12 - Hollister Avenue/Fairview Avenue</td>
<td>0.551</td>
<td>A</td>
<td>0.556</td>
<td>A</td>
<td>51</td>
<td>0.005</td>
</tr>
</tbody>
</table>

**Bolded** values exceed City of Goleta LOS C operating standard.

(a) Unsignalized intersection. LOS based on average weighted delay per vehicle in seconds.
(b) Analysis assumes median configuration.
Table 16
Cumulative + Project Intersection Operations – P.M. Peak Hour – No Ekwil Street Extensions

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Cumulative V/C</th>
<th>Cumulative V/C LOS</th>
<th>Cumulative + Project V/C</th>
<th>Cumulative + Project LOS</th>
<th>Project-Added Trips</th>
<th>Project-Added V/C</th>
<th>Impact?</th>
</tr>
</thead>
<tbody>
<tr>
<td>#1 - U.S. 101 NB Ramps/Los Carneros Rd</td>
<td>0.593</td>
<td>A</td>
<td>0.595</td>
<td>A</td>
<td>3</td>
<td>0.002</td>
<td>No</td>
</tr>
<tr>
<td>#2 - U.S. 101 SB Ramps/Los Carneros Rd</td>
<td>1.068</td>
<td>F</td>
<td>1.068</td>
<td>F</td>
<td>5</td>
<td>0.000</td>
<td>No</td>
</tr>
<tr>
<td>#3 - Calle Koral/Los Carneros Rd</td>
<td>0.891</td>
<td>D</td>
<td>0.892</td>
<td>D</td>
<td>5</td>
<td>0.001</td>
<td>No</td>
</tr>
<tr>
<td>#4 - Hollister Ave/Los Carneros Rd</td>
<td>0.856</td>
<td>D</td>
<td>0.860</td>
<td>D</td>
<td>24</td>
<td>0.004</td>
<td>No</td>
</tr>
<tr>
<td>#5 - Hollister Ave/Los Carneros Way</td>
<td>0.612</td>
<td>B</td>
<td>0.617</td>
<td>B</td>
<td>29</td>
<td>0.005</td>
<td>No</td>
</tr>
<tr>
<td>#6 - Hollister Avenue/La Patera Lane</td>
<td>0.531</td>
<td>A</td>
<td>0.543</td>
<td>A</td>
<td>48</td>
<td>0.012</td>
<td>No</td>
</tr>
<tr>
<td>#7 - Hollister Avenue/David Love Place (a) (b)</td>
<td>10.3 Sec</td>
<td>B</td>
<td>10.4 Sec</td>
<td>B</td>
<td>37</td>
<td>0.1 Sec</td>
<td>No</td>
</tr>
<tr>
<td>#8 - Hollister Avenue/Lopez Road (b)</td>
<td>0.554</td>
<td>A</td>
<td>0.581</td>
<td>A</td>
<td>73</td>
<td>0.027</td>
<td>No</td>
</tr>
<tr>
<td>#9 - Calle Real/Fairview Avenue</td>
<td>0.790</td>
<td>C</td>
<td>0.791</td>
<td>C</td>
<td>9</td>
<td>0.001</td>
<td>No</td>
</tr>
<tr>
<td>#10 - U.S. 101 NB Ramps/Fairview Avenue</td>
<td>0.882</td>
<td>D</td>
<td>0.884</td>
<td>D</td>
<td>22</td>
<td>0.002</td>
<td>No</td>
</tr>
<tr>
<td>#11 - U.S. 101 SB Ramps/Fairview Avenue</td>
<td>0.785</td>
<td>C</td>
<td>0.794</td>
<td>C</td>
<td>42</td>
<td>0.009</td>
<td>No</td>
</tr>
<tr>
<td>#12 - Hollister Avenue/Fairview Avenue</td>
<td>0.764</td>
<td>C</td>
<td>0.772</td>
<td>C</td>
<td>68</td>
<td>0.008</td>
<td>No</td>
</tr>
</tbody>
</table>

**Bolded** values exceed City of Goleta LOS C operating standard.

(a) Unsignalized intersection. LOS based on average weighted delay per vehicle in seconds.
(b) Analysis assumes median configuration.

The data presented in Table 15 and 16 show that the U.S. 101 SB Ramps/Los Carneros Road intersection is forecast to operate at LOS E during the A.M. peak hours and LOS F during P.M. peak hours under Cumulative and Cumulative + Project conditions without the Ekwil Road extension. The Project would add 0.001 to the V/C ratio during the A.M. peak hour and 0.000 during the P.M. peak hour, which are considered less than significant impacts based on the City of Goleta's cumulative impact threshold (V/C increase of 0.01). The data presented in Table 15 show that the Calle Real/Fairview Avenue intersection is forecast to operate at LOS D during the A.M. peak hour period with and without Project traffic. The Project would add 0.000 to the V/C ratio – a less than significant impact based on the City of Goleta's cumulative impact threshold (V/C increase of 0.02 required for significance). The data presented in Table 16 show that the Calle Koral/Los Carneros Road, Hollister Avenue/Los Carneros Road, and the U.S. 101 SB Ramps/Fairview Avenue intersections operate at LOS D during P.M. peak hours under Cumulative and Cumulative + Project conditions. The Project would add less than 0.01 to the V/C ratio at each of the intersections, which is considered a less than significant impact based on the City of Goleta's cumulative impact threshold. The Project's traffic-additions would not contribute to significant cumulative impacts at the study-area intersections.
SITE ACCESS AND CIRCULATION

As shown on the site plan (see Figure 2), access to the Project site is proposed via 3 driveways. The main entry driveway located on Hollister Avenue would be primarily for customer use. The median on Hollister Avenue will be reconfigured to allow for eastbound traffic to make left-turns into the main entry driveway, but will not allow for left-turns to exit the driveway. A right-turn lane would also be constructed on Hollister Avenue at the main driveway. The driveway located on David Love Place would also be primarily for customer use. The driveway on La Patera Lane would provide access to service and employee parking and be used by employees and service vehicles.

Hollister Avenue/Lopez Road Queueing Analysis

City staff requested a queueing analysis for the Hollister Avenue/Lopez Road intersection to determine if vehicle queues would interfere with operations at the Wallace Becknell Road/Lopez Road intersection just north of Hollister Avenue. As shown on Figure 11, the Wallace Becknell Road is planned to intersect Lopez Road about 150 feet north of Hollister Avenue.

The queueing analysis was completed using the SYNCHRO software program assuming the Cumulative + Project traffic forecasts. The SYNCHRO software implements the Highway Capacity Manual (HCM) operations methodology and predicts both "50th Percentile" and "95th Percentile" queue forecasts for the peak period. The 50th Percentile queue forecasts represent the average queues during the peak period. The 95th Percentile queue forecasts represent the peak queue during the peak period and is recommended for design purposes. Table 17 summarizes the peak queue forecasts (queue forecast worksheets are contained in the Technical Appendix for reference).

<table>
<thead>
<tr>
<th>Movement</th>
<th>Storage Distance (a)</th>
<th>95% Queue Forecast (b)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB Left Turns</td>
<td>150 Feet</td>
<td>102 Feet</td>
</tr>
<tr>
<td>SB Thru + Right Turns</td>
<td>150 Feet</td>
<td>23 Feet</td>
</tr>
<tr>
<td></td>
<td></td>
<td>92 Feet</td>
</tr>
<tr>
<td></td>
<td></td>
<td>14 Feet</td>
</tr>
</tbody>
</table>

(a) Storage Distance – vehicle storage distance between intersections.
(b) 95% Queue used for design recommendations.

As shown, the 95th percentile queue forecasts for the southbound left turns range from 92 feet to 102 feet, which is less than the 150-foot distance between Hollister Avenue and the new Wallace Becknell Road/Lopez Road intersection. Thus, queues extending along Lopez Road from the Hollister Avenue intersection would not interfere with operations at the new Wallace Becknell Road/Lopez Road intersection.
PARKING ANALYSIS

City of Santa Barbara Zoning Ordinance Parking Requirements

The Project is proposing to provide 184 parking spaces (including 6 ADA accessible spaces) on site. The 184 spaces will be designated, with 55 for customers, 50 for employees, and 79 as float spaces. The Project will also include 71 spaces for vehicle inventory in addition to the 2.9-acre off-site inventory lot. Table 18 presents the City's Zoning Ordinance requirements for the Project.

### Table 18
City of Santa Barbara Zoning Ordinance Parking Requirements

<table>
<thead>
<tr>
<th>Land-Use</th>
<th>Parking Ratio</th>
<th>Size</th>
<th>Parking Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial/Office</td>
<td>1 Space/250 SF</td>
<td>22,679 SF (Net)</td>
<td>91 Spaces</td>
</tr>
<tr>
<td>Industrial</td>
<td>1 Space/500 SF</td>
<td>6,229 SF</td>
<td>12 Spaces</td>
</tr>
<tr>
<td>Service</td>
<td>3 per hoist</td>
<td>26 Hoists</td>
<td>78 Spaces</td>
</tr>
<tr>
<td><strong>Parking Required:</strong></td>
<td></td>
<td></td>
<td>181 Spaces</td>
</tr>
<tr>
<td><strong>Parking Provided:</strong></td>
<td></td>
<td></td>
<td>184 Spaces</td>
</tr>
</tbody>
</table>

As shown in Table 18, the Zoning Ordinance parking requirement for the Project is 181 spaces. The proposed parking supply of 184 spaces therefore meets the Zoning Ordinance requirements for the Project.

**Vehicle Delivery**

The main drop-off area for the car-carriers is planned to be at the off-site inventory location. A transport drop area will also be located on-site and accessed from the driveway on La Patera Lane. The on-site transport drop will be used as a temporary loading zone for car-carriers.

**ALTERNATIVE MODES OF TRANSPORTATION**

**Pedestrian Facilities**

[Image: Existing Sidewalk on La Patera Lane]

A sidewalk is currently provided along the western third of the Project site frontage on Hollister Avenue and along the western frontage of the Project site on La Patera Lane. The sidewalk connects to a dirt pathway that extends to the existing curb at the intersection of Hollister Avenue and David Love Place.
The Project is proposing to construct pedestrian sidewalks along the frontages of the Project site on David Love Place and Hollister Avenue. These pedestrian facilities would complete and complement the existing sidewalks in the Project vicinity (sidewalks are currently in place along the east side of La Patera Lane) thereby providing good pedestrian access to the site. Pedestrian counts collected at the study-area intersections (see Technical Appendix for reference) show low volumes in the area (3 pedestrian trips during the A.M. peak hour and up to 5 trips during the P.M. peak hour). Existing pedestrian crosswalks are provided at the Hollister Avenue/David Love Place and Hollister Avenue/La Patera Lane intersections. The pedestrian system in the Project vicinity would accommodate the new pedestrian traffic generated by the Project.

Bicycle Facilities

Class II (painted on-street) bike lanes are present along Hollister Avenue adjacent to the Project site, thereby providing bike access to the Project site. The Hollister Avenue bicycle lanes connect to the existing Class II bicycle lanes provided on Los Carneros Way, Los Carneros Road, and Fairview Avenue. Census data collected in 2010 show that 6% of commuters in the Goleta area travel to work on bicycles (census data contained in the Technical Appendix for reference). For a project the size of 6210 Hollister Avenue (about 50,000 SF), there would be approximately 4-6 new bicycle riders that would commute during the peak hour periods. The Project would provide a total of 28 spaces for bicycle parking (14 short-term and 14 long-term).

The increase in bicycle ridership generated by the Project would not significantly impact the operations of the bicycle facilities in the vicinity of the Project site. Project-generated vehicle traffic that would cross the Class II bicycle lane on Hollister Avenue (16-45 trips in the A.M. and 18-63 trips in the P.M.) would not significantly impact bicyclist safety or bike operations on the surrounding bicycle network.

Transit

The Santa Barbara Metropolitan Transit District (MTD) provides local bus service for the region. The nearest bus stops to the Project site are located on Hollister Avenue at the David Love Place and La Patera Lane intersections adjacent to the Project site. The Project will provide a new bus shelter at the Hollister Avenue/David Love Place bus stop. The existing bus stops are served by MTD Lines 6 and 12x, which provide transit service to/from downtown Santa Barbara to the Old Town Goleta and Camino Real Marketplace areas. Data published on the MTD website indicate that in March 2016, Line 6 carried an average of 32.0 passengers per operating hour, and Line 12x carried an average of 33.7 passengers per operating hour, which is slightly
higher than the system-wide average. The data also shows that both routes experienced 2-6 “at capacity” loads and 1 “too full to board” load during the month of March 2016 (MTD data contained in the Technical Appendix for reference).

Census data collected in 2010 show that 5% of commuters in the Goleta area utilize public transportation (census data contained in the Technical Appendix for reference). For a project the size of the 6210 Hollister Avenue Project (50,000 Sq. Ft.), there would be approximately 6 new transit users that would commute during the peak hour periods (7-9 AM/4-6 PM). There are currently 22 busses that serve the site during the peak hour periods, thus the Project would add less than 1 rider per bus. The new bus riders generated by the Project would therefore not measurably impact the operations of the transit routes that serve the site.

**PHASE I ANALYSIS**

The project construction may occur in phases with separate building permit applications and permits for each of the two structures proposed. Phase 1 is anticipated to consist of construction of the two-story 19,316 net SF (20,557 gross SF) building for the Chrysler dealership. Net trip generation estimates were forecast for Phase I of the Project assuming replacement of the existing building to determine the net effect of Phase I compared to the previous building that occupied the site. Table 19 presents the Phase I Project trip generation estimates.

**Table 19**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Size (SF)</th>
<th>ADT Rate (a)</th>
<th>ADT Trips</th>
<th>A.M. Peak Hour Rate (a)</th>
<th>A.M. Peak Hour Trips (In/Out)</th>
<th>P.M. Peak Hour Rate (a)</th>
<th>P.M. Peak Hour Trips (In/Out)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chrysler Building</td>
<td>20,557</td>
<td>32.30</td>
<td>664</td>
<td>1.92</td>
<td>39 (29/10)</td>
<td>2.62</td>
<td>54 (22/32)</td>
</tr>
<tr>
<td>Existing Building</td>
<td>18,211</td>
<td>32.30</td>
<td>588</td>
<td>1.92</td>
<td>35 (26/9)</td>
<td>2.62</td>
<td>48 (19/29)</td>
</tr>
<tr>
<td>Net Total</td>
<td></td>
<td>76</td>
<td>4 (3/1)</td>
<td></td>
<td></td>
<td>6 (3/3)</td>
<td></td>
</tr>
</tbody>
</table>

The data presented in Table 19 show that Phase I of the Project will generate a net total of 76 ADT, 4 A.M. peak hour trips, and 4 P.M. peak hour trips.

**CONGESTION MANAGEMENT PROGRAM ANALYSIS**

**Impact Criteria**

The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion Management Program (CMP) roadway system. The following guidelines were developed by SBCAG to determine the significance of project-generated traffic impacts on the regional CMP system.
1. For any roadway or intersection operating at "Level of Service" (LOS) A or B, a decrease of two levels of service resulting from the addition of project-generated traffic.

2. For any roadway or intersection operating at LOS C, project-added traffic that results in LOS D or worse.

3. For intersections within the CMP system with existing congestion, the following table defines significant impacts.

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Project-Added Peak Hour Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOS D</td>
<td>20</td>
</tr>
<tr>
<td>LOS E</td>
<td>10</td>
</tr>
<tr>
<td>LOS F</td>
<td>10</td>
</tr>
</tbody>
</table>

4. For freeway or highway segments with existing congestion, the following table defines significant impacts.

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Project-Added Peak Hour Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOS D</td>
<td>100</td>
</tr>
<tr>
<td>LOS E</td>
<td>50</td>
</tr>
<tr>
<td>LOS F</td>
<td>50</td>
</tr>
</tbody>
</table>

**Potential Intersection Impacts**

The U.S. 101 NB Ramps/Los Carneros Road, U.S. 101 SB Ramps/Los Carneros Road, Hollister Avenue/Los Carneros Road, U.S. 101 NB Ramps/Fairview Avenue, U.S. 101 SB Ramps/Fairview Avenue, and Fairview Avenue/Hollister Avenue intersections are located on the CMP network. As shown on Tables 6 and 7, the CMP intersections are forecast to operate at LOS C or better under Existing + Project traffic conditions. The Project would therefore not significantly impact the CMP intersections based on the adopted CMP impact criteria.

**Potential Freeway Impacts**

The Project is forecast to add 19 A.M. peak hour trips and 16 P.M. peak hour trips to U.S. 101 northbound; and 9 A.M. peak hour and 22 P.M. peak hour trips to U.S. 101 southbound. The CMP threshold for freeway impacts is 50 trips for segments operating at LOS E or LOS F and 100 trips for segments operating at LOS D. Based on these CMP impact criteria, the Project would not significantly impact the freeway segments located in the study-area since it would add less than 50 trips to the segments of U.S. 101 in the Project vicinity.
REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Richard L. Pool, PE, Principal Engineer
Scott A. Schell, AICP, PTP Principal Transportation Planner
Dan L. Dawson, PTP, Supervising Transportation Planner
Erica Monson, Transportation Planner I

References


Persons Contacted

Marti Milan – City of Goleta
Jim Biega – City of Goleta
Jim Damkowitch – Kimley-Horn
Chelsey Swanson – City of Santa Barbara
Derrick Bailey – City of Santa Barbara
Owen Thomas – City of Santa Barbara
Leif Reynolds – City of Santa Barbara
ADDENDUM TO ENVIRONMENTAL IMPACT REPORT/ASSESSMENT FOR THE SANTA BARBARA AIRPORT INDUSTRIAL/COMMERCIAL SPECIFIC PLAN (SCH #93081127)
FOR 6210-6290 HOLLISTER AVENUE (MST2016-00022)
Hollister Auto Park Automobile Dealership
January 30, 2018

Introduction. This EIR addendum to the 1998 Certified Final Environmental Impact Report/Environmental Assessment (FEIR/EA) for the Airport Industrial/Commercial Specific Plan is prepared in accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines Section 15164 to document environmental impact analysis of a proposed automobile dealership at 6210-6290 Hollister Avenue.

An addendum to a prior FEIR identifies minor changes that make the EIR adequate for the current project. This may include minor changes to reflect project description refinements, mitigation already implemented, changed environmental conditions on the ground, current criteria used in environmental impact analysis, or minor changes to project impacts, impact significance, and/or mitigation measures. The addendum procedure is followed when changes do not involve new significant environmental impacts or a substantial increase in significant impacts previously identified in the EIR, per criteria specified in CEQA Guidelines Section 15162.

The CEQA Guidelines provide that an EIR addendum need not be circulated for a public review and comment period, but is attached to the EIR. This EIR addendum is provided to the public and decision-makers as part of the project staff report issued prior to the Planning Commission hearing on the project permit application. Public comment can be received prior to and at the hearing. The decision-making body considers the addendum together with the certified EIR when making decisions on the current project permit applications. The EIR and addendum inform CEQA environmental impact findings for decision-maker actions on the project.

This EIR addendum has been prepared by City staff as an assessment of the current project in light of the prior Program FEIR for the Airport Industrial/Commercial Specific Plan. The addendum evaluation determines and documents the adequacy of the prior EIR impact analysis for the current project application, and provides information updates.

Program EIR Background. The environmental analysis of the Airport Industrial/Commercial Specific Plan was a combined document under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). The final Environmental Impact Report/Environmental Assessment (FEIR/EA) certified in June 19, 1998 was a Program EIR that identified impacts and mitigation measures associated with build-out of the entire Airport Industrial/Commercial Specific Plan area. The Specific Plan area encompasses 225 acres located north and south of Hollister Avenue and west of Fairview Avenue. The FEIR analyzed two development scenarios for the total Specific Plan area – a 160,000 square foot (SF) increase in new development (Base Scenario) and a 240,000 SF development scenario (Economic Development Scenario), which incorporated an additional 80,000 SF from the Economic Development category for additional floor area defined under then-applicable Santa Barbara Charter Section 1508 (“Measure E”) growth management provisions. The FEIR concluded that build-out of both the Base Scenario and the Economic Development Scenario would result in significant, unavoidable impacts to traffic, air quality, and solid waste, and a considerable contribution with other projects in the region to a significant cumulative effect on schools. The Specific Plan (Economic Development Scenario) adoption by City Council in 1998 included CEQA findings for identified environmental impacts associated with build-out of the Specific Plan.

The Program FEIR has been updated five times since its certification in 1998. A Supplement to the Program FEIR was completed in 1999 for the proposed Santa Barbara Airport Gateway Center Project, and Addenda were subsequently completed with updated air quality and traffic assessments in 2005, 2008, 2016, and 2017 respectively for the proposed-but-not-constructed Citrix Center project, the Rental Car Turn-Around Area (QTA) project since constructed, and the Direct Relief Headquarters and Distribution Center and Airport light industrial development projects currently under construction.
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6210-6290 Hollister Avenue Automobile Dealership Project MST2016-00022
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Project Location
The project site at 6210-6290 Hollister Avenue is three lots located north of Hollister Avenue, west of David Love Place, east of La Patera Lane and the Runway Protection Zone (RPZ) for Runway 15R, and south of the Southern California Edison Yard and California Department of Justice Crime Laboratory on David Love Place. The project operation would also involve a remote lot at 150 Frederick Lopez Road, but no development is proposed at that location.

PREVIOUS ENVIRONMENTAL DOCUMENT

Previous Program FEIR. Environmental impact analysis for build-out of the Airport Industrial/Commercial Specific Plan (SP6-AI) was provided with a certified Program FEIR/EA dated June 18, 1998. A Supplemental EIR (June 1999) and four addenda to the Program FEIR/EA (November 2005, August 2007, March 2016, and February 2017) were prepared for prior proposed-but-not-constructed Gateway Center, Citrix Center projects, and for the constructed Rental Car Quick Turnaround Facility, and the Direct Relief Headquarters and Distribution Center and Airport light industrial projects currently under construction.

Program FEIR Impacts Identified. The Program FEIR concluded that Specific Plan build-out would have a considerable contribution to cumulative impacts associated with peak-hour traffic, air quality, solid waste, and schools. These impacts could not feasibly be fully mitigated and were identified as significant and unavoidable after identified partial mitigation (Class 1 impacts). Other environmental impacts of Specific Plan build-out were identified as potentially significant but mitigated to less than significant levels with additional measures to be applied as conditions of project permit approvals (Class 2 impacts associated with air quality/short-term construction, soil contamination, water quality, cultural resources, biotic communities, wetlands, and traffic). Remaining impacts were identified as less than significant (Class 3 impacts associated with floodplains, social resources, socioeconomic resources/water supply, and biological resources) and the Initial Study identified impacts associated with visual resources, noise, geologic impacts, hazards, and public services and utilities as less than significant.
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Program FEIR/EA Mitigation. Mitigation measures were identified in the Program FEIR/EA to reduce impacts associated with traffic (roadway improvements), air quality (energy efficiency and transportation demand management), solid waste (recycling), schools (fees), construction air quality (dust and emissions controls), contaminated soils (soil remediation), water quality (construction best management practices, storm water management), cultural resources (historical structures documentation, archaeological resources assessment and mitigation per Master Environmental Assessment criteria and procedures), biological resources (Goleta Slough Ecosystem Management, wetlands protection), and traffic (roadway improvements and transportation demand management). Recommended measures were also identified for adverse but not significant impacts associated with floodplains (flood conveyance, raised floor elevations), social impacts/existing tenants (relocation), socioeconomic/water supply (water conservation measures), and biological resources (Goleta Slough Management). Application of regulations, policies, ordinance provisions, design guidelines, and standard permit conditions also reduce impacts.

General Plan Program EIR. A certified Program EIR (SCH #20090111031) for the City 2011 General Plan Update also contains updated cumulative analysis of environmental effects associated with incremental development throughout the City (incorporated herein by reference). The project parcel was considered as an approved project (previous auto dealership project at 6290 Hollister Avenue) as part of the Program EIR analysis, and as such was considered as part of the future cumulative impact analysis.

CHANGES IN CIRCUMSTANCES

The project site was designated in the Specific Plan for “Light Industrial and/or Commercial” and “Jeep Dealership.” The Program FEIR/EA evaluated the impacts of light industrial buildings and operations on the site, with updates in 1999, 2005, 2008, 2016, and 2017. Over the past twenty years, land use on the site has been a mixture of automobile sales and open space.

Changes in environmental circumstances since the Program FEIR/EA include changes in traffic levels, air quality, and biological species listings. Updated (strengthened) planning policies, ordinance provisions, and environmental review and design guidelines have since been adopted that address land use, transportation, solid waste recycling, cultural resources, storm water management, best management practices for water quality, visual effects, and climate change. The following analysis considers these changes in evaluating the current project.

CURRENT PROJECT DESCRIPTION

The project consists of a proposal to construct a new 40,477 square foot (net) automobile dealership on a 6-acre site at 6210-6290 Hollister Avenue located in Sub-Area 2 of the Airport Industrial Area Specific Plan (SP6-A1). The proposed project would include the construction of two buildings (totaling 40,477 square feet) separated by a service driveway for automobile sales and service. Both buildings would be oriented with show rooms toward Hollister Avenue (facing south) with parts and service components located behind the showroom (north). The west building would be a two-story building and the east building would be single story. These two buildings would be occupied by up to six automobile brands. The project would construct 184 parking spaces including 71 inventory spaces. The project site would also use 200 off-site inventory storage spaces leased from the Airport at 200 Frederick Lopez Road. The project would include the installation of roadway improvements in Hollister Avenue as recommended by the attached traffic study.

Based upon the CaIEEMod report for the project, construction is anticipated to take approximately 1 year to complete with approximately 1 month of site preparation and grading, 10 months of construction, and 1 month for paving and architectural coating/painting.

Required Discretionary Permits to Approve Project: A Development Plan for the allocation of 40,477 square feet of new non-residential construction (SBMC Chapter 30.230) approved by the Planning Commission (or City Council if appealed). The project also requires Design Review Approval by the Architectural Board of Review (SBMC§22.68.020).
Environmental Review: The project is subject to environmental review under State CEQA requirements. The project has no federal funding or Federal agency approvals, and is therefore not subject to federal NEPA environmental review requirements.

PREVIOUSLY ANALYZED IMPACTS AND PROJECT IMPACTS

This section updates analysis in the certified Program FEIR/EA (and Supplement and Addenda) to consider existing conditions and project, and refines the impact analysis in the Program FEIR/EA as appropriate for the current project proposal. (Section numbers below correlate with Program FEIR/EA section numbers.)

3.1 NOISE

The 1997 Airport Industrial Specific Plan FEIR/EA identified potential noise impacts from Specific Plan build-out pertaining to construction, traffic, and operations as less than significant (Class 3) and no mitigation was required.

Long-Term Operational and Traffic Noise Effects. Average ambient background noise levels at the site are affected by ongoing traffic, railroad, and aviation, and are in the range of 60-65 dB(A) Ldn (Goleta General Plan, 2009), and have not substantially changed in the area since the Program FEIR/EA. Ambient aircraft noise is less than 60 dB(A) CNEL at the project site according to the 2008 Part 150 Noise Study and the 2017 Airport Master Plan. Siting would be consistent with General Plan Noise Element land use compatibility guidelines for ambient noise levels, which identifies average ambient noise levels of up to 80 dB(A) Ldn as normally acceptable for the proposed commercial/light industrial land use.

The project site is located in a non-residential area for both existing and designated land uses, and is not adjacent to sensitive land uses that could be affected by project-generated operational noise, with nearest residents across Highway 101. Noise generated by the auto dealership project would be limited to that associated with operation of vehicles, vehicle servicing work, and building conditioning, would be similar to other commercial/light industrial land uses in the area, and would not be substantial nor create noise impacts off the site. Project operations would be subject to City noise ordinance provisions for regulating noise (such as for mechanical
equipment and sound amplification). The Program FEIREA found that traffic noise from Specific Plan build-out would not represent a substantial contribution to cumulative traffic noise, and the proposed project would generate fewer traffic trips than assumed for the site in the Program FEIR/EA analysis and would therefore have slightly lower contribution to cumulative traffic noise. Operation of the proposed car dealership would not create any new impacts to noise beyond those already identified in the Program FEIR/EA for project long-term noise effects. Project long-term noise impacts, and project contribution to cumulative long-term noise effects as identified in the Specific Plan FEIR and General Plan FEIR, would be less than significant (Class 3), and no mitigation is required.

**Short-Term Construction Noise Effects.** The duration of project construction is estimated at 35 weeks, and the process would include noise associated with construction vehicles, earthwork for site preparation, and construction. Some temporary higher noise and vibration from earthworks, anticipated to last 4 weeks. Though some construction noise would extend beyond the construction site, there are no noise-sensitive land uses in the vicinity of the project site. Construction operations would be subject to City Noise Ordinance provisions that limit construction hours. The construction of the proposed car dealership would not create any new impacts to noise beyond those already identified in the Program FEIR/EA for short-term construction. Project short-term noise effects would be less than significant (Class 3). The following standard construction noise measures are recommended to be applied as conditions of approval to further reduce temporary noise effects.

**Recommended Construction Noise Measures**

**Neighborhood Notification Prior to Construction.** At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners and businesses within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the Project Environmental Coordinator (PEC) and Contractor(s), site rules and Conditions of Approval pertaining to construction activities, and any additional information that will assist Building Inspectors, Police Officers, and the public in addressing any problems that may arise during construction.

**Pre-Construction Conference.** Not less than 10 days or more than 20 days prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Community Development Department Building and Planning Divisions, the Property Owner, (Archaeologist, Architect, Landscape Architect, Project Engineer, Project Environmental Coordinator), Contractor, each Subcontractor, and City of Goleta Public Works Department representative. (1997 Mitigation Measure 3.20-7)

**Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor(s) and Project Environmental Coordinator’s (PEC’s) name, contractor(s) (and PEC’s) telephone number(s), construction work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval. The font size shall be a minimum of 0.5 inches in height. Said sign shall not exceed six feet in height from the ground if it is free-standing or placed on a fence. It shall not exceed 24 square feet if in a multi-family or commercial zone or six square feet if in a single family zone.

**Construction Hours.** High noise generation construction activities shall only be permitted Monday through Friday between the hours of 7:00 a.m. and 5:00 p.m. and Saturdays between the hours of 9:00 a.m. and 4:00 p.m., excluding the following holidays: New Year’s Day January 1st*, Martin Luther King, Jr. Day 3rd Monday in January, Presidents’ Day 3rd Monday in February, César Chávez Day March 31st*, Memorial Day Last Monday in May, Independence Day July 4th*, Labor Day 1st Monday in September, Thanksgiving Day 4th Thursday in November, Friday following Thanksgiving Day, Christmas Day December 25th*. 

*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the City to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out said construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number.

3.2 LAND USE

The Program FEIR/EA identified potential land use impacts from the Specific Plan build-out as less than significant (Class 3).

The proposed automobile dealership uses are a permitted use under the Specific Plan land-use designation of Light Industrial or Commercial, and are consistent with applicable plan policies of the Specific Plan, Santa Barbara General Plan, and Santa Barbara County Airport Land Use Plan, and Zoning requirements (see subsequent Plans and Policies discussion at end of document), including policies adopted for the purpose of avoiding significant environmental effects. The project use would be compatible with surrounding land uses in the industrial/commercial area. The proposed project would not change the land use designation evaluated in the Program FEIR/EA, and would not generate any new impacts with respect to land use beyond the analysis in the Program FEIR/EA. Land use impacts of the project would be less than significant (Class 3).

3.3 COASTAL ZONE MANAGEMENT AND COASTAL BARRIERS

The Program FEIR/EA identified no significant impacts associated with coastal zone management and coastal barriers based on analysis of biological resources and plans/policies.

The proposed project site is not within the Coastal Zone as defined in the California Coastal Act of 1976. The project would not generate any new impacts to Coastal Zone resources.

3.4 WILD AND SCENIC RIVERS

The Program FEIR/EA identified no significant impacts to wild and scenic rivers as a result of the Specific Plan implementation.

The proposed project would not involve or generate any new impacts to wild and scenic rivers and would not result in any change from the analysis completed in the Program FEIR/EA.

3.5 FARMLANDS

No farmland is located near the project area, and the Program FEIR/EA did not identify any significant impacts to farmlands resulting from build-out of the Specific Plan.

The proposed project would not introduce farmland, or remove farmland or or otherwise affect agricultural activities. The proposed project would not generate any new impacts with respect to farmlands or result in any change to the analysis in the Program FEIR/EA.

3.6 SOCIAL RESOURCES

The Program FEIR/EA identified no significant social impacts. A recommended measure was identified to coordinate with and accommodate relocation of existing tenants in new Specific Plan spaces as feasible. However this condition is not applicable to this project as it would neither displace tenants nor provide a suitable location for their relocation.

The proposed project would not generate any new social impacts.
3.7 Socioeconomic Resources

The Program FEIR/EA identified impacts of the Specific Plan associated with population, employment, housing, and schools to be adverse but not significant. The entire Specific Plan build-out was identified for a less than significant project-specific impact associated with school overcrowding, and a contribution to a significant cumulative effect on school overcrowding from build-out of projects in the larger South Coast region including the Specific Plan area, with required payment of school fees partially offsetting the impact.

The proposed project would require approximately 27 short-term construction workers for a period of about 1 year. The Program EIR/EA estimated that most construction workers would be available in the local area and would therefore have a negligible impact on population and housing resources.

The project would construct a new automobile dealership with four separate brand identities creating about 50 new permanent jobs. According to the Program EIR/EA, build-out of the Specific Plan would create 642 new jobs and result in demand for approximately 173 new housing units due to immigration. The proposed project is anticipated to generate new housing demand at the same ratio. The project’s induced housing demand is therefore anticipated to be approximately 14 housing units.

The proposed project would constitute a minor contribution to cumulative growth of employment and housing demand consistent with the Program FEIR/EA analysis, as well as growth analyses in the City of Santa Barbara and City of Goleta General Plan EIRs and the Santa Barbara County Association of Governments (SBCAG) Regional Housing Needs Assessment (RHNA).

Each new employee would generate approximately 0.6 elementary school students, 0.24 junior high school students, and 0.16 high school students (Program EIR/EA). Therefore the proposed project would generate demand for 30 elementary school student spaces, 12 junior high school student spaces, and 8 high school student spaces.

None of the school districts on the South Coast are now designated for school overcrowding, and each school district has adopted interdistrict school transfer policies. The project would be subject to State school fees. The project would have a less significant project impact and less than considerable contribution to cumulative effects on schools. The proposed project would not generate any new impacts with respect to socioeconomic resources that were not addressed in the Program FEIR/EA. The Program FEIR/EA recommended measure MM 3.7.1 for payment of school fees will be applied to the project.

Recommended Schools Measure

School Fees. Standard fees shall be paid to school district for new non-residential buildings.

3.8 Solid Waste

The Program FEIR/EA identified a significant cumulative impact (Class 1) associated with solid waste generation for landfill disposal from build-out of the Specific Plan.

Curbside recycling programs have been established and are now requirements of development and would apply to the project, thereby implementing Program FEIR/EA MM 3.8-2 for long-term waste management planning and recycling. The automobile dealership project would generate comparable or less solid waste and demand for landfill disposal of waste than was previously assumed in the FEIR/EA analysis for light industrial uses on this portion of the Specific Plan area. For the purposes of this analysis the automobile dealership is considered a light industrial use and is estimated to generate 105.2 tons (0.0026 tons per square foot) per year of solid waste (2008 County of Santa Barbara Environmental Thresholds and Guidelines Manual). The proposed project would also be required to participate in the City’s curbside recycling program, which is estimated to divert approximately 50% of solid waste from landfill disposal. The proposed project’s annual generation of solid waste for landfill disposal is estimated at 52.6 tons per year, less than the County and City impact threshold of 350 tons. Solid waste impacts would be less than significant.
Typical construction projects yield 3.9 lbs of construction waste per square foot of finished construction. The proposed 40,477 square foot project would therefore produce approximately 79 tons of construction waste which is less than the 350 ton impact threshold. The proposed project does not result in a significant short-term construction waste disposal impacts or net long-term project-specific waste disposal impacts (Class 3), and would represent a minor contribution to Specific Plan cumulative effects as identified in the Program FEIR/EA.

**Recommended Solid Waste Measure**

**Construction Recycling.** During construction, the applicant shall contract with a disposal company that recycles construction and demolition debris consistent with SBMC 7.18.

### 3.9 AIR QUALITY

The Program FEIR/EA identified significant air quality impacts (Class 1) from build-out of the Specific Plan, with partial mitigation to be provided through energy-efficient design of projects and transportation demand management. Since that time, air quality and energy regulations and technology improvements have improved air quality across the State and have reduced air quality emissions associated with development (CARB). The FEIR/EA air quality analysis has been since updated in each of the subsequent supplement and addendum environmental documents.

An updated air quality assessment of the current project proposal construction and operations was conducted using the current CalEEMod computer assessment, which assumes lower emissions generation than in prior years due to stricter regulations and technology improvements. The project’s anticipated contributions were compared to the Air Pollution Control District Environmental Review Guidelines, the anticipated build-out of the Airport Industrial Specific Plan, and the 40,477-square foot project’s proportion of the Specific Plan’s 220,000-square foot development potential.

<table>
<thead>
<tr>
<th></th>
<th>MT/yr.</th>
<th>tons/year (T/yr.)</th>
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<tbody>
<tr>
<td></td>
<td>CO2e</td>
<td>ROG</td>
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</table>

Neither operation nor construction of the proposed project would exceed significance thresholds. The proposed project’s emissions of sulfur dioxide (SO2) would exceed the 0.00 tons/year anticipated, however emissions remain low and consistent with emission’s forecasts in previous EIR Addenda. Additionally, there is no identified significance threshold for sulfur dioxide pollution.

Greenhouse gas emissions were not considered in the 1997 Program EIR. The proposed project is anticipated to generate 977.3 metric tons per year (MT/yr.) of carbon monoxide equivalents (CO2e) with approximately 400 MT/yr. during construction. Both of these contributions would be well below the Air Pollution Control District’s adopted threshold of 10,000 MT/yr. CO2e. Therefore, project air quality impacts associated with short-term construction, long-term operations (stationary and mobile sources), greenhouse gas generation, and localized odor effects are identified as less than significant (Class 3).

Standard measures for control and reduction of construction-related dust (PM10) and equipment emissions would apply to the project consistent with Program EIR/EA measures MM 3.9-1 through 3.9-7 and updated
per current recommended measures of the Santa Barbara County Air Pollution Control District and City ordinance provisions and standard conditions. The project design also incorporates measures that would promote reduced air pollutant emissions and greenhouse gases from electrical generation and vehicle trips (e.g., solar panels, electric vehicle plug-in stations, parking for car/van pool vehicles, and on-site bicycle parking and storage). A Program FEIR/EA mitigation measure to provide a transportation demand management plan for project employees would also be applied as a condition of project approval.

Cumulative air quality and greenhouse gas impacts associated with citywide growth were found to be less than significant in the General Plan Program EIR, Clean Air Plan SEIR, and Climate Action Plan Addendum to the General Plan Program EIR. The project is within the growth assumptions for these analyses. Project air emissions would not constitute a considerable contribution to cumulative air pollutant or greenhouse gas impacts.

The Revised Recommended Air Quality Measure in the 2016 EIR Addendum would remain applicable.

**Air Quality and Dust Control.** The following measures shall be shown on grading and building plans and shall be adhered to throughout grading, hauling, and construction activities:

a. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption. (1997 Mitigation Measure 3.9-1 and 3.9-6)

b. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less. (1997 Mitigation Measures 3.9-2 and 3.9-3)

c. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin. (1997 Mitigation Measure 3.9-5)

d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.

e. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. (1997 Mitigation Measure 3.9-4)

f. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure. (1997 Mitigation Measure 3.9-7)

g. All portable diesel-powered construction equipment shall be registered with the state’s portable equipment registration program OR shall obtain an APCD permit.

h. Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.

i. All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks
during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

j. Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.

k. Diesel powered equipment should be replaced by electric equipment whenever feasible.

l. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.

m. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

n. All construction equipment shall be maintained in tune per the manufacturer’s specifications.

o. The engine size of construction equipment shall be the minimum practical size.

p. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

3.10 HAZARDOUS MATERIALS/PUBLIC SAFETY

The 1997 Specific Plan FEIR/EA identified a Class 2 impact from the potential disturbance of hydrocarbon-contaminated soils, with mitigation to remediate soils per regulations, and no significant impact identified from hazardous materials use associated with Specific Plan land use operations.

The previous contamination on the project site has since been cleaned by the Airport Department in accordance with remediation regulations to a sufficient level for the proposed use of the site per Program FEIR/EA measure MM3.10-2 and current State regulations. Proposed project car sales and servicing operations would be of limited scope; the types of hazardous materials and wastes would be typical as for commercial and light industrial uses, and not substantial in amount; and would be subject to regulations for use, storage, transport, and disposal of materials classified as hazardous. The proposed project would not generate any new impacts to the environment pertaining to hazardous materials not already addressed in the 1997 FEIR/EA. Project impacts going forward would be less than significant (Class 3).

3.11 FLOODPLAINS

The FEIR/EA identified a less than significant impact (Class 3) associated with portions of the Specific Plan being within 100 year floodplains, with recommended measures for site design, raised floor elevations, and flood conveyance.

The proposed project would be located partially within the 100 year floodplain (1% annual flood risk), and 500 year floodplain (0.2% flood risk). The proposed project has been designed for finished floors to be above base flood elevation in accordance with City floodplain ordinance and building code provisions. Additionally storm water management practices such as on-site retention incorporated as part of the project design would reduce the site’s contribution to flooding compared to the prior FEIR/EA analysis. Project impacts associated with flooding would be less than significant (Class 3) and no new impacts not addressed in the Program FEIR/EA would result.

3.12 WATER RESOURCES

The Program FEIR/EA identified water-related impacts associated with Specific Plan build-out to be less than significant (Class 3) for water supply and groundwater resources. Water quality effects during construction and from urban run-off were identified as potentially significant but mitigated (Class 2), with mitigation measures
requiring best management practices for construction-related run-off and long-term storm water quality management.

*Water Supply.* The project has a long-term water supply. The site is within the Airport Specific Plan area that falls within the Joint Powers Overlap agreement between the City of Santa Barbara and the Goleta Water District, which allocates the Airport 240 acre-feet per year (AFY) in water supply. The Airport currently uses approximately 120 AFY according to Airport water meter records. The project would be sub-metered on the Airport water supply system and would pay the Airport Department the cost of its share of water usage on the Airport’s master meter. Project water use (including indoor and outdoor use) is estimated at 3.6 AFY per current City water demand factors for office and industrial land uses (2009).

The proposed project automobile dealership would use comparable water to the envisioned industrial/commercial/auto dealership uses assumed for the site in the prior Program FEIR/EA. Droughts are a cyclical phenomenon in California, and the State and Santa Barbara County have been experiencing a severe drought over the past several years. Drought water conservation regulations are in place throughout the State, including in the cities of Santa Barbara and Goleta and the County of Santa Barbara. All water agencies are actively pursuing supplemental water supplies (such as activation of the City desalination plant) to assure adequate ongoing and long-term water supplies for existing development and a small increment of planned growth assumed within long-term water supply plans, consistent with cumulative analysis in the City General Plan Program EIR. Currently no restrictions for new land use are in place associated with the drought or water supply.

The Goleta Water District has a court-ordered right to pump and treat 2,350 acre feet per year of groundwater from the Goleta Groundwater Basin as a long-term source. The District estimates that it has 48,000 acre feet of water stored in the Goleta Groundwater Basin, and can provide potable water at current demand for 12.6 years of drought from this groundwater supply, and would provide for a long-term supply for existing land use and planned growth.

Project effects on water supply would be less than significant (Class 3), and no new impacts would occur beyond those evaluated in the Program FEIR/EA.

*Hydrology and Water Quality.* The Program FEIR/EA identified sedimentation, degradation of water quality, and the disturbance of sub-surface contamination during earth-moving operations as potentially significant water quality impacts (Class 2) resulting from the implementation of the Specific Plan, with mitigation for best management practices for construction operations as well as for long-term storm water run-off.

Since the Program FEIR/EA analysis, soil contamination on the project site has been remediated; the City has adopted Storm Water Management Plan (SWMP) and ordinance and Building Code provisions establishing more stringent water quality requirements during construction, and the Goleta Slough Management Plan is in place. All of these measures provide for reduction of potential project construction or post-construction water quality effects.

Improvements to drainage already in place through implementation of the Specific Plan would reduce project-specific impacts to water quality and drainage to less-than significant levels. The proposed project has incorporated SWMP Tier 3 requirements into the project design (storm water retention and detention basins along the southern portion of property and on Airport property, bio-filtration to address run-off from vehicles, etc.). The project would employ construction best management practices (BMPs) to mitigate potential impacts associated with sedimentation and water quality effects in accordance with City SWMP ordinance and Building Code requirements and BMP Guidelines. These measures would implement and update Program EIR/EA measure MM3.12 for a drainage and erosion control plan. The project site would be subject to applicable Airport National Pollutant Discharge Elimination System (NPDES) permit requirements addressing stormwater runoff.

The proposed project is an in-fill use on an existing industrial site. The proposed project would not substantially alter the analysis in the Specific Plan FEIR/EA and no new significant impacts to water resources are
anticipated. Project impacts to water resources would be less than significant (Class 3) for long-term water supply, hydrology, and water quality, and less than significant with mitigation for construction-related water quality (Class 2).

**Recommended Water Resources Measure**

**Drainage and Water Quality.**

- a. The project is required to comply with Tier 3 of the Storm Water BMP Guidance Manual, pursuant to Santa Barbara Municipal Code Chapter 22.87 (treatment, rate and volume). The Owner shall submit a hydrology report prepared by a registered civil engineer or licensed architect demonstrating that the new development will comply with the City’s Storm Water BMP Guidance Manual.

- b. Project plans for grading, drainage, stormwater facilities and treatment methods, and project development, shall be subject to review and approval by the City Building Division and Public Works Department. Sufficient engineered design and adequate measures shall be employed to ensure that no unpermitted construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water pollutants (including, but not limited to trash, hydrocarbons, fertilizers, bacteria, etc.), or groundwater pollutants would result from the project.

- c. For any proprietary treatment devices that are proposed as part of the project’s final Storm Water Management Plan, the Owner shall provide an Operations and Maintenance Procedure Plan consistent with the manufacturer’s specifications (describing schedules and estimated annual maintenance costs for pollution absorbing filter media replacement, sediment removal, etc.). The Plan shall be reviewed and approved by the Creeks Division for consistency with the Storm Water BMP Guidance Manual and the manufacturer’s specifications. After certificate of occupancy is granted, any proprietary treatment devices installed will be subject to water quality testing by City Staff to ensure they are performing as designed and are operating in compliance with the City’s Storm Water MS4 Permit.

3.13 **ARCHAEOLOGICAL, HISTORICAL, AND CULTURAL RESOURCES**

The Program FEIR/EA identified impacts to historic and archaeological resources from Specific Plan build-out to be potentially significant but mitigated (Class 2), with documentation of structures to be demolished, and application of City Master Environmental Assessment procedures for assessment and mitigation of any archaeological or cultural resources.

**Historical.** No historic resources have been identified on the project site. Therefore the proposed project would not present a change in impacts to historic resources as analyzed in the Program EIR/EA.

**Archaeological and Cultural.** The Program EIR/EA identified the Specific Plan area including the current project site as generally sensitive for subsurface archaeological resources. Based on a Phase 1 investigation conducted for the Specific Plan area, the Program EIR/EA identified potentially significant impacts from construction activities affecting potential important subsurface cultural resources. These potential impacts would be reduced to a less than significant level with Mitigation 3.13-1 requiring site-specific Phase 1 archaeological investigations for individual projects, which would identify any additional project-specific mitigation. A Master Archaeological Resources Assessment (MARA) for the Airport was conducted in 2009 and provides more detailed assessment of possible resources in the area, and established more specific archaeological assessment and mitigation procedures for this area. A site-specific archaeological investigation of the site was prepared pursuant to the EIR/EA measure, the Airport MARA provisions, and the City Master Environmental Assessment (MEA) Guidelines. The Phase 1 Report for the project (Dudek 2016), was accepted by the City Historic Landmarks Commission on October 19, 2016. Chumash representatives received notice for both the original Program EIR/EA review process and the current permit process. No further mitigation is required, other than application of the standard provision of the MARA for monitoring of ground-disturbing
activities during project construction, and the standard provision in City ordinance, MEA, and MARA for procedures and mitigation in the event of unanticipated discovery of resources during ground-disturbing activities as part of project construction.

Archaeological Resources Mitigation Measures

Archaeological Monitoring. Archaeological monitoring shall occur during ground-disturbing activities associated with the project, including, but not limited to, grading, excavation, trenching, vegetation or paving removal, and ground clearance in the areas identified in the 2016 Phase 1 Archaeological Resources Report prepared for this site by Applied Earthworks and approved by the Historic Landmarks Commission. The archaeologist and Chumash representative monitoring contracts shall be subject to the review and approval of the Environmental Analyst.

Unanticipated Archaeological Resources Contractor Procedures. Standard discovery measures shall be implemented per SBMC 22.12 and the City Master Environmental Assessment throughout grading and construction, and shall be printed on project plans: Prior to the start of any vegetation or paving removal, demolition, trenching, or grading, contractors and construction personnel shall be alerted to the possibility of uncovering subsurface archaeological features or artifacts. If any archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified, and the Airport Department shall retain an archaeologist from the most current City Qualified Archaeologists List. The latter shall be employed to assess the nature, extent and significance of any discoveries and to 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, management measures to protect important cultural resources, etc.

If the 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, and a Chumash representative will be consulted regarding disposition of resources discovered. 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 the discovery consists of possible prehistoric or Native American artifacts or materials, 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.

A final report on the results of the archaeological monitoring shall be submitted by the City-approved archaeologist to the Environmental Analyst within 180 days of completion of the monitoring and prior to any certificate of occupancy for the project.

3.14 BIOTIC COMMUNITIES

The Program FEIR/EA identified impacts from Specific Plan build-out as potentially significant but mitigated (Class 2) for cumulative loss of habitat and human disturbance affecting the nearby Goleta Slough, with mitigation for City participation and funding of Goleta Slough Management Plan (GSMP) activities. Potential impacts from loss of upland grassland and scrub habitats were identified as less than significant (Class 3), with no further recommended measures beyond GSMP activities.

Habitat on the proposed project site is identified as “Annual Grassland – Ruderal.” This 4-acre habitat is not protected or considered critical habitat for any threatened or endangered species. The project site constitutes
approximately one tenth of the annual grassland in the Specific Plan area, with ample locations remaining for any birds or other wildlife species who frequent this type of habitat.

The project would not generate a new significant impact to biotic communities beyond that analyzed in the 1997 FEIR/EA. The project-specific impact is less than significant (Class 3). The project would have an incremental contribution to cumulative effects of the Specific Plan to Goleta Slough resources, which is mitigated by ongoing City funding and Slough management activities.

3.15 ENDANGERED AND THREATENED SPECIES

The Program FEIR/EA identified no impacts to endangered or threatened or other protected species resulting from build-out of the Specific Plan. Since that time, the federally endangered Tidewater goby (Eucyclogobius newberryi) has been identified in the Goleta Slough.

The project site drains to the Slough via the Firestone Channel, thereby contributing to cumulative water quality effects of the Goleta Slough watershed. The proposed project is an in-fill use of an existing industrial site and would not generate any new impact to endangered and threatened species in the Airport Industrial Specific Plan Area compared to existing conditions or compared to the prior EIR analysis. With drainage improvements already constructed through Specific Plan implementation, compliance with Airport National Pollution Discharge Elimination System (NPDES) permit stormwater provisions, and project design measures and construction best management practices (BMPs) consistent with City Storm Water Management Plan (SWMP) and Building Code regulations, the project would not result in a new significant impact or considerable contribution to cumulative effects to water quality or the endangered Tidewater goby in the Goleta Slough. Provisions for BMPs and SWMP would be applied as permit conditions. The project impact would be less than significant (Class 3).

3.16 WETLANDS

The Program FEIR/EA identified a potentially significant impact from Specific Plan development in close proximity to wetlands, mitigated with Specific Plan wetland buffer policies and City participation and funding of the Goleta Slough Management Plan activities (Class 2).

The proposed project site is not within the vicinity of any wetlands. The proposed project is an in-fill use of an existing industrial area and would not generate any new impact to wetlands compared to existing conditions or the prior EIR analysis. With drainage improvements already constructed through Specific Plan implementation, compliance with Airport National Pollution Discharge Elimination System (NPDES) permit provisions, and project design measures and construction best management practices (BMPs) consistent with City Storm Water Management Plan and Building Code regulations, the project would not result in a new significant impact or considerable contribution to cumulative effects to wetlands. Provisions for BMPs and SWMP would be applied as permit conditions. The project impact would be less than significant (Class 3).

3.17 ENERGY SUPPLY AND NATURAL RESOURCES

The Program FEIR/EA did not identify any potentially significant energy-related impacts resulting from implementation of the Specific Plan (Class 3).

Since the Program FEIR/EA, stricter energy efficiency regulations have been established for structures, lighting, appliances, etc., and will be applied through the Building Permit process. The CalEEMod air quality analysis for this project assumes an annual energy demand of approximately 372 megawatt-hours (MW/h) per year for the proposed retail, parking, and auto service uses. The project would use the comparable amount of energy as assumed in the Program FEIR/EA analysis. The project design incorporates several energy-conserving measures, including solar panels, electric vehicle plug-in stations, parking for hybrid vehicle and car/van pool vehicles, bicycle lanes and on-site parking and storage, and a EIR mitigation requirement for a transportation demand management (TDM) program to promote reduction of employee vehicle trips. Proposed project energy impacts would be less than significant (Class 3) for local and regional energy supplies and peak and base period demand for electricity and would be consistent with the prior Program FEIR/EA analysis. The
recommended Program EIR/EA measure MM3.9-8 for review of plans by an energy conservation specialist would be implemented with the following updated measure per current provisions.

Recommended Energy Measure

**Green Building Techniques Required.** Owner shall design the project to meet Santa Barbara Built Green Three-Star level requirement or equivalent.

### 3.18 LIGHT EMISSIONS

The Program FEIR/EA does not identify potentially significant light impacts resulting from implementation of the Specific Plan (Class 3).

The proposed project would include the use of typical exterior ground lighting and would be subject to City ordinance provisions for directing and shielding lighting to stay on the site, which would avoid impacts to neighboring properties, travelers, or biological resources. Due to the site location, the project lighting would need to comply with applicable lighting restrictions in the Santa Barbara County Airport Land Use Plan (ALUP) to avoid any safety effects to aviation. The proposed project would not generate any new light emissions impacts when compared to the project analyzed in the Program FEIR/EA. Project lighting impacts would be less than significant (Class 3).

### 3.19 DEPARTMENT OF TRANSPORTATION SECTION 4(f)/USE OF PUBLIC LANDS

The Program FEIR/EA did not identify any significant impacts associated with use of public lands from the Specific Plan implementation.

The proposed project would not use federal funds and would not have any new impacts to the environment pertaining to Section 4(f) of the Department of Transporation Act of 1966. The project has no DOT Section 4(f) public lands impact.

### 3.20 GROUND TRANSPORTATION

The Program Final EIR/EA identified significant (Class 1) cumulative peak-hour traffic impacts and some potentially significant but mitigated impacts (Class 2) at specified roadway intersections resulting from build-out of the Specific Plan, with partial mitigation through roadway improvements and transportation demand management measures.

An updated traffic analysis of the project (ATE, 2017) evaluated traffic impacts using current baseline traffic conditions, for comparison with impacts and mitigation measures identified in the Program FEIR/EA and prior EIR Supplement and Addenda. The project would not have a project-specific significant impact to any area intersections, nor would it have a considerable contribution to significant cumulative traffic impacts.

**Project-specific traffic impact.** The 1997 Airport Industrial Area Specific Plan Environmental Impact Report identified a significant, unavoidable peak-hour traffic impact from Specific Plan build-out to the Hollister Avenue and Fairview Avenue intersection. Although the project is proposed in the City of Santa Barbara, impacts to roadway traffic levels would occur in the City of Goleta. Therefore both the City of Santa Barbara’s Volume-to-Capacity (V/C) impact significance threshold and the City of Goleta’s Level of Service (LOS) threshold are considered. The project traffic study also utilized the City of Goleta Traffic Model, and the traffic study was reviewed by both the City of Santa Barbara and City of Goleta traffic engineers.

The project traffic study prepared by ATE identified net project trip generation as 1,415 average daily trips, 84 a.m. peak-hour trips, and 115 p.m. peak-hour trips. With distribution to surrounding streets and intersections, the proposed project would not have a significant long-term project-specific peak-hour traffic impact because it would not lower the level of service of any existing intersection nor contribute to poor level of service intersections above adopted thresholds.
### Existing + Project Intersection Operations – P.M. Peak Hour

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<td>0.612</td>
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<td>No</td>
<td>0.57 A</td>
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<td>0.493</td>
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<td>A</td>
<td>0.602</td>
<td>B</td>
<td>42</td>
<td>0.010</td>
<td>No</td>
<td>0.89 D</td>
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<tr>
<td>Hollister Avenue/Fairview Avenue</td>
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<td>B</td>
<td>0.640</td>
<td>B</td>
<td>68</td>
<td>0.009</td>
<td>No</td>
<td>0.79 C</td>
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</table>

Project contribution to cumulative traffic impacts. According to the project traffic study prepared by ATE and reviewed by both the City of Santa Barbara and the City of Goleta traffic engineers, the proposed project would not utilize a substantial portion of an intersection’s capacity where with estimated future cumulative traffic, the Level of Service would degrade to LOS D (V/C 0.80). According to the City of Goleta’s adopted CEQA Thresholds, a substantial contribution is defined as a 0.03 or greater V/C change for intersections which would operate from 0.80-0.85, a 0.02 or greater V/C change for intersections which would operate from 0.86-0.90, and a 0.01 or greater V/C change for intersections which would operate at or above 0.90 (LOS E). The cumulative traffic future condition for the project does not include the proposed Ekwill Street extension. This traffic study considered both possible future build-out scenarios, which showed that if Ekwill Street were constructed, trip distribution to US 101 Northbound Ramps at Fairview Avenue and Hollister Avenue at Fairview Avenue would be reduced.

### Cumulative + Project Intersection Operations – P.M. Peak Hour

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
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<tbody>
<tr>
<td>US 101 NB Ramps/Los Carneros Road</td>
<td>0.593</td>
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<td>0.595</td>
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<td>Los Carneros Road/Calle Koral</td>
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<td>A</td>
<td>0.543</td>
<td>A</td>
<td>48</td>
<td>0.012</td>
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<tr>
<td>Hollister Ave/David Love Place</td>
<td>1.3 sec</td>
<td>B</td>
<td>10.4 sec</td>
<td>B</td>
<td>37</td>
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<td>Hollister Ave/Fredrick Lopez Road</td>
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<td>0.581</td>
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<td>Calle Real/Fairview Ave</td>
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<td>C</td>
<td>0.791</td>
<td>C</td>
<td>9</td>
<td>0.001</td>
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<tr>
<td>U.S. 101 NB Ramps/Fairview Ave</td>
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<td>0.887</td>
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<td>22</td>
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<td>68</td>
<td>0.008</td>
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<td>0.84 D</td>
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The Program EIR/EA and Specific Plan Policy VC2 provide for projects with a net traffic addition to contribute fair-share funding to the improvement of the circulation system for roadway improvements at Los Carneros Road/US 101 Southboudn Ramps, and Fairview/Hollister Avenues toward mitigating cumulative impacts. This can be considered a policy adopted for the purpose of mitigating an environmental impact. However, because no significant impact or substantial project contribution to cumulative traffic is projected to occur at any of the vicinity intersections, there is no CEQA impact nexus for requiring mitigation for the current project under Specific Plan Policy VC2.

Pursuant to Policy VC2, fair-share funding allocation has been calculated to assist with the implementation of the mitigation projects identified in the Program EIR/EA to address the cumulative effects of Specific Plan
build-out. The following identifies estimated fair share cost of currently identified transporation improvements that pertain to the cumulative impacts and mitigations specified in Specific Plan Policy VC2:

- **Measure 3.20-2 (Los Carneros Road/U.S. 101 Southbound Ramps (SB). Improvement: Additional right-turn lane on northbound Los Carneros Road for vehicles accessing southbound U.S. 101).**

<table>
<thead>
<tr>
<th>Intersection Information</th>
<th>Value</th>
<th>Source</th>
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</thead>
<tbody>
<tr>
<td>A. 2018 Improvement Cost</td>
<td>$1,867,999</td>
<td>Goleta 2017-19 Budget Project 9045</td>
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<tr>
<td>B. Existing Traffic Condition (Los Carneros Road/U.S. 101 SB)</td>
<td>2,504 P.M. PHT</td>
<td>2017 ATE Traffic Study (Figure 4)</td>
</tr>
<tr>
<td>C. Future Forecasted Traffic Condition (Los Carneros Road/U.S. 101 SB)</td>
<td>3,590 P.M. PHT</td>
<td>2017 ATE Traffic Study/Goleta Traffic Model</td>
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<tr>
<td>D. Project Traffic Contribution (Los Carneros Road/U.S. 101 SB)</td>
<td>5 P.M. PHT</td>
<td>2017 ATE Traffic Study (Table 16)</td>
</tr>
<tr>
<td>E. Prior Development (Jeep Dealership) Traffic Generation</td>
<td>54 P.M. PHT</td>
<td>2017 ATE Traffic Study (Table 19)</td>
</tr>
<tr>
<td>F. Prior Development Contribution (Los Carneros Road/U.S. 101 SB)</td>
<td>3 P.M. PHT</td>
<td>5% of Trip Generation per 2017 ATE Traffic Study (Table 4)</td>
</tr>
<tr>
<td>G. Project Net Traffic</td>
<td>2 P.M. PHT</td>
<td>D-F</td>
</tr>
<tr>
<td>H. Project Equitable Share</td>
<td>0.18%</td>
<td>G/(C-B)</td>
</tr>
<tr>
<td>I. Project Equitable Cost Contribution</td>
<td>$3,436.93</td>
<td>A x H</td>
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</table>

- **Measure 3.20-6 (Hollister/Fairview Avenues. Improvement: Parallel route through Old Town Goleta via Ekwill Street Extension)**

<table>
<thead>
<tr>
<th>Intersection Information</th>
<th>Value</th>
<th>Source</th>
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<tr>
<td>A. 2018 Improvement Cost</td>
<td>$2,993,853</td>
<td>2014 Goleta ATP Grant Application plus 3%/year cost growth</td>
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<td>B. Existing Traffic Condition (Hollister/Fairview Avenues)</td>
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<td>2017 ATE Traffic Study</td>
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<td>C. Future Forecasted Traffic Condition (Hollister/Fairview Avenues)</td>
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<td>2017 ATE Traffic Study/Goleta Traffic Model (Figure 14)</td>
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<td>D. Project Traffic Contribution (Hollister/Fairview Avenues)</td>
<td>68 P.M. PHT</td>
<td>2017 ATE Traffic Study (Table 16)</td>
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<tr>
<td>E. Prior Development (Jeep Dealership) Traffic Generation</td>
<td>54 P.M. PHT</td>
<td>2017 ATE Traffic Study (Table 19)</td>
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<td>F. Prior Development Contribution (Hollister/Fairview Avenues)</td>
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<td>58% of Trip Generation per 2017 ATE Traffic Study (Table 4)</td>
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<td>H. Project Equitable Share</td>
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<td>I. Project Equitable Cost Contribution</td>
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Hollister Avenue/David Love Place Improvement. Although not a significant environmental impact per CEQA traffic thresholds, the traffic study found that, with cumulative traffic from the other projects in the Specific Plan area, the intersection of David Love Place and Hollister Avenue would meet one criterion for a traffic signal, due to an anticipated increase in the number of vehicles turning left from southbound David Love Place to eastbound Hollister Avenue. The City of Santa Barbara Transportation staff did not support signalization of the intersection (located in the City of Santa Barbara) due to its close proximity to traffic signals at La Patera Lane and Friederick Lopez/Augustus Griggs Roads (each approximately 1,200 feet from David Love Place) on Hollister Avenue. In lieu of a traffic signal, the study recommended two alternatives. The preferred alternative is left-turn pocket in the Hollister Avenue median to allow for eastbound drivers to turn left into the project site and a median at David Love Place and Hollister Avenue to prevent left turns from David Love Place onto Hollister. The Santa Barbara Airport has committed to constructing this improvement with the proposed project applicant contributing a proportionate share (57.6%) of the construction costs to the Airport Department.

Short-Term Construction Traffic. The proposed project is estimated to temporarily generate 30 daily construction-related vehicle trips during the course of a 32 week construction period (8 associated with site preparation, 24 with construction, paving, and painting), which when distributed would not substantially impact peak-hour levels of service at area intersections. Program FEIR/EA mitigation 3.20-7 and current standard City procedures provide for City approval of a construction truck route plan to minimize peak-hour traffic impacts of project construction. Project impacts to short-term peak-hour traffic would be less than significant (Class 3).

Required Mitigation Measure

Transportation Demand Management. The following alternative mode incentives shall be incorporated into the project to reduce traffic impacts caused by the project. The applicant shall be responsible for ensuring that all occupants comply with provisions of the approved Transportation Demand management (TDM) Plan.

a. TDM Administrator. The applicant shall appoint a TDM Administrator responsible for the alternative mode incentives. The TDM Administrator shall contract with Traffic Solutions or successor agency for training and assistance in administering their program. (The TDM Administrator shall provide an annual report to the Community Development Director and the Public Works Director illustrating the number of users, describing the marketing techniques and program results, including successes and failures.)

b. Carpool Parking Spaces. A minimum of 16 preferential parking spaces for car pools shall be designated by “Carpool Permit Parking Only” signs. Carpool permits shall be issued to those employees who arrive at the site with two (2) or more persons in the car, four(4) or more times per week, except for part-time employees who are eligible if they carpool every day that they work.

c. Shared Vehicle Spaces. A minimum of one preferential parking space for vehicles shared by the occupants of the project shall be designated.

d. Bus Passes. The applicant and/or tenants shall contact the Metropolitan Transit District (MTD) to purchase bus passes or the equivalent for their employees. These passes shall be provided free of charge to employees who request them for travel to and from work. Notice of the free passes shall be provided to existing employees and new employees when they are hired. A copy of any agreements/correspondence with MTD shall be provided to the Public Works Director prior to issuance of the Certificate of Occupancy for the project.

e. Bus Routes and Schedules Posted. Notice of MTD bus routes and schedules shall be placed and maintained up-to-date in a central (public) location accessible to employees.

f. Shower and Locker Facilities. Male and female employee shower and locker facilities shall be provided and maintained as approved by the Public Works Director. The showers shall be available for use before and during work hours. Notice of these facilities shall be provided when employees are hired.
g. **Ride-Sharing Program.** Employees shall be made aware of the Ride-Sharing Program or similar successor programs administered by Traffic Solutions or successor agency. The applicant and/or all tenants shall have all employees registered semi-annually in the Ride-Sharing Program and shall make every effort to encourage participation in the program.

h. **Guaranteed Ride Home.** In the event of an emergency or work requirement that interferes with the normal transportation arrangement of any employee using mass transportation, a carpool, or a vanpool to get to work, the tenants shall provide cab fare, a company car, or other means to guarantee a free ride home.

**OTHER CEQA CONCERNS**

The Program FEIR/EA concluded that the short-term use of environmental resources as a result of Specific Plan build-out would not result in significant long-term adverse impact to the environment. Similarly, the current project consumption of resources would not be significant, and the project’s long term contribution to cumulative traffic effects would be mitigated.

Similar to the Specific Plan as a whole and based on the limited scope of the project, the proposed project would have an adverse but less-than significant impact associated with irreversible environmental changes and the irretrievable commitment of resources.

The proposed project would have an incremental contribution to area growth inducement consistent with the Program FEIR/EA findings. The project would increase non-residential space and could result in some back-fill projects within vacated non-residential space, with the potential for additional employment with associated housing and services demands. The project would generate short-term employment associated with construction activities.

The proposed project would contribute to the impacts addressed above, but would not increase or intensify them beyond that which was analyzed and identified in the Program FEIR/EA.

**OTHER IMPACTS**

The following summarizes analysis of the current project for other environmental topics that were addressed by the Specific Plan initial study and deemed to be less than significant impacts. With project design components and regulations in place, the current project would not result in significant impacts associated with these issues, and impacts would not be greater than those identified as part of the programmatic Specific Plan analysis.

**Visual Resources.** *Views.* Development at any height on the vacant site would partially block existing mountain views by traveling drivers, pedestrians, and bicyclists for brief durations from limited locations along Hollister Avenue. The maximum height of structures would be 31 feet and buildings would be sited 113 feet back from from Hollister Avenue. Due to the limited scope of the project, and limited visual changes, the project impact on views would be adverse but less than significant. Impacts would not be greater than those identified in the Specific Plan environmental analysis. *Scenic Highways.* State Route (SR) 154 (Chumash Highway/San Marcos Pass Road) is the nearest designated scenic highway, and the Airport area is visible from SR-154 at a distance of several miles. The project would blend into the existing urban development as an infill project and would not present a view impact to scenic highways. *On-Site Visual Character.* The proposed project would upgrade the visual character and quality of the site compatible with the surrounding area through design of the development and landscaping consistent with visual design guidelines and approval of the Architectural Board of Review. The project received positive comments in its conceptual reviews on June 20, July 5, and July 18, 2016 by the Architectural Board of Review. Design review approval by the Architectural Board of Review will require findings that the project is compatible with architectural character of the area, has appropriate size, mass, bulk, height, and scale, is sensitive to historic resources, appropriate to public vistas, and has an appropriate amount of open space and landscaping. Impacts to visual character and quality would be less than significant. *Grading and Topography.* The project site is relatively flat with 2-9% slopes. Grading is proposed in order to raise the building foundation above base flood elevation. A gradual grade is proposed
that would not result in steep slopes or large topographic changes. Project grading would not result in visual impacts.

Geology and Soils. Approximately two feet of fill material would be placed above the grid to elevate floors above the base flood elevation. Geologic Conditions. Based on area geotechnical engineering studies (Fugro 1998, 2002, May 2015) the site is subject to various geologic and soil conditions across the site, including shallow groundwater, liquefaction, and compressible soils. With compliance with standard grading and building code requirements addressing these conditions, the project would not result in significant impacts. Seismic Conditions. The project has been designed to incorporate foundation design and resistance to lateral loads consistent with California building code requirements for seismic safety. Stability/Erosion. The project is located about 1½ miles inland from the ocean, and the site would be raised to provide finish floor elevation above floodplain elevation. The project site is generally flat, and grading and construction would be subject to compliance with grading and building code requirements for specific soil and geologic conditions. No substantial effects would result due to site stability, landslide, soil erosion, or seaciff retreat, conditions not applicable to the site.

Hazards and Public Safety Issues. Hazardous Materials Use. The project would establish an automobile sales and service facility, which would use some typical hazardous substances in their operations, such as vehicle oil, cleaning and landscaping products, etc. Hazardous materials programs and regulations are in place for use, storage, transport, disposal, and spill response procedures for hazardous materials, such that no significant public safety or environmental impact would result. Aircraft. The project site is within Safety Areas I/II/III of the Santa Barbara County Airport Land Use Plan. No development is proposed in Safety Area I and vehicle parking and trash enclosures are proposed for Safety Area II. The remainder of the project site is in Safety Area III. “Automotive” and “Retail Trade” are uses compatible with Safety Area III. No significant impact associated with aviation safety would result. Emergency Evacuation and Response. The City and other agencies have established emergency plans and routes. The proposed project structures and uses do not have any aspects that would impede or impair emergency evacuation or response. Public Safety Risks. The project site is near major roadways, airport, rail lines, industrial processes, and utility lines but not in adjacent proximity. The project location and use do not pose a substantial safety risk with respect to accidents or upset. Fire Hazard. The project site is not located within a high fire hazard area. The project would be subject to Fire Code design provisions. The area is served by fire protection services and cooperative agreements among agencies are in place. Project fire hazard impacts would be less than significant.

Public Services and Utilities. Wastewater. The project would have a minor demand for wastewater collection and treatment and could be served by the Goleta Sanitary District within its capacity of the existing GSD wastewater treatment plant. Storm Drains. The project would discharge into the Airport Industrial Areas storm drain system, which has capacity to convey flows anticipated from the project site as determined in the project drainage report. Police. Fire. Public Facilities. Adequate police protection, fire protection, recreational, and other public facilities and services exist to serve the project, per the General Plan Program EIR. No significant public service and utility impacts would result.

PLANS AND POLICIES ANALYSIS

The State CEQA Guidelines provide that an EIR include a discussion of any potential inconsistencies of the project with applicable environmental policies. The Program FEIR/EA provided analysis of Specific Plan build-out with applicable policies of the City Charter, General Plan and Local Coastal Plan. The analysis also provided discussion of regional plan policies (County Local Coastal Plan, Clean Air Plan, Congestion Management Plan, Hazardous Waste Management Plan, County Airport Land Use Plan), and State policies (CA Coastal Act). In approving the Specific Plan, the City Council made findings of consistency with applicable policies.

Since the adoption of the Airport Industrial Area Specific Plan, several new plans and policies have been adopted, including the Santa Barbara General Plan (2011), Non-Residential Growth Management Program
(SBMC §28.85), and the Climate Action Plan (2012). In the larger South Coast region of Santa Barbara, new plans adopted include the Goleta General Plan (2009), Regional Growth Forecast (2012) and Regional Housing Needs Assessment (2013), Regional Transportation Plan and Sustainable Communities Strategy (2013), Clean Air Plan update (2015).

City Policies

- **Land Use, Zoning, and Growth/Traffic Management Policies**: The proposed project is a permitted use under Specific Plan and Zoning designations; could meet zoning requirements for setbacks, building height, parking, landscape area; and would provide for roadway improvements per Traffic Management Strategy. Potentially consistent.

- **Airport Industrial Area Specific Plan**: The project would upgrade the visual quality of the site and buildings in a manner compatible with surrounding development, as identified by Architectural Board of Review preliminary review comments (Policy VQ1). The project would provide sufficient vehicle parking, and would incorporate on-site components to promote alternative transportation modes including bicycle parking, storage, and lockers, and an employee transportation demand management plan (VC1, P1, BP1). The project would also contribute a fair-share cost allocation to regional transportation improvement project (Policy VC2). The project would provide for Tier 3 Storm Water Management system including a storm water chamber with vegetated swales, bio filtration units, and storm drains (Policy SD1). Potentially consistent.

- **Environmental Resources Element and Climate Action Plan**: The project incorporates green and sustainable design features per the direction of energy conservation, air quality, and climate change policies and would be subject to Green Building Code provisions. Project features would include photovoltaic solar panels; energy efficient light fixtures meeting CalGreen standards; three electric vehicle charging stations; thirteen parking spaces for low-emitting fuel-efficient and carpool/van pool vehicles. Potentially consistent.

Regional Plans

- **City of Goleta**: The project would include components identified in General Plan visual design guidelines for development along the Hollister corridor, including setting the development far back from Hollister Avenue, undergrounding utilities, and use of architectural detail, natural features, landscape screening, and tree planting.

- **Clean Air Plan**: The project is within City growth and vehicle traffic assumption used in the latest Clean Air Plan adopted in 2015, and applicable energy and transportation measures and standard construction measures are included in the project for reducing air pollution and greenhouse gases.

- **Regional Growth Forecast**: The project is within growth assumptions identified in the adopted regional growth forecast for Santa Barbara County to 2040, which was based on assumptions of city and county general plans and policies for the region.

- **RTP/SCS**: The project is within growth assumptions used in the Regional Transportation Plan/Sustainable Communities Strategy, and applicable recommended energy and transportation measures identified in the Program EIR are applied to the project for reducing greenhouse gas emissions.

### 5.0 CEQA FINDING AND DETERMINATION

Based on the above Addendum review of the current project, and in accordance with State CEQA Guidelines Section 15162, no subsequent Negative Declaration or Environmental Impact Report is required for the current project because new information and changes in environmental circumstances and criteria, project description, impacts, and mitigations are not substantial and do not involve new significant impacts or a substantial increase in the severity of impacts identified previously in the Program FEIR/EA for the Airport Industrial/Commercial Specific Plan and prior EIR Supplement and Addenda. In summary:
This in-fill project is to be located on an existing, developed light industrial/commercial site. Impacts associated with the industrial/commercial build-out of the site were already identified in the Specific Plan FEIR/EA.

The project proposes less development on the site and would have less impacts than previously identified in the Specific Plan FEIR/EA.

This EIR addendum identifies minor changes to environmental conditions and impacts of the project pursuant to direction of the State CEQA Guidelines Section 15164.

The project is within the scope of the prior EIR analysis.

This EIR addendum demonstrates that, with incorporation of applicable mitigation measures, the project would not result in significant environmental impacts nor impacts greater than previously identified in the Specific Plan FEIR/EA.

In accordance with Guidelines Section 15164, an Addendum to the certified Program FEIR/EA is an appropriate CEQA environmental document to identify and document minor changes to the prior Program FEIR/EA analysis to make the document adequate for the current project. This FEIR/EA Addendum identifies the current project and minor changes to the project impact analysis. This addendum, together with the Program EIR/EA for the Airport Industrial/Commercial Specific Plan and prior EIR Supplement and Addenda, constitutes adequate environmental documentation in compliance with CEQA for the current project.

Prepared by: ____________________________ Date: January 30, 2018
Andrew Bermond, AICP, Project Planner

Reviewed by: ____________________________ Date: January 30, 2018
Barbara Shelton, Project Planner/Environmental Analyst

Exhibits
A. Project Exhibit
B. Project Traffic Study (ATE, October 12, 2017)
C. Mitigation Monitoring and Reporting Program

References:
Santa Barbara General Plan and Program FEIR (2011)
Santa Barbara Municipal Code
Santa Barbara Climate Action Plan (2012)
Long-Term Water Supply Plan (2012)
Santa Barbara Storm Water Management Plan (2009)
County of Santa Barbara Environmental Thresholds and Guidelines Manual
Air Pollution Control District Environmental Review Guidelines
City of Santa Barbara General Plan Elements and Maps
Project Site Plan, Landscape Plan, and Elevations
CalEEMod air quality analysis
Goleta Groundwater Management Plan (2016)
Goleta General Plan and Coastal Plan (2009)
Project Technical Reports
Archaeological Phase 1 Study (Dudek 2016)
Traffic, Circulation and Parking Study (ATE 2017)
Exhibit A Project Exhibit

And

Exhibit B Project Traffic Study (ATE, October 12, 2017)

Are included in the Planning Commission Staff Report for February 8, 2018
PROJECT LOCATION

6210-6290 Hollister Avenue

PROJECT DESCRIPTION

The project consists of the construction of a new 40,477 net square foot of automobile dealership on 6 acres of Santa Barbara Airport property. The project would include the construction of two buildings separated by a service driveway for automobile sales and service. Both buildings would be oriented with showroom on the south side of the building (facing Hollister Avenue) with parts and service components located on the north side. The west building would be a 26-foot tall two-story building with architectural features extending to 31 feet, and the east building would be a 30-foot tall single story building with architectural features extending to 36 feet. These two buildings would be occupied by up to six automobile brands.

The project includes 184 parking spaces and 71 inventory spaces. The project would also rely upon an existing lease of 200 parking spaces from the Airport at 200 Frederick Lopez Road for storage of inventory off-site.

PURPOSE

The purpose of the 6210-6290 Hollister Avenue Mitigation Monitoring and Reporting Program (MMRP) is to ensure compliance with all mitigation measures identified in the Initial Study to mitigate or avoid potentially significant adverse environmental impacts resulting from the proposed project. The implementation of this MMRP shall be accomplished by City staff and the project developer’s consultants and representatives. The program shall apply to the following phases of the project:

• Plan and specification preparation
• Pre-construction conference
• Construction of the site improvements
• Post Construction

I. RESPONSIBILITIES AND DUTIES

A qualified representative of the developer, approved by the City Planning Division and paid for by the developer, shall be designated as the Project Environmental Coordinator (PEC). The PEC shall be responsible for assuring full compliance with the provisions of this mitigation monitoring and reporting program to the City. 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.

It is the responsibility of the contractor to comply with all mitigation measures listed in the attached MMRP matrix. Any problems or concerns between monitors and construction personnel shall be addressed by the PEC and the contractor. The contractor shall prepare a construction schedule subject to the review and approval of the PEC. The contractor shall inform the PEC of any major revisions to the construction schedule at least 48 hours in advance. The PEC and contractor shall meet on a weekly basis in order to assess compliance and review future construction activities.

EXHIBIT C
A. PRE-CONSTRUCTION BRIEFING

The PEC shall prepare a pre-construction project briefing report. The report shall include a list of all mitigation measures and a plot plan delineating all sensitive areas to be avoided. This report shall be provided to all construction personnel.

The pre-construction briefing shall be conducted by the PEC. The briefing shall be attended by the PEC, construction manager, necessary consultants, Planning Division Case Planner, Public Works representative and all contractors and subcontractors associated with the project. Multiple pre-construction briefings shall be conducted as the work progresses and a change in contractor occurs.

The MMRP shall be presented to those in attendance. The briefing presentation shall include project background, the purpose of the MMRP, duties and responsibilities of each participant, communication procedures, monitoring criteria, compliance criteria, filling out of reports, and duties and responsibilities of the PEC and project consultants.

It shall be emphasized at this briefing that the PEC and project consultants have the authority to stop construction and redirect construction equipment in order to comply with all mitigation measures.

Once construction commences, field meetings between the PEC and project consultants, and contractors shall be held on an as-needed basis in order to create feasible mitigation measures for unanticipated impacts, assess potential effects, and resolve conflicts.

II. IMPLEMENTATION PROCEDURES

There are three types of activities which require monitoring. The first type pertains to the review of the Conditions of Approval and Construction Plans and Specifications. The second type relates to construction activities and the third to ongoing monitoring activities during operation of the project.

A. MONITORING PROCEDURES

The PEC and required consultant(s) shall monitor all field activities. The authority and responsibilities of the PEC and consultant(s) are described in the previous section.

B. REPORTING PROCEDURES

The following three types of reports shall be prepared:

1. Schedule

   The PEC and contractor shall prepare a monthly construction schedule to be submitted to the City prior to or at the pre-construction briefing.

2. General Progress Reports

   The PEC shall be responsible for preparing written progress reports submitted to the City. These reports would be expected on a weekly basis during grading and excavation, and a monthly basis during construction.
The reports would document field activities and compliance with project mitigation measures, such as dust control and sound reduction construction.

3. Final Report

A final report shall be submitted to the Planning Division when all monitoring (other than long term operational) has been completed and shall include the following:

a. A brief summary of all monitoring activities.
b. The date(s) the monitoring occurred.
c. An identification of any violations and the manner in which they were dealt with.
d. Any technical reports required, such as noise measurements.
e. A list of all project mitigation monitors.

C. MMRP MATRIX

The following MMRP Matrix describes each initial study mitigation measure, monitoring activities and the responsibilities of the various parties, along with the timing and frequency of monitoring and reporting activities. For complete language of each condition, the matrix should be used in conjunction with the mitigation measures described in full in the Initial Study.

The MMRP Matrix is intended to be used by all parties involved in monitoring the project mitigation measures, as well as project contractors and others working in the field. The Matrix should be used as a compliance checklist to aid in compliance verification and monitoring requirements. A copy of the MMRP matrix shall be kept in the project file as verification that compliance with all mitigation measures has occurred.
**6210-6290 Hollister Avenue (MST2016-00022)**

**MITIGATION MONITORING AND REPORTING PROGRAM MATRIX**

<table>
<thead>
<tr>
<th>MITIGATION MEASURE</th>
<th>PARTY RESPONSIBLE FOR IMPLEMENTATION</th>
<th>VERIFICATION</th>
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<tr>
<td><strong>MITIGATION</strong></td>
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<tr>
<td>Neighborhood Notification Prior to Construction. At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners and businesses within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the Project Environmental Coordinator (PEC) and Contractor(s), site rules and Conditions of Approval pertaining to construction activities, and any additional information that will assist Building Inspectors, Police Officers, and the public in addressing any problems that may arise during construction.</td>
<td>Applicant</td>
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<tr>
<td><strong>Pre-Construction Conference.</strong> Not less than 10 days or more than 20 days prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Community Development Department Building and Planning Divisions, the Property Owner, (Archaeologist, Architect, Landscape Architect, Project Engineer, Project Environmental Coordinator), Contractor, each Subcontractor, and City of Goleta Public Works Department representative.</td>
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<tr>
<td><strong>Construction Contact Sign.</strong> Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor(s) and Project Environmental Coordinator’s (PEC’s) name, contractor(s) (and PEC’s) telephone number(s), construction work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the</td>
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<tr>
<td>Mitigation Measure</td>
<td>Party Responsible for Implementation</td>
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<td>enforcement of the conditions of approval. The font size shall be a minimum of 0.5 inches in height. Said sign shall not exceed six feet in height from the ground if it is freestanding or placed on a fence. It shall not exceed 24 square feet if in a multi-family or commercial zone or six square feet if in a single family zone. <strong>Construction Hours.</strong> High noise generation construction activities shall only be permitted Monday through Friday between the hours of 7:00 a.m. and 5:00 p.m. and Saturdays between the hours of 9:00 a.m. and 4:00 p.m., excluding the following holidays: New Year’s Day January 1st*, Martin Luther King, Jr. Day 3rd Monday in January, Presidents’ Day 3rd Monday in February, César Chávez Day March 31st*, Memorial Day Last Monday in May, Independence Day July 4th*, Labor Day 1st Monday in September, Thanksgiving Day 4th Thursday in November, Friday following Thanksgiving Day, Christmas Day December 25th*.</td>
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*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the City to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out said construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact
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<th>Mitigation Measure</th>
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<tr>
<td><strong>School Fees.</strong> Standard fees shall be paid to school district for new non-residential buildings.</td>
<td>Applicant</td>
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<tr>
<td><strong>Construction Recycling.</strong> During construction, the applicant shall contract with a disposal company that recycles construction and demolition debris consistent with SBMC 7.18.</td>
<td>Applicant</td>
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<tr>
<td><strong>Air Quality and Dust Control.</strong> The following measures shall be shown on grading and building plans and shall be adhered to throughout grading, hauling, and construction activities:</td>
<td>Applicant</td>
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<tr>
<td>a. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.</td>
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<td>b. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.</td>
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<td>c. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.</td>
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<td>d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.</td>
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c. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.

f. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.

g. All portable diesel-powered construction equipment shall be registered with the state’s portable equipment registration program OR shall obtain an APCD permit.

h. Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog(ordiesel(ordiesel.htm).

i. All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.
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<tr>
<td>j. Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.</td>
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<td>k. Diesel powered equipment should be replaced by electric equipment whenever feasible.</td>
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<td>l. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.</td>
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<tr>
<td>m. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.</td>
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<td>n. All construction equipment shall be maintained in tune per the manufacturer’s specifications.</td>
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<td>o. The engine size of construction equipment shall be the minimum practical size.</td>
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<tr>
<td>p. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite (EIR Addendum Mitigation Measure Updating 1997 Mitigation Measures 3.9-1-8).</td>
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**Drainage and Water Quality.**

a. The project is required to comply with Tier 3 of the Storm Water BMP Guidance Manual, pursuant to Santa Barbara Municipal Code Chapter 22.87 (treatment, rate and volume). The Owner shall submit a hydrology report prepared by a registered civil engineer or licensed architect.
demonstrating that the new development will comply with the City’s Storm Water BMP Guidance Manual.

b. Project plans for grading, drainage, stormwater facilities and treatment methods, and project development, shall be subject to review and approval by the City Building Division and Public Works Department. Sufficient engineered design and adequate measures shall be employed to ensure that no unpermitted construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water pollutants (including, but not limited to trash, hydrocarbons, fertilizers, bacteria, etc.), or groundwater pollutants would result from the project.

c. For any proprietary treatment devices that are proposed as part of the project’s final Storm Water Management Plan, the Owner shall provide an Operations and Maintenance Procedure Plan consistent with the manufacturer’s specifications (describing schedules and estimated annual maintenance costs for pollution absorbing filter media replacement, sediment removal, etc.). The Plan shall be reviewed and approved by the Creeks Division for consistency with the Storm Water BMP Guidance Manual and the manufacturer’s specifications. After certificate of occupancy is granted, any proprietary treatment devices installed will be subject to water quality testing by City Staff to ensure they are performing as designed and are operating in compliance with the City’s Storm Water MS4 Permit (EIR Addendum Mitigation Measure updating 1997 EIR Mitigation Measure 3.12-1).
**Archaeological Monitoring.** Archaeological monitoring shall occur during ground-disturbing activities associated with the project, including, but not limited to, grading, excavation, trenching, vegetation or paving removal, and ground clearance in the areas identified in the 2016 Phase 1 Archaeological Resources Report prepared for this site by Applied Earthworks and approved by the Historic Landmarks Commission. The archaeologist and Chumash representative monitoring contracts shall be subject to the review and approval of the Environmental Analyst (EIR Addendum Mitigation Measure).

**Unanticipated Archaeological Resources Contractor Procedures.** Standard discovery measures shall be implemented per SBMC 22.12 and the City Master Environmental Assessment throughout grading and construction, and shall be printed on project plans: Prior to the start of any vegetation or paving removal, demolition, trenching, or grading, contractors and construction personnel shall be alerted to the possibility of uncovering subsurface archaeological features or artifacts. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified, and the Airport Department shall retain an archaeologist from the most current City Qualified Archaeologists List. The latter shall be employed to assess the nature, extent and significance of any discoveries and to 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, management measures to protect important cultural resources, etc.
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<td>If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted</td>
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<td>immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact</td>
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<td>the California Native American Heritage Commission, and a Chumash representative will be consulted</td>
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<td>regarding disposition of resources discovered. A Barbareño Chumash representative from the most current</td>
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<td>City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface</td>
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<td>disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst</td>
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<td>grants authorization.</td>
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<tr>
<td>If the discovery consists of possible prehistoric or Native American artifacts or materials, a</td>
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<td>Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors</td>
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<tr>
<td>List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in</td>
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<td>the area may only proceed after the Environmental Analyst grants authorization.</td>
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<tr>
<td>A final report on the results of the archaeological monitoring shall be submitted by the City-approved</td>
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<td>archaeologist to the Environmental Analyst within 180 days of completion of the monitoring and prior to</td>
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<td>any certificate of occupancy for the project (EIR Addendum Mitigation Measure).</td>
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**Green Building Techniques Required.** Owner shall design the project to meet Santa Barbara Built Green Three-Star level requirement or equivalent.
**6210-6290 Hollister Avenue (MST2016-00022)**

**Mitigation Monitoring And Reporting Program Matrix**

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<tr>
<td><strong>Transportation Demand Management.</strong> The following alternative mode incentives shall be incorporated into the project to reduce traffic impacts caused by the project. The applicant shall be responsible for ensuring that all occupants comply with provisions of the approved Transportation Demand Management (TDM) Plan.</td>
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<tr>
<td><strong>a. TDM Administrator.</strong> The applicant shall appoint a TDM Administrator responsible for the alternative mode incentives. The TDM Administrator shall contract with Traffic Solutions or successor agency for training and assistance in administering their program. (The TDM Administrator shall provide an annual report to the Community Development Director and the Public Works Director illustrating the number of users, describing the marketing techniques and program results, including successes and failures.)</td>
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<tr>
<td><strong>b. Carpool Parking Spaces.</strong> A minimum of 16 preferential parking spaces for car pools shall be designated by “Carpool Permit Parking Only” signs. Carpool permits shall be issued to those employees who arrive at the site with two (2) or more persons in the car, four(4) or more times per week, except for part-time employees who are eligible if they carpool every day that they work.</td>
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<tr>
<td><strong>c. Shared Vehicle Spaces.</strong> A minimum of one preferential parking space for vehicles shared by the occupants of the project shall be designated.</td>
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<tr>
<td><strong>d. Bus Passes.</strong> The applicant and/or tenants shall contact the Metropolitan Transit District (MTD) to purchase bus passes or the equivalent for their employees. These passes shall be provided ree of charge to employees who request them for travel to and from work. Notice of the free passes shall be provided to existing employees and new</td>
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<tr>
<th>Date</th>
<th>Accomplished</th>
<th>Comments</th>
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- **Date**: Date of implementation.
- **Accomplished**: Whether the implementation was completed.
- **Comments**: Additional notes or remarks.
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<tr>
<td>employees when they are hired. A copy of any agreements/correspondence with MTD shall be provided to the Public Works Director prior to issuance of the Certificate of Occupancy for the project.</td>
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<tr>
<td>e. <strong>Bus Routes and Schedules Posted.</strong> Notice of MTD bus routes and schedules shall be placed and maintained up-to-date in a central (public) location accessible to employees.</td>
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<tr>
<td>f. <strong>Shower and Locker Facilities.</strong> Male and female employee shower and locker facilities shall be provided and maintained as approved by the Public Works Director. The showers shall be available for use before and during work hours. Notice of these facilities shall be provided when employees are hired.</td>
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<tr>
<td>g. <strong>Ride-Sharing Program.</strong> Employees shall be made aware of the Ride-Sharing Program or similar successor programs administered by Traffic Solutions or successor agency. The applicant and/or all tenants shall have all employees registered semi-annually in the Ride-Sharing Program and shall make every effort to encourage participation in the program.</td>
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<tr>
<td>h. <strong>Guaranteed Ride Home.</strong> In the event of an emergency or work requirement that interferes with the normal transportation arrangement of any employee using mass transportation, a carpool, or a vanpool to get to work, the tenants shall provide cab fare, a company car, or other means to guarantee a free ride home.</td>
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RELEVANT POLICIES

Vision

*Airport Industrial Area Specific Plan*

Policy V1. Preserve the economic self-sufficiency of the Airport by allowing flexibility in land use patterns, tenant types and mix.

Policy V5: Provide for R&D, light industrial, small incubator and community serving commercial uses. For commercial uses, give priority to uses which provide support service for the immediate Specific Plan area and do not detract from Old Town Goleta businesses.

Cultural Resources

*Airport Industrial Area Specific Plan*

Policy CR2: The potential for archaeological resources shall be examined prior to applying for development review for new construction in accordance with the MEA Cultural Resources Section and the Phase 1 Archaeological Resources Study prepared for the Airport.

Flooding

*Airport Industrial Area Specific Plan*

Policy F1: Any development in the Specific Plan area shall be carried out in compliance with Flood Control regulations.

Circulation

Circulation Element

C1. **Transportation Infrastructure Enhancement and Preservation.** Assess the current and potential demand for alternative transportation and where warranted increase the availability and attractiveness of alternative transportation by improving related infrastructure and facilities without reducing vehicle access.

*Airport Industrial Area Specific Plan*

Policy VC2: In accordance with an agreement between the City and the County, each project that generates additional traffic shall contribute to the improvement of the circulation system in the surrounding County area, as required by the Goleta Transportation Improvement Plan (including alternate transportation modes such as bikeways and electric shuttles), in order to assist in the mitigation of Specific Plan impacts.

Policy P1. Provide for sufficient parking to serve businesses in the Airport Industrial Area Specific Plan area while encouraging the use of alternate modes of transportation to reduce parking demand.

**EXHIBIT H**
Policy BP1. Facilitate bicycle travel and pedestrian circulation within the Specific Plan area and to adjacent areas, allowing for the safe and convenient use of bicycles as an alternative mode of transportation.

Environmental Resources

Environmental Resources Element

ER5.1 Energy Efficient Buildings. Encourage all new construction to be designed and built consistent with City green programs, the California Green Building Code, policies, and the goal of achieving “carbon neutrality” by 2030 in all buildings.
Further reduce energy consumption over time to “carbon neutrality” by 2030 in new building and through suggested retrofits. Establish a voluntary program and time line for increasing the energy efficiency and carbon neutrality of new buildings or additions, and of existing building stock. Provide:
   a. Information on current energy use and conservation options;
   b. Incentives for voluntary upgrades;
   c. Voluntary incremental upgrades may be encouraged at time of sale, and/or other methods for greening the existing building stock; and
   d. Tools for self-assessment financing for energy efficiency upgrades and on-site solar and wind power generation through property taxes (in conjunction with AB 811).

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.

Development

Zoning Ordinance:

30.230.030 Review Authority.

   A. Planning Commission. The following projects require action on a Development Plan by the Planning Commission:

      1. Any project that requires a Development Plan and also requires another discretionary action from the Planning Commission.
      2. Any nonresidential construction project (including a public utility facility) that involves the construction, addition, or conversion of more than 3,000 square feet of new nonresidential floor area.
      3. Any project that requires a Development Plan and also requires the preparation of an Environmental Impact Report.

30.230.060 Required Findings.

A Development Plan shall only be approved if the Review Authority makes all of the following findings in addition to any other findings required by this Title.
A. The proposed development complies with all applicable provisions of this Title;
B. The proposed development is consistent with the principles of sound community planning;
C. The proposed development will not have a significant adverse impact upon the community’s aesthetics or character in that the size, bulk or scale of the development will be compatible with the neighborhood based on the Project Compatibility Analysis criteria found in Sections 22.22.145 or 22.68.045 of the Santa Barbara Municipal Code; and
D. The proposed development is consistent with the policies of the City of Santa Barbara Traffic Management Strategy (as approved by City Resolution No. 13-010 dated as of March 12, 2013) as expressed in the allocation allowances specific in Section 30.170.030, Traffic Management Strategy.

30.230.070 Conditions of Approval

In approving a Development Plan, the Review Authority may impose reasonable conditions or restrictions deemed necessary to:

A. Achieve the general purposes of this Title or the specific purpose of the zoning district in which the project is located;
B. Achieve the findings for Development Plan approval stated in this Title; or
C. Mitigate impacts identified as a result of environmental review conducted in compliance with the California Environmental Quality Act.

The Review Authority may require reasonable guarantees and evidence that the applicant is complying, or will comply, with the conditions of approval. Violation of any such condition may be grounds for suspension or revocation of the Development Plan approval or any permit or certificate of occupancy issued with respect to the Development Plan.

30.230.080 Expiration, Extension, and Changes to Approved Plans

Development Plans are effective, and may only be extended or revised as provided in Chapter 30.205, Common Procedures, except as provided below.

A. Beginning Date – Development Plans Already Approved. The adoption of Ordinance 5609 shall not alter the date of approval of a Development Plan approved prior to the adoption of Ordinance 5609.
B. Specific Plan Development Plan Approvals. For the purposes of calculating the expiration date of a Specific Plan project Development Plan approved in accordance with the Airport Industrial Area Specific Plan (SP6-AI), Development Plan approvals shall be deemed to expire eight years after the date of the final City action approving the project Development Plan and shall include any related project approvals or Modifications granted by the City in connection therewith.
Environmental Review

California Environmental Quality Act Guidelines

Section 15164 ADDENDUM TO AN EIR OR NEGATIVE DECLARATION

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency’s findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.