4.7.3 Project Impacts and Mitigation

4.7.3.1 Thresholds of Significance

Thresholds of significance for the service area/sphere of influence are the same as those presented in Section 3.7, "Hazards and Hazardous Materials."

4.7.3.2 Discussion of Relevant GP/CLUP Policies

GP/CLUP Policies for the service areas are the same as those identified in Section 3.7, "Hazards and Hazardous Materials."

4.7.3.3 Impacts and Mitigation

Class I Impacts

Long-Term Impacts
There are no short- or long-term Class I impacts related to hazards and hazardous materials associated with the service area/sphere of influence.

Class II Impacts

Long-Term Impacts
Impact 4.7-1. Wildland Fires
All of Area E and considerable portions of Area C fall in areas that are classified by CDF as wildland fire hazard areas (see Figure 3.7-1). The undeveloped hills and canyons that border the City to the north feature rough terrain, large amounts of vegetation, and occasional high velocity winds. This combination can create a challenge to firefighting crews and put homes and property at risk in the event of a fire. Due to the proximity of single family residences to undeveloped wildland, the fire risk to homes and other structures within these areas is considered significant.

Policies That Would Reduce Impact 4.7-1. The following policies should ensure that fire hazards for future development are identified and mitigated to the extent feasible:

- Policy SE 1: Safety in General
  - SE 1.1: Maintenance of Maps and Resources on Hazards
  - SE 1.2: Guidelines for Siting Highly Sensitive Uses and Critical Facilities
  - SE 1.3: Site-Specific Hazards Studies
  - SE 1.4: Deed Restriction in Hazardous Areas
  - SE 1.5: Subdivision of New Lots in Hazard Areas
  - SE 1.6: Enforcement of Building Codes
  - SE 1.7: Abatement of Public Safety Hazards
  - SE 1.8: Reduction of Non-Conforming or Substandard Structural Conditions
- Policy SE 7: Urban and Wildland Fire Hazards
  - SE 7.1: Fire Prevention and Response Measures for New Development

- SE 7.2: Review of New Development
- SE 7.3: Identification of Fire Hazard Areas
- SE 7.4: Fuel Modification Plans
- SE 7.5: Automatic Fire Sprinkler Systems
- SE 7.6: Standards for Rebuilding in High Fire Hazard Areas

Implementation of the policies above would expect to reduce impacts to less-than-significant levels.

Impact 4.7-2. Risk of Upset at Ellwood Marine Terminal
The EMT is located on 17 acres of property immediately east of the City-owned Sperling Preserve/Santa Barbara Shores within Area D. Located outside but adjacent to the City limits, the EMT is located on UCSB-leased land. The onshore storage facilities are located south of the planned Ocean Meadows residential project and about 0.5 mile from UCSB residential development at its North and West Campus areas. Oil storage and transfer operations at EMT create risks to marine and land resources and planned neighboring populations associated with spills, leaks, or pipeline ruptures. Impacts would be similar to those described under Impact 3.7-4.

Policy That Would Reduce Impact 4.7-2. The Safety Element includes policies that would ensure that impacts associated with oil storage and transfer operations are identified and mitigated to the extent feasible.

- Policy SE 8: Oil and Gas Industry Hazards
  - SE 8.3: Annual Safety Audits Required
  - SE 8.5: Inventory of Oil and Gas Pipelines
  - SE 8.9: Safety Requirements for New Petroleum Pipelines
  - SE 8.10: Safety, Inspection, and Maintenance of Oil and Gas Pipelines
  - SE 8.14: Pipeline Burial Depths

Implementation of Policy SE 8 would minimize the risk of hazards related to risk of upset at the Ellwood Marine Terminal by reducing the probability of an oil leak and ensuring that a leak if one were to occur would be promptly identified and effectively addressed. In particular, Annual Safety Audits would examine the integrity of storage tanks, secondary containment, pipelines, and related equipment, as well as insure safety and emergency response procedures are up-to-date and effective. Aspects related to ample pipeline inventories, marking/warning, and burial depths would help avoid pipeline exposure and third party damage to oil pipelines.

In addition, a detailed characterization of the hazards associated with an oil release will be developed as part of the QRA for the facility as required by SE 8.6 in the event of any alternations to the EMT. Proper implementation of these policies would ensure that any risk of upset associated with the operation of the EMT is reduced to a less than significant level.

Impact 4.7-3. Listed/Contaminated Sites
Based on a review of current land uses, Area D may contain listed sites that use and/or store hazardous materials and have had reported releases of hazardous materials. Existing land uses within this area include the Ocean Meadows Golf Course, which is under the jurisdiction of the County, USCB North Campus, the Venoco Ellwood Oil Marine Terminal, and COPR. The

release of hazardous materials associated with oil and gas production, processing, and transport may result in significantly adverse impacts if conditions or risks described by County and CEQA Thresholds exist or occur. Prior to new development or redevelopment in Area D, an environmental review would be required, including a hazardous materials database search and field reconnaissance.

Existing Policy That Would Reduce Impact 4.7-3. The following policy should ensure that the community is protected from exposure to residual contamination:

- Policy SE 10: Hazardous Materials and Facilities
  - SE 10.1: Identification of Hazardous Materials Facilities
  - SE 10.3: Hazard Assessment Required for Hazardous Materials Facilities
  - SE 10.4: Prohibition on New Facilities Posing Unacceptable Risks
  - SE 10.5: Restriction on Residential Development near Hazardous Facilities
  - SE 10.6: Responsibility for Cleanup by Responsible Party
  - SE 10.7: Identification, Transport, and Disposition of Potentially Contaminated Soil

Impact 4.7-4. Surface Water
Surface water quality could be adversely affected by ordinary use or spills of hazardous materials used during site grading and construction activities. Fuels, solvents, paint, and other similar substances used during grading and construction could adversely impact local surface water quality if they were spilled directly into the runoff drainage system. Impacts to water quality associated with spills of such materials would be considered potentially significant.

Policies That Would Reduce Impact 4.7-4. Implementation of SWPPPs and SPCC Plans as discussed in the GP/CLUP would greatly reduce the impact to the environment of any spills. These plans would help minimize the potential for spills of hazardous materials in drainages and creeks. In addition, implementation of the following policies identified in the Conservation Element of the GP/CLUP would ensure that construction impacts on surface water quality resulting from Plan implementation would be less than significant.

- Policy CE 1: Environmentally Sensitive Habitat Area Designations and Policy
  - CE 1.1: Definition of Environmentally Sensitive Habitat Areas
  - CE 1.2: Designation of Environmentally Sensitive Habitat Areas
  - CE 1.3: Site-Specific Studies and Unmapped ESHAs
  - CE 1.4: Illegal Destruction of ESHAs
  - CE 1.5: Corrections to Map of ESHAs
  - CE 1.6: Protection of ESHAs
  - CE 1.7: Mitigation of Impacts to EHSAs
  - CE 1.8: ESHA Buffers
  - CE 1.9: Standards Applicable to Development Projects
  - CE 1.10: Management of ESHAs
- Policy CE 2: Protection of Creeks and Riparian Areas
  - CE 2.1: Designation of Protected Creeks

- CE 2.2: Streamside Protection Areas
- CE 2.3: Allowable Uses and Activities in Streamside Protection Areas
- CE 2.4: Dedication of Easements or Other Property Interests
- CE 2.5: Maintenance of Creeks as Natural Drainage Systems
- CE 2.6: Restoration of Degraded Creeks

- Policy CE 3: Protection of Wetlands
  - CE 3.1: Definition of Wetlands
  - CE 3.2: Designation of Wetland ESHAs
  - CE 3.3: Site-Specific Wetland Delineations
  - CE 3.4: Protection of Wetlands
  - CE 3.5: Wetland Buffer Areas
  - CE 3.6: Mitigation of Wetland Fill
  - CE 3.7: Lagoon Protection
  - CE 3.8: Vernal Pool Protection
- Policy CE 10: Watershed Management and Water Quality
  - CE 10.1: New Development and Water Quality
  - CE 10.2: Siting and Design of New Development
  - CE 10.3: Incorporation of Best Management Practices for Stormwater Management
  - CE 10.4: New Facilities
  - CE 10.5: Beachfront and Blufftop Development
  - CE 10.6: Stormwater Management Requirements
  - CE 10.7: Drainage and Stormwater Management Plans
  - CE 10.8: Maintenance of Stormwater Management Facilities
  - CE 10.9: Landscaping to Control Erosion

Class III Impacts

Short-Term Impacts

There are no short-term Class III impacts related to hazards and hazardous materials associated with the service area/sphere of influence.

Long-Term Impacts

Impact 4.7-5. Airport

Areas A and D, and a portion of Area B, are contained within the influence area of the Santa Barbara Municipal Airport. Within the influence area, the areas underneath the takeoff and landing paths have the greatest risk. A considerable portion of Area A is under the takeoff and landing path on the east end of the airport. The safety areas at each end of runway 7-25 (east-west) are 200 feet long on the east end and 300 feet long on the west end (SBA website, 2006), and therefore do not meet the current FAA standard of 1,000 feet. Although this adds to the inherent risk associated with takeoff and landing routes, the subject area is principally

characterized by agriculture land uses. Such land uses correspond to low population density, so that potential hazards are less than significant.

Impact 4.7-6. Exposure of Populated Areas to Oil and Gas Pipelines
Impacts would be similar to those described under Impact 3.7-10. The potential for pipelines to exist in the service area is high. This is especially true for Subarea D, which contains about 3.7 miles of pipeline between EMT and EOF. The same mitigation measures proposed under Impact 3.7-10 would apply.

Class IV Impacts
There are no short- or long-term Class IV impacts related to hazards or hazardous materials associated with the service area/sphere of influence.

4.7.3.4 Cumulative Impacts

Cumulative impacts are the same as those identified in Section 3.7, "Hazards and Hazards Materials."

4.7.3.5 Mitigation

Modifications to Proposed General Plan Policies
No modifications are required.

Other Mitigation
No additional mitigation is identified.

4.7.3.6 Residual Impacts

Residual impacts are the same as those identified in Section 3.7, "Hazards and Hazardous Materials."

4.8 POPULATION AND HOUSING

4.8.1 Existing Conditions

The following section describes the existing population and housing setting in relation to the potential future service area/sphere of influence.

Subarea A
Area A is currently under agricultural use. A portion of the area lies within Santa Barbara County census tract 30.01, block group 2, block 2003. According to the 2000 Census Data, there are currently 416 people and approximately 201 housing units within the block group (U.S. Census Bureau, 2000a and 2000b). However, based upon aerial photography and personal knowledge of the area, it appears that no housing units exist within Subarea A (Loyst 2006; Google Earth 2006). This area was included within the Goleta CDP and is considered part of the Goleta Valley; refer to Section 3.8 for additional information on employment and other economic data.

Subarea B

Existing land uses in Area B are residential, agricultural, and recreation/open space. A portion of the area lies census tracts 29.13, block groups 1 and 2, within Santa Barbara County. According to the 2000 Census Data, there are approximately 3,129 people and 1,213 housing units within the two block groups (U.S. Census Bureau 2000c and 2000d). This area was included within the Goleta CDP; refer to existing setting for additional information related to population, housing, and employment.

Subarea C

Existing land uses in Area C are residential, agricultural, and recreation/open space. A portion of the subarea lies within census tract 29.07, block groups 1 and 3, within Santa Barbara County. According to the 2000 Census Data, there are 7,445 people and 911 housing units within the two block groups (U.S. Census Bureau 2000e and 2000f). This area was included within the Goleta CDP and is considered part of the Goleta Valley; refer to existing setting for additional information housing, employment, and economic data.

Subarea D

Existing land uses in Area D include the Ocean Meadows Golf Course, UCSB North Campus, the Venoco Ellwood Oil Marine Terminal, and the COPR area. A portion of the subarea lies within Santa Barbara County census tract 29.04, block group 4, block 4003. According to the 2000 Census Data, there are approximately 541 people and 206 housing units within block 4003 (U.S. Census Bureau 2000g and 2000h). The entire subarea, with the exception of the COPR area, was included within the Goleta CDP; refer to existing setting for additional information related to employment.

Area D is located within the Joint Proposal area for the Ellwood-Devereux Coast. This proposed land development includes the Santa Barbara Development Partnership Residential Development at the Santa Barbara Shores Park property in Goleta, student and faculty housing on UCSB's North and West Campus properties, and a residential development on Ocean Meadows Golf Course under the jurisdiction of the County of Santa Barbara (County of Santa Barbara, 2005).

As part of the Joint-Proposal for the Ellwood-Devereux area, the County prepared an EIR in 2004 for the Ocean Meadows Residences and Open Space Project. The project includes the development of 32 single-family dwellings, 21 condominium units and two employee dwellings on 9.5 acres of the existing approximately 70-acre Ocean Meadows Golf Course property. Construction of these housing units would increase the residential population by 168 persons. The project also includes rezoning approximately 63 acres of the Ocean Meadows Golf Course property from Planned Residential Development (PRD) to Recreation (REC) to provide long-term protection of the existing recreational use (County of Santa Barbara, 2004a).

Another EIR was prepared by UCSB for the Joint-Proposal area for the UCSB North Campus area. The Faculty and Family Student Housing, Open Space Plan, and LRDP Amendment EIR was prepared in 2004 and allows for the development of 236 units of faculty housing and 151 units of family student housing, which would increase the residential population of the project area by approximately 1,003 new persons, including 612 persons residing in the faculty housing and 391 residing in the family student housing. According to the EIR, the proposed residential development would provide housing for faculty and students that would be enrolled or employed at UCSB even without the proposed project, and neither employment nor enrollment at UCSB would increase as a result of the proposed project (USCB, 2004).

Subarea E
The existing land use in Area E consists solely of the Glen Annie Golf Course. A portion of the subarea lies within Census tract 29.10, block group 1, block 1000. This area was not included in the Goleta CDP. According to the 2000 Census, there are 593 persons and 185 housing units within this block (U.S. Census Bureau, 2000i and 2000j). Based on aerial photography, none of the housing units are within the Sub area E (Loyst 2006; Google Earth 2006).

Assessor Parcel data based on 2000 US Census data was used to estimate the existing population for all the service area (JDL mapping 2006). The data indicated that there are approximately 4,285 residents in the future service area. The projects proposed in the Ellwood-Devereux Joint-Proposal area would add approximately 1,171 people to the estimated 2000 service area population.

4.8.2 Regulatory Framework

Federal, state, and local regulations for the service area/sphere of influence are the same as those presented in Section 3. 8, "Population and Housing."

4.8.3 Project Impacts and Mitigation

4.8.3.1 Thresholds of Significance

Thresholds of significance for the service area/sphere of influence are the same as those presented in Section 3.8, "Population and Housing."

4.8.3.2 Discussion of Relevant GP/CLUP Policies

GP/CLUP Policies for the service area/sphere of influence are the same as those identified in Section 3.8, "Population and Housing."

4.8.3.3 Impacts and Mitigation

Class I Impacts
There are no short- or long-term Class I impacts related to population and housing associated with the service area/sphere of influence.

Class II Impacts

Short-Term Impacts
Short-term Class II impacts related to population and housing associated with the service area/sphere of influence are the same as those identified in Section 3.8, "Population and Housing."

Long-Term Impacts
There are no long-term Class II impacts related to population and housing associated with the service area/sphere of influence.

Class III Impacts

Short-Term

There are no short-term Class III impacts related to population and housing associated with the service area/sphere of influence.

Long-Term

Impact 4.8-1. Increased Population Would Generate the Need for Additional Housing and Jobs, Which Would Result in the Physical Alteration of Vacant and Previously Disturbed Land Within the Service Areas

Annexation of Areas B, C, and D would result in the addition of about 5,450 people to the City; however, this increase has been projected on site and is considered in local population and housing estimates (the service areas are accounted for in the Goleta CDP and employment and economic data for the Goleta Valley). These areas are also included in the regional growth forecasts and plan. Annexation of the service areas would not directly or indirectly induce substantial population growth in the City since most of the population in the service areas is accounted for in existing population and housing estimates, and future population growth is accounted for in regional growth forecasts and plans; therefore, impacts are considered less than significant.

No impacts to population and housing would occur with annexation of Areas A and E, since the proposed land use designations under the Goleta GP/CLUP are consistent with the County's existing land use.

Long-Term Impacts

Impact 4.8-2. Annexation of the Services Areas Would Not Result in the Displacement of a Substantial Number of People or Existing Homes

No impacts would occur with annexation of the service area, since the proposed land use designations under the Goleta GP/CLUP are consistent with the County's existing land uses. Existing land uses will remain until land use changes would occur through voluntary means and through private redevelopment efforts. As such, annexation of the service area would not displace a substantial number of people or existing homes. No mitigation measures are required.

Class IV Impacts

There are no short- or long-term impacts.

4.8.3.4 Cumulative Impacts

Cumulative impacts are the same as those identified in Section 3.8, "Population and Housing."

4.8.3.5 Mitigation

Modifications to Proposed General Plan Policies

No modifications are required.

Additional Mitigation

No additional mitigation is identified.

4.8.3.6 Residual Impacts

There would be no residual impacts.

4.9 WATER RESOURCES

4.9.1 Existing Conditions

The following section describes the existing water resources setting in relation to the potential future Goleta service area/sphere of influence. Existing water quality conditions of the creeks in or adjacent to the five subareas are described in Section 3.9, "Water Resources." All future service areas overlie the Goleta Groundwater Basin and are served by the Goleta Water District. There is no known available information regarding a detailed analysis of area-specific groundwater conditions. A basinwide description has been provided in Section 3.9. The geographic area addressed in the City's 2006 WSA is the existing City boundary.

Subarea A
Goleta Slough borders Area A to the south and partly to the west. Atascadero Creek meanders westward near the southern portion of Area A until its confluence with Goleta Slough. According to FEMA's Flood Insurance Rate Maps (FIRMs), most of Area A is located outside of the 100-year flood zone. However, some areas around Atascadero Creek and Maria Ygnacia Creek, and other portions of Area A, are located in areas having a 1 percent annual chance of flooding (i.e. 100-year flood zone).

Subarea B
Maria Ygnacia Creek meanders south along the eastern portion of Areas B and C. San Jose Creek meanders south along and through the western portion of Areas B and C. Most of Area B is located in Zone X and are outside of the 100-year flood zone, with the exception of a few, very small areas.

Subarea C
Surface water resources and flood risk in Area C are similar to that of Area B.

Subarea D
Devereux Slough is located just to the east of Area D, and Devereux Creek drains down through the northern portion of Area D until its confluence with Devereux Slough. Some small sections of Area D are also subject to the 100-year flood zone, especially around Devereux Slough.

Subarea E
Glen Annie Creek is the primary surface water feature along the eastern portion of Area E. Flood risk is similar to that of Area D.

4.9.2 Regulatory Framework

Federal, state, and local regulations for the service area/sphere of influence are the same as those presented in Section 3.9, "Water Resources."

4.9.3 Service Area Impacts and Mitigation

4.9.3.1 Thresholds of Significance

Thresholds of significance for the service areas are the same as those presented in Section 3.9, "Water Resources."

4.9.3.2 Discussion of Relevant GP/CLUP Policies

GP/CLUP Plan Policies for the service area/sphere of influence are the same as those identified in Section 3.9, "Water Resources."

3.9.3.3 Service Area Impacts

Class I Impacts

There are no short- or long-term Class I impacts related to water resources associated with the service area/sphere of influence.

Class II Impacts

Short-Term Impacts

Short-term Class II impacts related to water resources associated with the service area/sphere of influence are the same as those identified in Section 3.9, "Water Resources."

Long-Term Impacts

It is not anticipated that annexation of the service area/sphere of influence would result in an increased water demand since these areas are currently developed and served by the GWD. In addition, no changes in land use are anticipated upon annexation. Future water demand for these areas are included in the basinwide calculation of existing and future water demands available in Section 3.9, "Water Resources." As indicated in Table 3.9-3, sufficient water supplies would be available during all water year types to meet GWD's projected demands.

Water demand for the future development proposed in Area D was analyzed in earlier EIRs prepared for the projects in 2004. According the EIRs, the Ocean Meadows Residence and Open Space Plan would increase water demand by 14 acre-feet per year (AFY) and 80.2 AFY for the Faculty and Family Student Housing, Open Space Plan, and LRDP Amendment Project. As indicated in the EIRs, the GWD has adequate water supplies to support current and all anticipated demand within the GWD service area through 2020 (County of Santa Barbara 2004a; USCB 2004). Long-term Class II impacts related to water resources associated with the service area/sphere of influence are the same as those identified in Section 3.9, "Water Resources."

Class III Impacts

Short-Term Impacts

There are no short-term Class III impacts.

Long-Term Impacts
Long-term Class III impacts related to water resources associated with the service area/sphere of influence are the same as those identified in Section 3.9, "Water Resources."

Class IV Impacts
There are no short- or long-term Class IV impacts.

4.9.3.4 Cumulative Impacts

Cumulative impacts are the same as those identified in Section 3.9, "Water Resources."

4.9.3.5 Mitigation

Modifications to Proposed General Plan Policies
No modifications are required.

Additional Mitigation
No additional mitigation is identified.

4.9.3.6 Residual Impacts

Residual impacts are the same as those identified in Section 3.9, "Water Resources."

4.10 LAND USE AND RECREATION

4.10.1 Existing Conditions

The following section describes the existing land use and recreation setting in relation to the potential future Goleta service area/sphere of influence.

4.10.1.1 Land Use Settings

Subarea A
Existing land uses, the County zoning designation, and the City's proposed land use designation in Subarea A are Agriculture. The St. Athenasius Church complex has been approved by the County on a parcel within this area, but had not been constructed as of early 2006.

Subarea B
Existing land uses in Subarea B are residential, agricultural, and recreation/open space. County zoning designations include Residential, Recreation, Commercial, and Agriculture. The City's proposed land use designations are Residential, Agriculture, Public/Quasi-Public, and Open Space/Passive Recreation.

Subarea C
Existing land uses in Subarea C are residential, agricultural, and recreation/open space. County zoning designations include Residential, Recreation, and Agriculture. The City's proposed land use designations are Residential, Agriculture, and Open Space/Passive Recreation.

Subarea D
Existing land uses in Subarea D include the Ocean Meadows Golf Course, UCSB North Campus, the Venoco Ellwood Oil Marine Terminal, and the COPR area. Area D is located within the Joint Proposal area for the Ellwood-Devereux Coast, which is a collaborative effort by the City of Goleta, UCSB, City of Santa Barbara, and the County of Santa Barbara to preserve about 665 acres of open space for habitat, passive recreation, and public access (County of Santa Barbara, 2005). The approved land development includes the Santa Barbara Development Partnership Residential Development at the Santa Barbara Shores Park property in Goleta, student and faculty housing on UCSB's North and West Campus properties, and a residential development on Ocean Meadows Golf Course under the jurisdiction of the County of Santa Barbara (County of Santa Barbara, 2005). EIRs were prepared for each of the projects and approved prior to preparation of the GP/CLUP. The City intends to adopt the existing land use designations for the areas. The proposed land use designations include Planned Residential, Open Space/Active Recreation, and Open Space/Passive Recreation.

Subarea E
Existing land uses in Subarea E consist solely of the Glen Annie Golf Course. The County zoning designation is Agriculture. The City's proposed land use designation is Open Space/Active Recreation, to reflect the existing golf course use.

4.10.2 Regulatory Framework

Federal, state, and local regulations for the service areas are the same as those presented in Section 3.10, "Land Use and Recreation."

4.10.3 Project Impacts and Mitigation

4.10.3.1 Thresholds of Significance

Thresholds of significance for the service area/sphere of influence are the same as those presented in Section 3.10, "Land Use and Recreation."

4.10.3.2 Discussion of Relevant GP/CLUP Policies

GP/CLUP Policies for the service area/sphere of influence are the same as those identified in Section 3.10, "Land Use and Recreation."

4.10.3.3 Impacts and Mitigation

Class I Impacts
There are no short- or long-term Class I impacts related to land use and recreation associated with the service area/sphere of influence.

Class II Impacts

Short-Term Impacts
There are no short-term Class II impacts.

Long-Term Impacts
Impact 4.10-1. Potential Conflict with Other Applicable Land Use Policies and/or Regulations Due To Buildout of Future Service Area Land Uses, Transportation Improvements, and Public Facilities

The future service area/sphere of influence includes lands within the jurisdiction of the County of Santa Barbara, UCSB, California Coastal Commission, and a variety of special districts. Limited buildout of future service area/sphere of influence land uses may have the potential to conflict with policies and/or regulations of the other agencies that maintain full or partial jurisdiction within those service areas. Of specific concern are the locations of Service Areas A, and D with respect to the Santa Barbara Municipal Airport RPZs, as follows:

- **Area A:** The southern portion of Area A is within a Runway Protection Zone (RPZ) for the Santa Barbara Municipal Airport. The proposed land use designation of Area A, Agriculture, is consistent with the regulations and restrictions for land uses within the RPZ.
- **Area D:** Portions of Area D are within the RPZ. The proposed land use designation of the portion of Area D located within the RPZ is planned residential. Because this portion of the Area D is not located within one mile of the runway end, residential uses would not conflict with the regulations and restrictions for land uses within the RPZ. Proposed land uses of the remaining portions of Subarea D are planned residential, recreation, and open space/passive recreation. These land uses are not anticipated to include uses that which would result in large concentrations of people, such as schools, hospitals, apartment blocks, or shopping centers beneath "downwind and base legs or departure paths" of frequently used traffic patterns.

Policies That Would Reduce Impact 4.10-1. The implementation of proposed GP/CLUP policies listed under Impact 3.10-3 would reduce potential impacts to less-than-significant.

Class III Impacts

Short-Term Impacts
There are no short-term Class III impacts related to land use and recreation associated with the service area/sphere of influence.

Long-Term Impacts
Impact 4.10-2. Conflict with Any Applicable Habitat Conservation Plan or Natural Community Conservation Plan Due To Buildout of Future Service Area Land Uses

The California Coastal Act requires that Environmentally Sensitive Habitat Areas (ESHA) be protected; therefore, any land uses proposed within the Coastal Zone must comply with the Coastal Zone policies that protect ESHAs. Area D is located within the Coastal Zone and County LCP area. Buildout of Area D land uses therefore have the potential to conflict with Coastal Zone policies that protect ESHAs. However, impacts were previously considered in the EIRs prepared for the projects. No additional development other than what has been previously approved is proposed in this area; therefore, no additional impacts are anticipated. No mitigation is required.

Class IV Impacts
There are no short- or long-term Class IV impacts related to land use and recreation associated with the service area/sphere of influence.

4.10.3.4 Cumulative Impacts

Cumulative impacts are the same as those identified in Section 3.10, "Land Use and Recreation."

4.10.3.5 Mitigation

Modifications to Proposed General Plan Policies
No modifications are required.

Additional Mitigation
No additional mitigation is identified.

4.10.3.6 Residual Impacts

There would be no residual impacts.

4.11 NOISE

The following section describes the existing noise setting in relation to the potential future Goleta service area/sphere of influence.

4.11.1 Existing Conditions

Existing land uses in each of the subareas are described in Section 3.10, "Land Use and Recreation." Figures 3.11-1 and 3.11-2 indicate how noise from roadways, the railroad, and the airport affects each of the subareas. Although noise monitoring was not conducted in the future service area for this GP/CLUP EIR, noise levels measured at monitoring locations in nearby areas are representative of noise levels in the service area as follows (refer to Figure 3.11-1 and 3.11-2 for measurement position numbers):

Subarea A
- Positions 23, 24, and 25

Subarea B
- Positions 20, 21, and 22

Subarea C
- Positions 13, 14, 17, and 18

Subarea D
- Positions 30, 31, and 32

Subarea E

- Positions 3, 4, and 6

4.11.2 Regulatory Framework

Federal, state, and local regulations for the service area/sphere of influence are the same as those presented in Section 3.11, "Noise."

4.11.3 Project Impacts and Mitigation

4.11.3.1 Thresholds of Significance

Thresholds of significance for the service area/sphere of influence are the same as those presented in Section 3.11, "Noise."

4.11.3.2 Discussion of Relevant GP/CLUP Policies

GP/CLUP Plan Policies for the service area/sphere of influence are the same as those identified in Section 3.11, "Noise."

4.11.3.3 Impacts and Mitigation

Class I Impacts

There are no short- or long-term Class I impacts related to noise associated with the service area/sphere of influence.

Class II Impacts

There are no short- or long-term Class II impacts related to noise associated with the service area/sphere of influence.

Class III Impacts

Short- and long-term Class III impacts related to noise for the service area/sphere of influence are the same as those identified in Section 3.11, "Noise."

Class IV Impacts

There are no short- or long-term Class IV impacts related to noise associated with the service area/sphere of influence.

4.11.3.4 Cumulative Impacts

Cumulative impacts are the same as those identified in Section 3.11, "Noise."

4.11.3.5 Mitigation

Modifications to Proposed General Plan Policies

No modifications are required.

Additional Mitigation
No additional mitigation is identified.

4.11.3.6 Residual Impacts

There would be no residual impacts.

4.12 PUBLIC SERVICES AND UTILITIES

4.12.1 Existing Conditions

The following section describes the existing public services and utilities setting in relation to the potential future Goleta service area/sphere of influence.

Subarea A
Area A is currently unincorporated County land. Public service and utility providers include the County Sheriff's Department, County Fire Department, Santa Barbara public library system, Goleta Water District, Goleta Sanitation District, Tajiguas Landfill, Southern California Edison, The Gas Company, and the Goleta Union Elementary and Santa Barbara High School Districts.

Subarea B
Public service and utility providers for Area B are the same as those identified for Area A.

Subarea C
Public service and utility providers for Area C are the same as those identified for Area A. In addition, Mountain View Elementary School (part of the Goleta Union Elementary School District) is located in Area C. Students from Mountain View subsequently attend either Goleta Junior High School or La Colina Junior High School.

Subarea D
Public service and utility providers for Area D are the same as those identified for Area A, with the exception of wastewater service, which is provided by the Goleta West Sanitation District.

Subarea E
Public service and utility providers for Area E are the same as those identified for Area D.

4.12.2 Regulatory Framework

Federal, state, and local regulations for the service area/sphere of influence are the same as those presented in Section 3.12, "Public Services and Utilities".

4.12.3 Project Impacts and Mitigation

4.12.3.1 Thresholds of Significance

Thresholds of significance for the service area/sphere of influence are the same as those presented in Section 3.12, "Public Services and Utilities".

4.12.3.2 Discussion of Relevant GP/CLUP Policies

GP/CLUP policies for the service area/sphere of influence are the same as those identified in Section 3.12, "Public Services and Utilities".

4.12.3.3 Impacts and Mitigation

Class I Impacts

Short-Term Impacts
There would be no short-term Class I Impacts.

Long-Term Impacts
There would be no long-tern Class I Impacts.

Class II Impacts

Short-Term Impacts
There would be no short-term Class II impacts.

Long-Term Impacts
Long-term Class II impacts related to public services and utilities associated with the service areas are the same as those identified in Section 3.12, "Public Services and Utilities."

Class III Impacts

Impact 4.12-1. Exceedance of Capacity of Landfills to Accommodate Additional Solid Waste Stream

Future annexation of the service area/sphere of influence would slightly increase the daily volume of solid waste generated within the City; however, impacts are not considered significant since all nonhazardous solid waste in the services areas are currently handled by the Tajiguas Landfill. The County of Santa Barbara Public Works Department has indicated that regional landfill capacity in the County system is adequate, and that the Taiguas Landfill has a permitted capacity of 23,300,000 cubic yards with an estimated closing date of 2020 (UCSB 2004). Implementation of Policy PF 9: Coordination of Facilities with Future Development would limit development in the event that landfill capacity is achieved. The objective of the policy is to ensure that land use decisions are based on the planned capacity of capital facilities and that such facilities are provided when they are needed to support new development. Implementation of this policy and subpolicies would ensure impacts remain less than significant.

Class IV Impacts

There would be no short- or long-term Class IV impacts.

4.12.3.4 Cumulative Impacts

Cumulative impacts are the same as those identified in Section 3.12, "Public Services and Utilities."

4.12.3.4 Mitigation

Modifications to Proposed General Plan Policies
No modifications are required.

Additional Mitigation
No additional mitigation is identified.

4.12.3.6 Residual Impacts

There would be no residual impacts.

4.13 TRANSPORTATION AND CIRCULATION

4.13.1 Existing Conditions

The following section describes the existing transportation and circulation setting in relation to the potential future Goleta service area/sphere of influence.

The transportation setting in the service area/sphere of influence is similar to that of the City as described in Section 3.13. Listed below are the traffic analysis intersections located within or adjacent to the five subareas within the proposed sphere of influence. Their jurisdiction and existing LOS is also provided.

Subarea A
- Hollister Avenue/SR-217 SB Ramp—Goleta—LOS C (V/C = 0.79)
- Hollister Avenue/SR-217 NB Ramp—Goleta—LOS B (V/C = 0.68)
- Hollister Avenue/Patterson Avenue—Goleta—LOS C (V/C = 0.79)

Subarea B
- Cathedral Oaks/Cambridge Drive—Goleta—on border with Area C (see following section)
- Cathedral Oaks/Kellogg Avenue—County—on border with Area C (see following section)
- Cathedral Oaks/Patterson Avenue—County—on border with Area C (see following section)

Subarea C
- Cathedral Oaks/Cambridge Drive—Goleta—LOS A (V/C = 0.31)—on border with Area B
- Cathedral Oaks/Kellogg Avenue—County—LOS A (V/C = 0.37)—on border with Area B
- Cathedral Oaks/Patterson Avenue—County—LOS B (V/C = 0.63)—on border with Area B
- Patterson Avenue/University Drive—County—LOS A (V/C = 0.52)

- Patterson Avenue/Calle Real—County—LOS A (V/C = 0.59)
- Patterson Avenue/US-101 NB Ramp—Goleta—LOS C (V/C = 0.72)
- Patterson Avenue/US-101 SB Ramp—Goleta—LOS D (V/C = 0.89) [Exceeds standard of LOS C]

Subarea D

- Storke Road/Phelps Road—Goleta—LOS A (V/C = 0.42)
- El Colegio/Storke Road—County—LOS B (V/C 0.65)

Subarea E

- Cathedral Oaks/Glen Annie Road—Goleta—LOS B (V/C = 0.62)
- Cathedral Oaks/Alameda Avenue—Goleta—LOS A (V/C = 0.46)

Listed below are the traffic analysis roadway segments located within or adjacent to the service area/sphere of influence. Their jurisdiction and existing LOS is also provided.

Subarea A

- Hollister Avenue, west of Patterson Avenue—Existing ADT 17,800, which is under LOS C threshold of 34,000 at this location

Subarea E

- Cathedral Oaks, west of Glen Annie— Existing ADT 9,700, which is under LOS C threshold of 14,300 at this location

4.13.2 Regulatory Framework

Federal, state, and local regulations for the service areas are the same as those presented in Section 3.13, "Transportation and Circulation."

4.13.3 Project Impacts and Mitigation

4.13.3.1 Thresholds of Significance

Level of Service (LOS) standards are used to evaluate the transportation impacts of long-term growth. In order to monitor roadway operations, cities and counties adopt standards by which the minimum acceptable roadway operating conditions are determined. The City of Goleta has adopted a standard of LOS C, which is applied citywide to major arterials, minor arterials, collector roadways, and signalized intersections. The City's LOS standard is more stringent than the SBCAG's regional Congestion Management Program (CMP) standard of LOS D—which applies to City intersections designated as part of the CMP system.

Other thresholds of significance for the service areas are the same as those presented in Section 3.13, "Transportation and Circulation."

4.13.3.2 Discussion of Relevant GP/CLUP Policies

GP/CLUP policies for the service area/sphere of influence are the same as those identified in Section 3.13, "Transportation and Circulation."

4.13.3.3 Impacts and Mitigation

Class I Impacts

Class I impacts are classified as significant adverse impacts that cannot be feasibly mitigated or avoided. For the Transportation Element, significant impacts are defined at locations where: (1) the adopted LOS standard is exceeded; and/or (2) the significance thresholds summarized in Table 3.13-5 are violated. To be classified as a Class I impact, no feasible mitigation can be identified.

Short-Term Impacts

No short-term Class I transportation/circulation impacts have been identified that would result from implementation of the 2030 Proposed Land Use in the service area/sphere of influence.

Long-Term Impacts

Impact 4.13-1. Exceed, Either Individually or Cumulatively, a LOS Standard Established by Local Jurisdictions for Designated Roadways or Highways

One long-term Class I transportation impact has been identified on the border between Area B and Area C:

- Cathedral Oaks/Patterson Avenue—LOS C (V/C = 0.72) projected under the Proposed Land Use Plan (GP-10), which exceeds the existing LOS B (V/C = 0.63) but would not be considered significant because it does not exceed thresholds defined in Table 3-13-5. LOS D is expected under cumulative conditions with implementation of recommended transportation improvements (GP-7), which would exceed the current adopted standard of LOS C at this location. This would be considered a significant and unavoidable (Class I) transportation impact.

Class II Impacts

Class II impacts are classified as significant adverse impacts that can be feasibly mitigated or avoided. For the Transportation Element, significant impacts are defined at locations where: (1) the adopted LOS standard is exceeded; and/or (2) the significance thresholds summarized in Table 3.13-5 are violated. To be classified as a Class II impact, a significant impact is identified under unmitigated conditions, but the impact is reduced to less-than-significant levels with implementation of transportation improvement or policy mitigation measures.

Short-Term Impacts

No short-term Class II transportation/circulation impacts have been identified that would result from implementation of the Proposed Land Use Plan.

Long-Term Impacts

Impact 4.13-2. Exceed, Either Individually or Cumulatively, a LOS Standard Established by Local Jurisdictions for Designated Roadways or Highways

The following long-term Class II transportation impacts have been identified for the 2030 Proposed Land Use Plan (GP-10):

Subarea A

- Hollister Avenue/SR-217 SB Ramp—LOS E is projected under the 2030 Proposed Land Use Plan (GP-10), which exceeds the existing LOS C. Improvement to LOS C is expected with implementation of planned transportation improvements (GP-7).
- Hollister Avenue/Patterson Avenue—LOS D is projected under the 2030 Proposed Land Use Plan (GP-10), which exceeds the existing LOS C. Improvement to LOS C is expected with implementation of planned transportation improvements (GP-7).

Subarea C

- Patterson Avenue/US-101 NB Ramp— LOS D projected under the 2030 Proposed Land Use Plan (GP-10), which exceeds the existing LOS C. Improvement to LOS C is expected with implementation of planned transportation improvements (GP-7), with a V/C increase of 0.04 over existing.
- Patterson Avenue/US-101 SB Ramp— LOS F projected under the 2030 Proposed Land Use Plan (GP-10), which exceeds the existing LOS D. Improvement to LOS C is expected with implementation of planned transportation improvements (GP-7).

Class III Impacts

For transportation and circulation, Class III impacts (adverse but less than significant) have been identified at locations where traffic volumes are expected to increase as a result of the proposed project, but neither the City LOS standards nor will the threshold criteria defined in Table 3.13-5 would be exceeded.

Short-Term Impacts

No short-term Class III transportation/circulation impacts have been identified that would result from implementation of the 2030 Proposed Land Use Alternative.

Long-Term Impacts

Impact 4.13-3. Exceed, either individually or cumulatively, a LOS standard established by local jurisdictions for designated roadways or highways

The following long-term Class III transportation impacts have been identified for the 2030 Proposed Land Use Plan (GP-10):

Subarea A

- Hollister Avenue/SR-217 NB Ramp— Intersection projected to operate at LOS B (V/C = 0.70) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.02 over the existing condition. LOS A is projected at this location with implementation of planned transportation improvements (GP-7).
- Hollister Avenue, west of Patterson Avenue—Increase in ADT is projected to result from the 2030 Proposed Land Use Plan, compared to existing conditions. However, with implementation of planned transportation improvements, ADT is projected to be under the LOS C thresholds.

Subarea B

- Cathedral Oaks/Cambridge Drive—On the border with Area C (see following section).
- Cathedral Oaks/Kellogg Avenue—On the border with Area C (see following section).

Subarea C

- Cathedral Oaks/Cambridge Drive— Intersection projected to operate at LOS A (V/C = 0.35) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.04 over the existing condition. LOS A (V/C = 0.36) is projected at this location with implementation of planned transportation improvements (GP-7). The expected V/C increase of 0.05 over the existing condition is less than the significance threshold defined in Table 3.13-5. (On the border with Service Area B.)
- Cathedral Oaks/Kellogg Avenue— Intersection projected to operate at LOS A (V/C = 0.39) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.02 over the existing condition. LOS A (V/C = 0.41) is projected at this location with implementation of planned transportation improvements (GP-7). The expected V/C increase of 0.04 over the existing condition is less than the significance threshold defined in Table 3.13-5. (On border with Service Area B.)
- Patterson Avenue/University Drive— LOS B projected under Proposed Land Use Plan (GP-10), which exceeds the existing LOS A (V/C = 0.63). LOS C (V/C = 0.71) is expected under cumulative conditions with implementation of planned transportation improvements (GP-7). The expected V/C increase of 0.08 over the existing condition is less than the significance threshold defined in Table 3.13-5.
- Patterson Avenue/Calle Real— Intersection projected to operate at LOS B (V/C = 0.65) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.06 (from LOS A) over the existing condition. LOS B (V/C = 0.69) is projected at this location with implementation of planned transportation improvements (GP-7). The expected V/C increase of 0.10 over the existing condition is less than the significance threshold defined in Table 3.13-5.

Subarea D

- Storke Road/Phelps Road— Intersection projected to operate at LOS A (V/C = 0.46) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.04 over the existing condition. LOS A (V/C = 0.57) is projected at this location with implementation of planned transportation improvements (GP-7). The expected V/C increase of 0.15 over the existing condition is less than the significance threshold defined in Table 3.13-5.

Subarea E

- Cathedral Oaks/Glen Annie Road— Intersection projected to operate at LOS B (V/C = 0.69) under the 2030 Proposed Land Use Plan (GP-10), with an expected increase in V/C of 0.07 over the existing condition. Improvement to LOS B (V/C = 0.66) is expected with implementation of planned transportation improvements (GP-7). The expected V/C increase of 0.04 over the existing condition is less than the significance threshold defined in Table 3.13-5.
- Cathedral Oaks/Alameda Avenue— Intersection projected to operate at LOS A (V/C = 0.51) under the 2030 Proposed Land Use Plan (GP-10), with an expected decrease in V/C of 0.05 over the existing condition. Improvement to LOS A (V/C = 0.45) is expected with implementation of planned transportation improvements (GP-7).

- Patterson Avenue/University Drive—The intersection is projected to operate at LOS C under the 2030 Proposed Land Use Plan, with an expected increase in V/C of 0.02 over the No Action land use alternative.
- Cathedral Oaks, west of Glen Annie —Increase in ADT is projected to result from the 2030 Proposed Land Use Plan, compared to existing conditions. However, with implementation of recommended transportation improvements, ADT is projected to be under the LOS C thresholds.

Class IV Impacts
For the Transportation Element, Class IV impacts are defined at locations where 2030 conditions are projected to either remain unchanged or improve, with the proposed project in place.

Short-Term Impacts
No short-term Class IV transportation/circulation impacts have been identified that would result from implementation of the 2030 Proposed Land Use Plan for the future service area/sphere of influence.

Long-Term Impacts
Class IV impacts are the same as those identified in Section 3.13, "Transportation and Circulation.

4.13.3.4 Cumulative Impacts

Cumulative impacts are the same as those identified in Section 3.13, "Transportation and Circulation."

4.13.3.5 Mitigation

Modifications to GP/CLUP Policies
No modifications are required.

Other Mitigation
No additional mitigation is identified.

4.13.3.6 Residual Impacts

Residual impacts are the same as those identified in Section 3.13, "Transportation and Circulation."