Final
Environmental Impact Report for Station 3 Site Acquisition and Construction

SCH Number: 2011031094

Prepared by:
Montecito Fire Protection District
595 San Ysidro Road
Santa Barbara, CA 93108

Prepared with the assistance of:
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Santa Barbara, CA 93101

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EXECUTIVE SUMMARY

OVERVIEW

This Final Environmental Impact Report (FEIR) evaluates the proposal by the Montecito Fire Protection District (MFPD) to acquire a 2.55-acre site and to construct the new MFPD Fire Station 3 in the unincorporated community of Montecito in the County of Santa Barbara, California. The proposed project would include development of a main fire station building and two support structures on a newly created 2.55-acre parcel. Supporting infrastructure would include construction of paved driveways, parking and circulation space, and connections to potable water and sewer. The project also includes landscape buffers, a habitat restoration area, and an offer for dedication of an easement to the County to reserve land for a proposed on-road trail.

In 2003, the MFPD Board of Directors identified the need to establish a new fire station to address areas in eastern Montecito that are not adequately covered by existing emergency response services. A Site Identification Study was completed in August 2008 which recommended further review of the proposed project site for the fire station (MFPD 2008). In addition, in 2014, MFPD completed a Standards of Coverage Study and Risk Assessment review which reaffirmed the need for a new fire station in eastern Montecito (MFPD 2014). This EIR considers the potential impacts of the proposed project on environmental resource areas and suggests mitigation and alternatives to avoid or reduce these impacts to a less than significant level.

PROJECT DESCRIPTION

Project Location

The project site is located at 2500 East Valley Road, on the north side of East Valley Road, east of Sheffield Drive and Romero Canyon Road, and west of Ortega Ridge Road (Figure 2-1). The project site is located on a portion of Assessor Parcel Number (APN) 155-070-008 (76.87 acres), which is owned by the Petan Company, but is reportedly for sale.

Project Objectives

The proposed project includes the following major objectives:

(1) Improve overall emergency services and response times to fires and emergencies in Montecito, especially in the community's east end.

(2) Construct a high-quality fire station with modern equipment and facilities, staffed 24 hours per day, 7 days per week by trained personnel, that is architecturally compatible with nearby homes.

(3) Coordinate throughout the design and environmental review process with concerned neighbors and interested organizations to ensure that the station location and design meet community concerns and standards.

(4) Site the station to minimize and avoid, as possible, adverse environmental impacts.

(5) Provide an Essential Public Services Building for the community to provide for resources such as shelter, food, and support of emergency equipment during disasters.

(6) Provide facilities to support training activities for MFPD personnel.

Project Characteristics

The applicant (MFPD) proposes acquisition of property and development of a District fire station (Station 3) on a site of approximately 2.55 acres located near 2500 East Valley Road in Montecito, California. Structures would include a main building containing the apparatus bay, offices and living quarters, and two supporting structures. Infrastructure would include approximately 1.07 acres of non-structural paved surfaces, including two entry/exit driveways to East Valley Road. Grading would include approximately 8,000 cubic yards (cy) of cut and approximately 600 cy of fill. The project would require approval of a Major Conditional Use Permit and a Parcel Map Waiver, and issuance of a Certificate of Compliance by the County of Santa Barbara.

ALTERNATIVES

Four alternatives, in addition to the standard "No-Project" Alternative, were selected for evaluation. Each of these considers the ability of a particular alternative to substantially reduce or eliminate the project's environmental impacts while still meeting basic project objectives. In particular, this EIR includes the following alternatives:

- *Alternative 1 – Location at Kimball-Griffith #1 Site:* Under this alternative, Station 3 would be constructed on a two or more-acre portion of this 20-acre parcel located on the south side of East Valley Road, east of Ortega Ridge Road. This site slopes relatively steeply upwards from East Valley Road with overall slopes averaging 15 to 25 percent. This parcel is currently undeveloped and is characterized by oak woodland vegetation intermixed with areas of chaparral containing mature coast live oak trees and coastal sage scrub. Construction of Station 3 at this site would require substantial grading and vegetation clearing with associated impacts to erosion, downstream sedimentation and onsite native habitats, and aesthetics. Although this site would provide direct access to an arterial, its location at the

eastern end of the community would result in longer response times as compared to the proposed project. Overall, the impacts of developing Station 3 at this site to geological hazards, air quality, biological and aesthetic resources would be substantially more severe than those associated with the proposed project. In addition, response times would incrementally increase when compared to the proposed project site.

- *Alternative 2 – Location at Birnam Wood Site:* This 2.22-acre site is located within the Birnam Wood Golf Club at the corner of Sheffield Drive and East Valley Road. The site slopes gently to the south to an intermittent drainage in the site's southeast corner. Many large trees, including native oaks and sycamores are located on site. A floodwall along East Valley Road acts as a barrier to sheet flow and sediment transport during extreme rain events. Site acquisition would be costly due to required demolition and relocation of more than 10,000 square feet (sf) of Birnam Wood Golf Club's existing maintenance facilities. In addition, this relocation could create unknown potential impacts at the selected new site for these facilities. Access to East Valley Road would require potentially expensive engineering to protect the South Coast Conduit, and address potential flooding issues as reported by the site owner. Project construction would create potentially significant impacts associated with geologic impacts due to potential exposure to fault hazards and to biological resources through removal of specimen oak trees and damage to onsite and adjacent riparian areas. Noise impacts could also be more severe. Mitigation measures required to protect these resources may limit developable area on this site. However, impacts to agricultural resources would be reduced.
- *Alternative 3 – Location at Palmer Jackson West Site:* This 17.58-acre site is located on the north (mountain) side of East Valley Road east of Sheffield Drive and west of Ortega Ridge Road. The site borders to the east a shared driveway that leads to residences. The site where Station 3 might be constructed is mostly level and slopes gently to the south, surrounded by agricultural or undeveloped land. The parcel has extensive frontage along East Valley Road (approximately 400 feet) and is part of Rancho San Carlos. Romero Creek runs north-south immediately adjacent to the western edge of the property. Impacts associated with development of Station 3 on this site are very similar to those identified for the proposed project. Greater proximity to residences would result in greater impacts from nuisance noise; however, impacts would be still be less than significant and concentrated along the East Valley Road arterial. Inferior line-of-sight to the west as compared to the proposed project could result in greater impacts to transportation; however, this may not be a major issue due to the height of the fire trucks and their resultant vantage point. The lack of screening from trees along the project frontage would increase impacts to aesthetics, but these impacts could be reduced to less than significant. In summary, some impacts would be incrementally greater than for the proposed project.

- *Alternative 4 – Location at Pines Trust Site:* This site is located on East Valley Road east of Romero Canyon Road and Sheffield Drive and west of Ortega Ridge Road. Romero Creek runs along the western edge and Picay Creek runs along the southern boundary of the property. The site currently contains one single-family residence and horse facilities. The most significant issues with potential development of Station 3 on this site would be its close proximity to the existing residences on the property, potential line-of-sight safety concerns, and disruption of the site's existing equestrian uses and facilities. Generally, impacts such as loss of prime agricultural soils are similar to those encountered on the proposed project site, except that noise would be more severe due to proximity of residential uses, and geological hazards has the potential to be more severe due to the presence of fault lines at this site.
- *No-Project Alternative:* as required by CEQA, this alternative assumes that existing conditions on the subject parcels would continue. Continuation of the existing site conditions (e.g., light agriculture) would generate no impacts to aesthetics and visual resources, agricultural resources, air quality, biological resources, cultural resources, geologic processes, hazardous materials, land use, noise, recreation, transportation and traffic, or water and flooding. However, not constructing a fire station would not result in improved fire protection services, with associated potential impacts to public health, safety and welfare. Failure to improve response times and MFPD wildfire response capabilities could create significant fire protection impacts. Because of the potential severity of such impacts, the No-Project Alternative is not considered environmentally superior.

Alternatives which were considered and discarded included alternative uses, alternative site configurations, and other sites in eastern Montecito.

Environmentally Superior Alternative

The *proposed project* was selected as the environmentally superior alternative because it would have no significant unavoidable long-term impacts, would meet all project objectives, and would address key potential impacts to public health, safety and welfare associated with fire protection services in eastern Montecito.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Tables ES-1 through ES-4 summarize the environmental impacts associated with the proposed project, proposed mitigation measures, and residual impacts. The impacts are organized by the level of impact (i.e., Class I, Class II, Class III, or Class IV impacts). Class I impacts are defined as significant, unavoidable adverse impacts that require a statement of overriding considerations to be issued per Section 15093 of the Guidelines for

Implementation of the California Environmental Quality Act (CEQA Guidelines) if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less-than-significant levels and that require findings to be made under Section 15091 of the CEQA Guidelines. Class III impacts are considered less than significant and do not require mitigation. Class IV impacts are beneficial and do not require mitigation.

Table ES-1. Class I Impacts - Significant, Unavoidable Impacts That May Not Be Fully Mitigated to Less Than Significant Level

Impacts	Mitigation Measures	Residual Impacts
No Class I Impacts would occur as a result of the proposed project.		

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated to Less Than Significant Levels		
Impacts	**Mitigation Measures**	**Residual Impacts**
3.4 BIOLOGICAL RESOURCES		
BIO-2 The proposed project would result in potentially significant (but mitigable) adverse affects to coast live oaks as a result of project grading, detention basin development and other construction activities causing damage to existing oaks, the removal of three mature oaks, and routine trimming of oaks fronting East Valley Road (Class II).	MM BIO-2 The applicant shall implement a Tree Protection and Replacement Plan, including the following tree protection measures to address potential adverse effects on oak trees: • A pre-construction meeting shall be held with contractors, prior to commencement of work, to discuss tree protection measures. • Chain link or other acceptable fencing shall be installed, to establish tree protection zones (TPZs) at the outside edge of the drip lines or work areas (if drip lines are encroached upon). Fences must be maintained in upright positions throughout the duration of the project. Tree protection fencing shall also remain upright during landscape installation. Oaks in the drainage channel shall be protected with fencing at the buffer zone and at the edge of the road where it bisects the row of trees. • The TPZs shall be void of all activities, including parking vehicles, operation of equipment, storage of materials and dumping (including temporary spoils from excavation). • All excavation and grading near trees shall be monitored by the project arborist with particular attention to construction of the drainage swale in the site's northwestern corner and of the vegetated swale and detention basin on the southern portion of the site. • Excavation within the drip lines but outside of the TPZs shall be done by hand where	After implementation of the identified mitigation measures, impacts would be reduced to less than significant.

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated to Less Than Significant Levels		
Impacts	**Mitigation Measures**	**Residual Impacts**
	reasonable. Any roots encountered that are 6 inches and greater shall be cleanly cut. • Tree pruning, where limbs may conflict with equipment and proposed structures, shall be done prior to excavation and grading. • Pruning shall be performed or supervised by a qualified certified arborist. The project arborist shall review the goals with workers prior to commencement of any tree pruning. Tree workers shall be knowledgeable of American National Standards Institute (ANSI) A-300 Pruning Standards and ISA Best Management Practices for Tree Pruning. • Results of the soil analysis shall be reviewed and soil shall be treated if necessary, or additional diagnostic protocol shall be performed on stressed trees and treated accordingly. • Trees that are impacted from root damage (even minimally) shall be sprayed in the early spring and late summer with permethrin (Astro) to help resist attack of oak bark beetles. The application of the chemical shall be applied to the lower 6 inches of trunk. Treatments shall be repeated for at least two years after completion of the project or if drought prevails for longer periods. All application of permethrin shall be approved by the County Agricultural Commissioner's Office and, if applicable, by the state Department of Pesticide Regulation to avoid secondary impacts to aquatic species;	

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated to Less Than Significant Levels		
Impacts	**Mitigation Measures**	**Residual Impacts**
	spraying of oaks along the bank of the drainage shall not be permitted unless it includes best management practices or mitigation measures specifically pre-approved by the County Agricultural Commissioner's Office. • If determined necessary by the project arborist, supplemental irrigation shall be used to aid trees that incur root loss and/or during hot and dry periods. • Removal of oaks shall be mitigated by planting at a ratio of 10 to 1 with 1-gallon saplings along the drainage channel, or at a ratio of 3 to 1 with 15-gallon oaks in landscaped areas. • The project arborist shall monitor activities on the site throughout the duration of the project. This shall be more frequent during fencing installation, excavation and grading, and less frequent as the project progresses, provided fences remain upright and TPZs are not violated. • All in-channel energy dissipaters shall minimize or void the use of grouting. • Final engineering design of and landscaping within the proposed detention basin and vegetated swale on the southern portion of the site shall account for the location of these two facilities partially within the drip lines of oak trees. Final design of these drainage features shall be subject to review by the project arborist to ensure that that their construction minimizes oak tree root damage and changes in soil moisture and drainage	

Table ES-2. Class II Impacts - Significant Impacts That Can Be Mitigated to Less Than Significant Levels		
Impacts	**Mitigation Measures**	**Residual Impacts**
	which may damage these oaks over the long-term.	
3.7 GEOLOGIC PROCESSES		
GEO-2 The proposed project would expose people or structures to potentially significant (but mitigable) adverse effects as a result of project development on soil that is unstable or that could become unstable as a result of the project, and potentially result in expansion, differential settlement, or collapse (Class II).	MM GEO-2 Soils engineering design recommendations addressing expansive soils and differential settlement in the site-specific geotechnical evaluation report shall be incorporated into the project design in accordance with applicable sections of the California Building Code and County of Santa Barbara Building Code.	After implementation of the identified mitigation measures, impacts would be reduced to less than significant.
3.11 WATER RESOURCES, SUPPLY, AND SERVICE		
WAT-3 The proposed project would result in potentially significant (but mitigable) long-term increases in runoff to site drainages and watersheds due to increase in impervious surfaces, including buildings, aprons, and driveways (Class II).	MM WAT-3 The onsite detention basin shall be designed such that the post-developed peak discharge rate to offsite drainages shall not exceed the pre-developed peak discharge rate for the 2-year through 100-year storm events.	After implementation of the identified mitigation measures, impacts would be reduced to less than significant.

Table ES-3. Class III Impacts – Impacts That Are Adverse But Less Than Significant		
Impacts	**Mitigation Measures**	**Residual Impacts**
3.1 AESTHETICS AND VISUAL RESOURCES		
VIS-1 The proposed project would result in adverse, but less than significant impacts to views from East Valley Road (Class III).	No mitigation measures would be required.	Impacts would be less than significant.
VIS-2 The proposed project would result in an adverse, but less than significant impact on views from elevated vistas, including Ortega Ridge Road and nearby foothills (Class III).	No mitigation measures would be required.	Impacts would be less than significant.
3.2 AGRICULTURAL RESOURCES		
AG-1 Construction of the proposed project would result in an adverse, but less than significant increase in urban-rural agricultural land conflicts (Class III).	No mitigation measures would be required.	Impacts would be less than significant.
AG-2 The proposed project would result in an adverse but less than significant impact due to the loss of 2.55 acres of prime agricultural land that currently supports an active lemon orchard (Class III).	No mitigation measures would be required.	Impacts would be less than significant.
AG-3 Acquisition of the 2.55 acre project site and eventual construction of Fire Station 3 could create indirect impacts to prime agricultural land that supports active lemon orchards and other agricultural uses on both the Featherhill Ranch and Rancho San Carlos through removal of a barrier to growth and eventual development of these prime agricultural lands (Class III).	No mitigation measures would be required.	Impacts would be less than significant.
3.3 AIR QUALITY		
AQ-1 The proposed project would result in generation of adverse, but less than significant long-term operational emissions or air quality impacts to the inhabitants of the proposed fire station (Class III).	No mitigation measures would be required.	Impacts would be less than significant.

Table ES-3. Class III Impacts – Impacts That Are Adverse But Less Than Significant

Impacts	Mitigation Measures	Residual Impacts
AQ-2 The proposed project would result in adverse, but less than significant short-term construction-related air quality impacts, such as dust from grading and air pollution emissions from construction vehicles and stationary construction equipment (Class III).	No mitigation measures would be required; however, the following standard regulatory conditions would apply: MM AQ-2a The measures listed shall be implemented to minimize fugitive dust emissions. These measures represent standard County conditions of approval for a project and would likely be required by the County as part of permit approval process. • 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 shall include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency shall be required whenever the wind speed exceeds 15 mph. Reclaimed water shall be used whenever possible. However, reclaimed water shall not be used in or around crops for human consumption. • Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less. • 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. • Gravel pads must be installed at all access points to prevent tracking of mud on to public roads.	With incorporation of standard regulatory conditions, impacts would be reduced to less than significant.

Table ES-3. Class III Impacts – Impacts That Are Adverse But Less Than Significant		
Impacts	**Mitigation Measures**	**Residual Impacts**
	• 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. • 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 SBCAPCD prior to land use clearance for map recordation and land use clearance for finish grading for the structure. MM AQ-2b The measures listed below shall be implemented to minimize particulate emissions from diesel exhaust. These measures represent standard County conditions of approval for a project and would likely be required by the County as part of permit approval process. • All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program or should obtain an SBCAPCD permit. • Fleet owners of mobile construction equipment shall be subject to the CARB Regulation for In-Use Off-road Diesel Vehicles (Title 13, California Code of Regulations Chapter 9, § 2449), the purpose	

Table ES-3. Class III Impacts – Impacts That Are Adverse But Less Than Significant		
Impacts	**Mitigation Measures**	**Residual Impacts**
	of which is to reduce diesel particulate matter and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. • All commercial diesel vehicles shall be subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and truck during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible. • Diesel construction equipment meeting the CARB Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting Tier 2 or higher emission standards shall be used to the maximum extent feasible. • Diesel powered equipment shall be replaced by electric equipment whenever feasible. • If feasible, diesel construction equipment shall be equipped selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California. • Catalytic converters shall be installed on gasoline-powered equipment, if feasible. • All construction equipment shall be maintained in tune per the manufacturer's specifications. • The engine size of construction equipment shall be the minimum practical size.	

Table ES-3. Class III Impacts – Impacts That Are Adverse But Less Than Significant

Impacts	Mitigation Measures	Residual Impacts
	• 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 shall be minimized by requiring carpooling and by providing for lunch onsite.	
AQ-3 The proposed project would be consistent with the 2013 Clean Air Plan (Class III).	No mitigation measures would be required.	Impacts would be less than significant.
3.4 BIOLOGICAL RESOURCES		
BIO-1 The proposed project would result in adverse, but less than significant, impacts from the removal of approximately 2.55 acres of lemon orchard and associated loss of habitat (Class III)	No mitigation measures would be required.	Impacts would be less than significant.
3.5 CULTURAL RESOURCES		
CR-1 Construction of fire station, pavements, buffers, and associated infrastructure would result in adverse, but less than significant impacts to cultural resources (Class III).	No mitigation measures would be required.	Impacts would be less than significant.
CR-2 Implementation of the proposed Project would result in adverse, but less than significant impacts to eligible historic resources (Class III).	No mitigation measures would be required.	Impacts would be less than significant.
3.7 GEOLOGIC PROCESSES		
GEO-1 The proposed project would expose people or structures to adverse, but less than significant effects from seismicity or seismically induced hazards including earthquakes, seismic shaking, surface rupture landslides, or liquefaction (Class III).	No mitigation measures would be required.	After incorporation of proper engineering measures in accordance with existing regulations, some risk of personal injury or structural damage will remain (GEO-1). These are consistent with the risks seen throughout California and other seismically active areas and are unavoidable.

Table ES-3. Class III Impacts – Impacts That Are Adverse But Less Than Significant		
Impacts	**Mitigation Measures**	**Residual Impacts**
GEO-3 The proposed project would result in adverse, but less than significant impacts from soil erosion or the loss of topsoil during construction and excavation activities (Class III).	No mitigation measures would be required; however, the following standard regulatory conditions would apply: MM GEO-3 Grading and erosion and sediment control plans, including the measures listed below, would be required to be designed to minimize erosion. These measures represent standard County conditions of approval for a project and would likely be required by the County as part of permit approval process. 1. Except for approved access roads, drives and trails, grading shall be prohibited within 50 feet of the top of bank of the intermittent drainage along the western boundary of the project site. The protected areas would be required to be designated with orange construction fencing or other barrier to prevent entry by equipment or personnel. 2. The applicant shall be required to limit excavation and grading to the dry season of the year (i.e., April 15 to November 1) unless a Building and Safety-approved erosion and sediment control plan is in place and all measures therein are in effect. All exposed graded surfaces would be required to be reseeded with ground cover vegetation to minimize erosion. 3. Methods such as geotextile fabrics, erosion control blankets, retention basins, drainage diversion structures, siltation basins and spot grading shall be required to reduce erosion and siltation into adjacent water bodies or storm drains during grading and construction activities.	With incorporation of standard regulatory conditions, impacts would be reduced to less than significant.

Table ES-3. Class III Impacts – Impacts That Are Adverse But Less Than Significant		
Impacts	**Mitigation Measures**	**Residual Impacts**
	4. Any sediment or other materials tracked offsite shall be required to be removed the same day as they are tracked using dry cleaning methods. 5. Storm drain inlets shall be required to be protected from sediment-laden waters by the use of inlet protection devices such as gravel bag barriers, filter fabric fences, block and gravel filters, and excavated inlet sediment traps. 6. Grading on slopes steeper than 5:1 shall be required to be designed to minimize surface water runoff. 7. Temporary storage of construction equipment shall be limited to a 50 by 50-foot area located along existing paved or dirt road on the property; equipment storage sites shall be located at least 100 feet from any water bodies.	
3.8 LAND USE		
LU-1 The proposed project would introduce a conditionally permitted fire station providing emergency-related services into a semi-rural, residential zone district with predominantly low density estate residential and agricultural land uses (Class III).	No mitigation measures would be required.	Impacts would be less than significant.
3.9 NOISE		
NO-1 Short-term construction activities would generate adverse, but less than significant noise levels for noise-sensitive receptors (Class III).	No mitigation measures would be required.	Impacts would be less than significant.
NO-2 Long-term noise impacts associated with the project would incrementally increase the frequency of very short duration peak nuisance noise occurrences for area residents, but would not	No mitigation measures would be required.	Impacts would be less than significant.

Table ES-3. Class III Impacts – Impacts That Are Adverse But Less Than Significant		
Impacts	**Mitigation Measures**	**Residual Impacts**
result in the exceedance of established County noise thresholds (Class III).		
3.10 TRANSPORTATION AND TRAFFIC		
TT-1 The proposed project would result in adverse, but less than significant impacts associated with short-term construction-related increases in traffic volumes (Class III).	No mitigation measures would be required.	Impacts would be less than significant.
TT-2 The proposed project would result in adverse, but less than significant impacts associated with long-term increases in traffic volumes (Class III).	No mitigation measures would be required.	Impacts would be less than significant.
TT-3 The proposed project would create adverse, but less than significant access impacts at the new East Valley Road/project driveway intersections (Class III).	No mitigation measures would be required.	Impacts would be less than significant.
TT-4 The proposed project would result in less than significant impacts to a Congestion Management Program (CMP) roadway (Class III).	No mitigation measures would be required.	Impacts would be less than significant.
3.11 WATER RESOURCES, SUPPLY, AND SERVICE		
WAT-1 The proposed project would result in adverse, but less than significant, short-term impacts to surface water quality due to potential erosion, runoff, and sedimentation during construction activities (Class III).	No mitigation measures would be required; however, the following standard regulatory conditions would apply: MM WAT-1 Prior to issuance of any construction/grading permit and/or the commencement of any clearing, grading, or excavation, a Notice of Intent (NOI) shall be submitted to the State Water Resources Control Board Storm Water Permit Unit. Compliance with the General Permit includes the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which is required to identify potential pollutant sources that may affect the quality of discharges to storm water,	With incorporation of standard regulatory conditions, impacts would be reduced to less than significant.

Table ES-3. Class III Impacts – Impacts That Are Adverse But Less Than Significant		
Impacts	**Mitigation Measures**	**Residual Impacts**
	and includes design and placement of Best Management Practices (BMPs) to effectively prohibit the entry of pollutants from the project site into area water bodies during construction. This measure represents a standard County condition of approval for a project and shall be required by the County as part of permit approval process.	
WAT-2 The proposed project would result in adverse, but less than significant long-term impacts to surface water quality due to polluted runoff during long-term operational activities (Class III).	No mitigation measures would be required; however, the following standard regulatory conditions would apply: MM WAT-2 The applicant would be required to apply for and be consistent with all National Pollution Discharge Elimination System (NPDES) permits that apply, which could include Construction and Municipal General Permits. These permits would be consistent with all requirements of the federal Clean Water Act.	With incorporation of standard regulatory conditions, impacts would be reduced to less than significant.

Table ES-4. Class IV Impacts – Beneficial and Do Not Require Mitigation		
Impacts	**Mitigation Measures**	**Residual Impacts**
3.4 BIOLOGICAL RESOURCES		
BIO-3 The proposed project would result in the protection and improvement of habitats associated with the adjacent intermittent drainage channel (Class IV).	No mitigation measures would be required.	Impacts would be beneficial.
3.6 FIRE PROTECTION		
FP-1 The proposed project would result in a beneficial impact to fire protection service in the eastern Montecito area (Class IV).	No mitigation measures would be required.	Impacts would be beneficial.
3.11 WATER RESOURCES, SUPPLY, AND SERVICE		
WAT-4 The proposed project would result in a reduction of long-term water demand for this 2.55-acre site, potentially reducing demand for regional and groundwater water supplies as a result of replacing water-intensive agricultural use with low water uses including a fire station and drought-tolerant landscaping; therefore, impacts to water supply would be less than significant (Class III).	No mitigation measures would be required.	Impacts would be beneficial.

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LIST OF ACRONYMS AND ABBREVIATIONS

°F	Fahrenheit
AB	Assembly Bill
ACM	Asbestos Containing Material
ADT	average daily trips
AFY	acre-feet per year
APCD	Air Pollution Control District
APN	Assessor's Parcel Number
AQMP	Air Quality Monitoring Plan
ARB	Air Resources Board
AST	Aboveground storage tank
ASTM	American Society for Testing and Materials
BFE	Base Flood Elevation
bgs	below ground surface
BMP	Best Management Practices
CAA.	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California emissions estimator model
CalEPA	California Environmental Protection Agency
Cal-OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAP	Clean Air Plan
CARB	California Air Resources Board
CASGEM	California Statewide Groundwater Elevation Monitoring
CBAR	County Board of Architectural Review
CBC	California Building Code
CCAA	California Clean Air Act
CCC	California Coastal Commission
CCR	California Code of Regulations
CDF	California Department of Forestry
CDFA	California Department of Food and Agriculture
CDFG	California Department of Fish and Game
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFC	California Fire Code
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CIWMB	California Integrated Waste Management Board
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide

CO_2	carbon dioxide
COHb	Carboxyhemoglobin
CTC	California Transportation Commission
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
cy	cubic yards
DA	Development Agreement
dB	decibel
dBA	decibels on the "A" weighted frequency scale
DEIR	Draft Environmental Impact Report
DFG	Department of Fish and Game
DOT	Department of Transportation
DTSC	Department of Toxic Substance Control
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FHWA	Federal Highway Administration's
FIRM	Flood Insurance Rate Map
GHG	greenhouse gas
GWh	Gigawatt-hours
HCM	Highway Capacity Manual
HDM	Highway Design Manual
IPCC	Intergovernmental Panel on Climate Change
KVA	Key Viewing Area
kWh	kilowatt-hour
LBP	Lead Based Paint
Lbs/day	pounds per day
L_{dn}	Day-Night Average Noise Level
Leq	Equivalent Noise Level
Leq(24h)	Equivalent Noise Level 24 hours
Leq(h)	Equivalent Noise Level one hour
LOS	Level of Service
LST	Localized Significance Threshold
LUCE	Land Use and Circulation Element
LUFT	Leaking Underground Fuel Tank
mm	millimeters
MND	mitigated negative declaration
mph	miles per hour
MSL	mean sea level
NAAQS	National Ambient Air Quality Standards
NESHAP	National Emissions Standard for Hazardous Air Pollutants
NFPA	National Fire Protection Association
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NOx	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination system

NRCS	National Resources Conservation Service
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PAH	polycyclic aromatic hydrocarbons
Pb	lead
PCB	polychorinated biphenyls
PM_{10}	particulate matter equal to or less than 10 microns in diameter
$PM_{2.5}$	particulate matter equal to or less than 2.5 microns in diameter
ppm	parts per million
PRC	Public Resources Code
RAP	Remedial Action Plan
RCP	Regional Comprehensive Plan
REC	recognized environmental conditions
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SB	State Bill
SCAG	Southern California Association of Governments
SGMA	Sustainable Groundwater Management Act
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
sf	square feet
SIP	State Implementation Plan
SMFD	Santa Monica Fire Department
SO_2	sulfur dioxide
SOx	sulfur oxides
SRA	source receptor area
SWMP	Storm Water Management Program
SWQMP	Storm Water Quality Management Plan
SWRCB	State of California Water Resources Control Board
TAC	Toxic Air Contaminants
TPH	total petroleum hydrocarbons
TRB	Transportation Research Board
UBC	Uniform Building Code
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tank
VOC	volatile organic compounds
$\mu g/m^3$	micrograms per cubic meter

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1.0 INTRODUCTION

1.1 PROJECT OVERVIEW

This Environmental Impact Report (EIR) evaluates the proposal by the Montecito Fire Protection District (MFPD) to acquire a 2.55-acre site and to construct the new MFPD Fire Station 3 in the unincorporated community of Montecito in the County of Santa Barbara, California. The proposed project would include development of a main fire station building and two support structures on a newly created 2.55-acre parcel. Supporting infrastructure would include construction of paved driveways, parking and circulation space, and connections to potable water and sewer. The project also includes landscape buffers and a habitat restoration area.

The project site is located in eastern Montecito at 2500 East Valley Road, on the north side of East Valley Road, east of Sheffield Drive and Romero Canyon Road, and west of Ortega Ridge Road (Figure 1-1). The project site is a portion of Assessor Parcel Number (APN) 155-070-008 (76.87 acres), which is currently owned by the Petan Company, represented by Mr. Palmer Jackson[1]. The site is surrounded by agricultural, equestrian, and rural residential uses.

1.2 PROJECT OBJECTIVES

The proposed project includes the following major objectives:

(1) Improve overall emergency services and response times to fires and emergencies in Montecito, especially in the community's east end.

(2) Construct a high-quality fire station with modern equipment and facilities, staffed 24 hours per day, 7 days per week by trained personnel, that is architecturally compatible with the neighborhood and consistent with the Montecito Architectural Guidelines.

(3) Coordinate throughout the design and environmental review process with concerned neighbors and interested organizations to ensure that the station location and design meet community concerns and standards.

(4) Site the station to minimize and avoid, as possible, adverse environmental impacts.

(5) Provide an Essential Public Services Building for the community to provide for resources such as shelter, food, and support of emergency equipment during disasters.

(6) Provide facilities to support training activities for MFPD personnel.

[1] The Petan Company has listed for sale the parcels that encompass the proposed site of Station 3. However, as of this writing, no final disposition of these properties appears to have occurred.

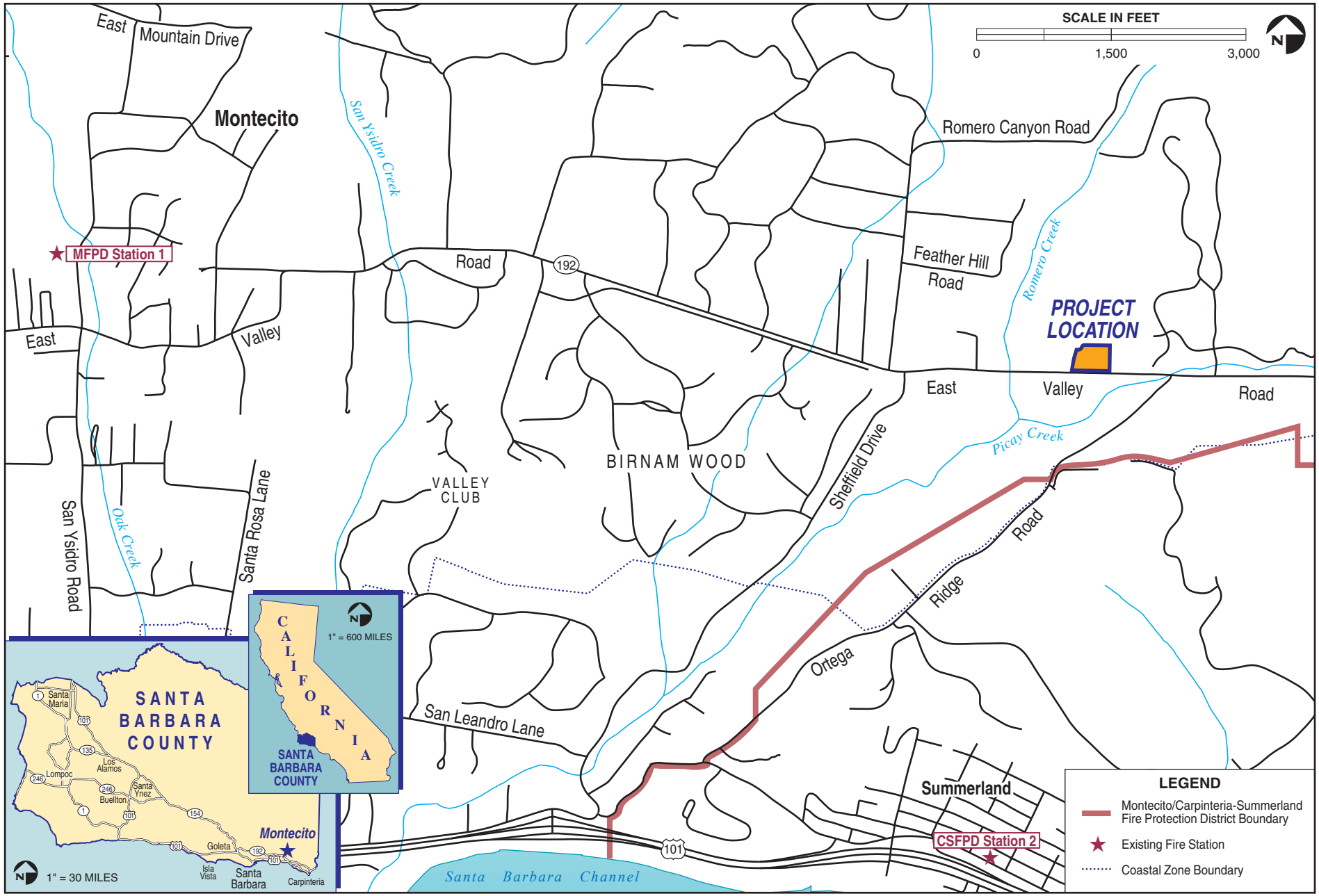

Figure 1-1. Project Location

1.3 PURPOSE AND LEGAL AUTHORITY

This EIR was prepared in accordance with the Guidelines for Implementation of the California Environmental Quality Act of 1970 (Title 14, California Code of Regulations 15000 et seq.), as amended (CEQA Guidelines). Per Section 21067 of the California Environmental Quality Act (CEQA) and Sections 15367 and 15050 through 15053 of the CEQA Guidelines, MFPD is the Lead Agency under whose authority this document has been prepared. This EIR is intended to provide information to public agencies, decision-makers, and the public regarding the environmental impacts that would result from implementation of the proposed project. Under the provisions of CEQA, "the purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided" (Public Resources Code 21002.1(a)).

The environmental review process was established to enable public agencies to evaluate a project in terms of its environmental consequences, to examine and implement methods of eliminating or reducing any potentially adverse impacts, and to consider alternatives to the project. While Section 15021(a) of the CEQA Guidelines requires that major consideration be given to avoiding environmental damage, the Lead Agency and other responsible public agencies must balance adverse environmental effects against other public objectives, including social and economic goals, in determining whether, and in what manner a project should be approved.

1.4 PROJECT HISTORY, PUBLIC REVIEW AND COMMENTS

The potential location of Station 3 and the design of Station 3 for the selected project site have been subject to an extended public process. From 2007 through 2010 as part of the Station 3 Site Identification Study, MFPD conducted research and analysis on emergency response times, projected future growth and potential appropriate locations for Station 3 and held public workshops and hearings on this issue (MFPD 2008).

Upon selection of the proposed project site as the most appropriate location for Station 3, the MFPD undertook an extensive environmental review process, including substantial opportunities for public comment and involvement. The final EIR for the proposed project was certified by the MFPD Board of Directors on April 23, 2012. However, subsequent to this action, on April 16, 2013, the Santa Barbara County Superior Court concluded in *Montecito Agricultural Foundation vs. Montecito Fire Protection District et al. (Case No. 1401924)* that this EIR did not fully evaluate impacts to agricultural resources and

associated issues and issued a peremptory writ of mandamus, directing the MFPD to vacate approval of the project, decertify the EIR, and prepare and circulate a "legally adequate" EIR if the District intended to pursue the project. This EIR has been prepared to address the impacts of the proposed project and the issues raised by the Court in its review of the previous EIR and, where necessary, to update the data underlying the analysis.

The MFPD issued a Notice of Preparation (NOP) for preparation of this EIR to Federal, State, County, and City agencies, and local libraries with a comment period that ran from February 27, 2014 to March 28, 2014. Notice of an EIR scoping meeting was published in local newspaper (Montecito Journal) sent to various local agencies, special interest groups, and owners of properties in the vicinity (within approximately 1,000 feet) of the project site. The scoping meeting was held on March 17, 2014 and attended by approximately 20 individuals, 8 of whom provided testimony. The purpose of the meeting and notifications was to identify public and agency concerns regarding potential impacts of the proposed project. The MFPD received 16 letters of comment on the NOP (see Appendix C). The resulting comments helped form the scope of this EIR. Initial responses to those comments are included in Appendix C and the issues raised are addressed as appropriate throughout this EIR.

In order to fully utilize existing available environmental information, this EIR builds upon the data and analysis contained in the County of Santa Barbara's ~~Montecito Community Plan Update EIR (1992) and~~ Montecito Growth Management Ordinance Extension Supplemental EIR (2010). In addition, consistent with the direction of Section 15150 of the CEQA Guidelines (incorporation by reference), this EIR also builds upon and incorporates by reference data and analysis contained in the 2008 Station 3 Site Identification Study prepared for the MFPD~~, and the 2014 Standards of Coverage and Risk Assessment Study completed by Citygate to assess response time issues and potential suitability of sites to accommodate Station 3~~. In addition to past studies related to the Station 3 site, MFPD completed a Standards of Coverage Study and Risk Assessment in 2014. This study assessed community-wide risks, evaluated the MFPD's fire station placement plan and included a comprehensive analysis of MFPD operations and capacity to meet community fire protection and medical response needed. With regard to Station 3, this report confirmed that eastern Montecito is underserved and that an additional station is needed to provide similar levels of service to this area of the community as currently experienced by western and central Montecito (MFPD 2014). These studies are available for review at MFPD Station 1, located at 595 San Ysidro Road in Montecito and is also available on the MFPD website at http://www.montecitofire.com/district-reports.

The Draft EIR public comment period ran from July 29, 2015 through September 14, 2015 and a public hearing was held before the MFPD Board of Directors on August 24, 2015 to receive public comments on the Draft EIR. Six comment letters and one oral testimony was received on the project during the comment period. Responses to public comments are contained within this Final EIR in Section 9.0, *Response to Comments*.

1.5 PROJECT APPLICANT AND PROJECT DESIGNERS

Applicant:
Montecito Fire Protection District
c/o Chief Chip Hickman
595 San Ysidro Road
Santa Barbara, CA 93108

Applicant's Agent:
Price, Postel & Parma LLP
c/o Mark Manion
200 East Carrillo Street, Suite 400
Santa Barbara, CA 93101

Environmental Consultant:
Amec Foster Wheeler, Environment and Infrastructure, Inc.
c/o Dan Gira
104 W. Anapamu Street, Suite 204A
Santa Barbara, CA 93101

1.6 SCOPE OF THE EIR

This EIR assesses the potential impact of development of a fire station consisting of three structures on a 2.55-acre parcel, including associated infrastructure, paving, and creation of landscape and habitat restoration buffers. The proposed project's potential impacts were determined through a process mandated by CEQA in which existing conditions are compared and contrasted with conditions that will exist once the project is implemented. The significance of each identified impact was determined using the Santa Barbara County Environmental Thresholds and Guidelines Manual (County of Santa Barbara, Planning and Development 2008; revised 2015) and other thresholds assigned to certain resources by local, state, and federal resource agencies (e.g., California Department of Fish and Wildlife [CDFW], U.S. Army Corps of Engineers [USACE], and U.S. Fish and Wildlife Service

[USFWS]). The following categories are used for classifying proposed project-related impacts:

- *Class I*: Significant adverse impacts that cannot be feasibly mitigated or avoided. If the project is approved, decision-makers are required to adopt a statement of overriding considerations, pursuant to CEQA Section 21081 and CEQA Guideline section 15093, which set forth specific economic, legal, social, technological, or other benefits of the project that may outweigh the unavoidable adverse environmental effects.
- *Class II*: Significant adverse impacts that can be feasibly mitigated or avoided. If the project is approved, decision-makers are required to make findings pursuant to CEQA section 21081 and CEQA Guideline section 15091 that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect, or that such changes or alterations are within the responsibility and jurisdiction of another public agency and not MFPD and that such changes have or can and should be adopted by such other agency, or that specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR.
- *Class III*: Adverse impacts that are less than significant. These impacts do not require that CEQA findings be made.
- *Class IV*: Beneficial impacts. A beneficial impact would result in the improvement of an existing physical condition in the environment (no mitigation required).

For each adverse impact identified, mitigation measures are presented where feasible to reduce the impacts to acceptable levels. In those instances where mitigation measures cannot reduce adverse impacts to insignificant levels, the impacts are categorized as *Class I* Impacts. The EIR also presents alternatives to the project, including "No Project," and a qualitative assessment of the impacts that are associated with these alternatives. Finally, cumulative projects are discussed in Section 2.7 of the EIR, with cumulative impacts analyzed in each resource section. Cumulative project analyses represent a comprehensive assessment of potential impacts on resources using a list of past, present, and probable future projects producing related or cumulative impacts.

1.7 AREAS OF KNOWN PUBLIC CONTROVERSY

Based on results of public meetings and responses to the NOP and proposed EIR Scoping Document, the following issues are thought to be of potential concern and may be controversial (each issue is further discussed in the EIR):

- Impacts to agricultural land;
- Project alternatives;

- Increased traffic and potential traffic hazards on East Valley Road;
- Nuisance noise for vicinity residents;
- Potential for growth-inducing impacts associated with improving public facilities in the area; and
- Economic concerns regarding potential effects on property values.

In addition to addressing concerns identified by the Superior Court, this Final EIR responds to these known areas of public concern:

- Impacts to visual and aesthetic resources;
- Potentially eligible historic resources of the Rancho San Carlos estate; and,
- Water resource availability and prolonged drought conditions.

1.8 ORGANIZATION OF THE EIR

This EIR is organized into nine sections. Section 1.0, *Introduction*, summarizes the background of the proposed project and explains the environmental review process. A detailed description of the proposed project is provided in Section 2.0, *Project Overview*. In addition, *Cumulative Projects*, describing the project in relation to other pending and proposed development in Montecito and area resources are also included at the end of Section 2.0. Existing environmental conditions, specific project impacts, mitigation measures, and residual impacts are detailed in Section 3.0, *Environmental Impact Analysis and Mitigation Measures*. Section 4.0, *Consistency with Plans and Policies*, summarizes any inconsistencies between the proposed project and applicable County adopted plans and policies. Section 5.0, *Other CEQA Sections*, identifies significant and irreversible, growth-inducing, and unavoidable effects. Section 6.0, *Alternatives*, describes alternatives to the proposed project site and design, and identifies the *Environmentally Superior Alternative.* Section 7.0, *List of Preparers*, identifies the EIR project team. Documents and interviews used as a basis of information for preparing the EIR are identified in Section 8.0, *References and Persons or Organizations Contacted*. Responses to public comments during the Draft EIR comment period are contained within Section 9.0, *Response to Comments*. The appendices to the EIR include the NOP, responses to the NOP, and supporting technical studies. Clarification edits were made to the Final EIR and are shown in ~~strikethrough~~ and underline form.

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2.0 PROJECT OVERVIEW

2.1 INTRODUCTION

The applicant, Montecito Fire Protection District (MFPD), proposes acquisition of real property and development of a District fire station (Station 3) on a site of approximately 2.55 acres located at 2500 East Valley Road in Montecito, California. Structures would include a main building containing the apparatus bay, offices and living quarters, and two supporting structures. Infrastructure would include construction of approximately 0.78 acres of non-structural paved surfaces, including two entry/exit driveways to East Valley Road. Because the site slopes to the southwest at approximately a 7 percent grade, the site would require grading to establish level areas for building pads and paved surfaces. This would include approximately 8,000 cubic yards (cy) of cut and 600 cy of fill, with up to 7,400 cy exported via dump truck to a site determined to be acceptable at the time of construction. The project would require approvals by the County of Santa Barbara of a Major Conditional Use Permit (CUP) and a Parcel Map Waiver, and issuance of a Certificate of Compliance with the Subdivision Map Act.

2.2 PROJECT LOCATION AND OWNERSHIP

The project site is located at 2500 East Valley Road, on the north side of East Valley Road, east of Sheffield Drive and Romero Canyon Road, and west of Ortega Ridge Road (Figure 2-1). The project site is located on a portion of Assessor Parcel Number (APN) 155-070-008 (76.87 acres), which is currently owned by the Petan Company, but which is reportedly for sale and may be in escrow. At this time the identity of the buyer is not known.

2.3 EXISTING SETTING

2.3.1 Regional and Project Vicinity

The project site is located in the semi-rural eastern end of the community of Montecito, an area that includes most of the large tracts of undeveloped land remaining in the community. Larger parcels, existing orchards, and extensive tracts of oak woodland and chaparral contribute to the area's semi-rural character, along with the wooded riparian corridors of Romero Creek to the west and Picay Creek to the south and east. Although the site and immediately surrounding parcels are gently sloping, the steep wooded slopes of Ortega Ridge are located south and southeast of the site and the foothills of the Santa Ynez Mountains begin to rise steeply within approximately 0.5-mile to the north.

Figure 2-1. Site Boundaries and Vicinity

The area's semi-rural character is also reflected in the area's land use and zoning designations, which generally allow for parcels ranging from 2 to 20 acres in size.

Surrounding the site to the north, west, and east are parcels currently used for lemon and avocado orchards on the 235-acre Rancho San Carlos. Several residences are located within 1,000 feet to the north of the site on Rancho San Carlos as well as on the adjacent Featherhill Ranch. South of the site, across East Valley Road, are three existing estate residences and a large equestrian facility, including stables, barns and paddocks and an apartment, with one of these residences directly across East Valley Road opposite the site. This site is currently being remodeled as a vehicle storage facility. The Valley Club of Montecito golf course is located approximately 500 feet southwest of the site. Approximately 100 feet west of the site is an undeveloped parcel owned by the Archdiocese of Los Angeles. The nearest residential neighborhood proximate to the site consists of eight estate homes off Stonehouse Lane, approximately 600 feet west of the site. Farther west are homes on smaller lots along Romero Canyon Road and off Orchard Avenue and Tabor Lane.

Proposed Station 3 would be located along East Valley Road on the southern end of the Rancho San Carlos in a semi-rural area of eastern Montecito.

The project site is located along a straight and level stretch of East Valley Road, which affords excellent visibility in both directions.

The 2.55-acre project site is currently a part of the 76.87-acre APN 155-070-008, a portion of the larger 235-acre Rancho San Carlos. Most of this 76.87-acre parcel is cultivated in lemon orchards. However, areas of oak forest and woodlands occur along an intermittent drainage that traverses this parcel from north to south, as well as on the parcel's southeastern corners along the main driveway entrance to Rancho San Carlos. This parcel also supports four or more scattered smaller homes. The Land Use and Zoning Designation for most of this parcel is 2-E-1 (Estate Residential, minimum 2-acre parcel size), while the northern end is designated as 3-E-1 (Estate Residential, minimum 3-acre parcel size).

The Montecito Community Plan (MCP) identifies State Highway 192 (East Valley Road) as a Circulation Element Primary Road through most of the planning area, but as a Secondary Road west of Sheffield Drive and along the site frontage. This road classification typically fronts residences at medium to lower densities. Traffic volumes on East Valley Road, at approximately 2,620 average daily trips (ADT), are well below the acceptable roadway capacity of 5,530 ADT (California Department of Transportation 2014, County of Santa Barbara 2010). East Valley Road is not a designated scenic highway, and there is no view corridor overlay associated with the section of the highway fronted by the proposed project.

2.3.2 Project Site

The proposed 2.55-acre site is relatively level, is at an elevation of approximately 325 feet above mean sea level (msl), and slopes gently to the south at approximately 7 percent (Cambell Geo, Inc. 2011). The proposed new parcel's approximate dimensions would be 420 feet east-west along East Valley Road, 280 feet north-south from East Valley Road to the northern boundary, and 350 feet east-west along the

Lemon trees currently cover most of the project site.

northern boundary. An intermittent drainage forms the site's western boundary. This drainage ranges from 4 to 8 feet wide and 2 to 4 feet deep, and generally flows only during and immediately after rainfall events (Frey 2010).

Vegetation on the proposed project site consists primarily of lemon trees (*Citrus limon*) with limited understory, since vegetation growth within the orchard is controlled. In addition to lemons, the site contains a total of 46 mature coast live oaks (*Quercus agrifolia*) confined to the site's southern and western boundaries, with oak trees ranging in size from 3 to 44 inches in diameter at breast height (DBH) and up to 35 feet tall (Spiewak 2010). Twelve mature oak trees also line the western side of the drainage which extends for approximately 280 feet along the site's western boundary as well as the site's 420-foot East Valley Road frontage. No existing structures are located on the site.

An oak-lined intermittent drainage abuts the site's western boundary.

2.4 PROJECT DESCRIPTION

The proposed project would include the purchase of privately owned property, development of approximately 2.55 acres to accommodate a fire station, and the acquisition of required permits and parcel map changes to allow the development. Approximately 1.07 acres of the 2.55-acre project site would be developed with paved surfaces (buildings or pavements, portions of which would be composed of permeable material). The remaining area would be used as landscape buffer (north and east sides of the parcel) and habitat restoration area (west side of parcel) (Figure 2-2). Structures would include the main station building, a training and hose tower building, and a maintenance building. There are no existing structures on the site, so no building demolition would occur. Two driveways would be constructed off East Valley Road. Site leveling and improvements for building, driveway and parking, and grading outside these areas for drainage/swales and hydro modification retention basins would require approximately 8,000 cy of cut and 600 cy fill, with 7,400 cy of export. Proposed project and site summaries are provided in Table 2-1 and Table 2-2.

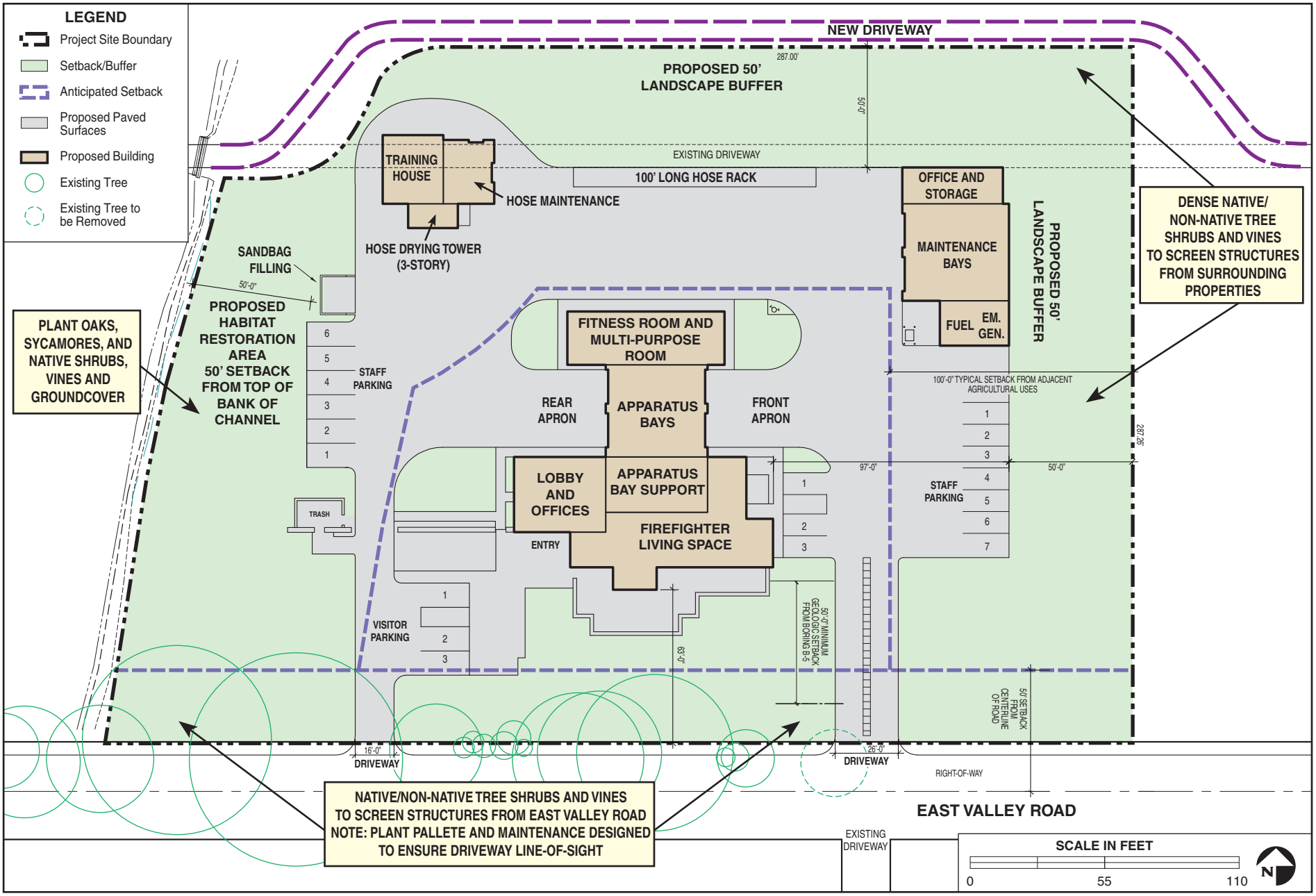


Figure 2-2. Proposed Site Plan

Table 2-1. Summary of Site Information

Site Information	
Site Location	• Nearest Major Intersection: Sheffield Drive and East Valley Road, approximately 2,000 feet west of the site • APN: 155-070-008 • Supervisorial District: First District
Community Plan Designation	• MCP, Urban Area, Semi-Rural Residential (SRR-0.5)
Zoning District, Ordinance	• 2-E-1 (Estate Residential, 2-acre minimum lot size), and 3-E-1 (Estate Residential, 3-acre minimum lot size), Montecito Land Use Development Code (MLUDC)
Site Size	• +/- 2.55 acres
Present Use & Development	• Agriculture (lemon orchard and oak trees), no existing structures
Surrounding Uses/Zoning	• North: Agriculture (lemon orchard); Residential 2-E-1 • South (across East Valley Road): Residential, 5-E-1 • East: Agriculture (lemon orchard); Residential, 2-E-1 • West: Agriculture (lemon orchard); Residential, 2-E-1
Access	• East Valley Road/ State Highway 192
Public Services	• Water Supply: Montecito Water District • Sewage: Montecito Sanitary District • Fire: MFPD • School District: Montecito Union School District (Primary); Santa Barbara School District (Secondary)

Table 2-2. Summary of Proposed Project Features

Structures	• *Fire Station* – 1-story (27'), 7,377 sf • *Training and Hose Tower Building* – 2-story (27'), 2,301 sf, including attached 3-story (35') Hose Tower • *Maintenance Building* – 1-story (27'), 2,882 sf, including fuel storage/emergency generator *Total Structural Square Footage (Gross):* 12,560 sf
Paved Surfaces	• Visitor Parking – 3 spaces (1 handicap accessible), 782 sf composed of permeable material • Firefighter and Other District Personnel Parking – 16 spaces, 3,200 sf composed of permeable material • 30,790 sf of other paved area composed of impervious material *Total Paved Surfaces:* 33,990 sf (0.78 acres)
Landscaping and Open Space	• Habitat Restoration Area – 15,330 sf on western portion of site • Landscape Buffer Area – 26,110 sf on northern and eastern portions of site • Landscaped area at street frontage – 13,959 sf • Miscellaneous landscaped area within site – 4,929 sf *Total Landscaped or Restored Area:* 60,328 sf (1.38 acres)
Site Access	• Two driveways off East Valley Road: west side 16' wide, east side 26' wide.

2.4.1 Proposed Facilities

Three main structures would be constructed as part of the proposed project, with the fire station located in the south-central portion of the site and two support buildings located at the northeastern and northwestern parts of the site. The project would be constructed to United States Green Building Council (USGBC) LEED Silver certification to incorporate energy efficient building design and construction such as passive heating, solar energy use of recycled building materials and water conserving design and water quality protection measures.

2.4.1.1 Fire Station Building

The proposed fire station building would total 7,377 square feet (sf) and include two 27-foot-high drive-through Apparatus Bays to permit sufficient room for fire trucks to safely enter and exit the structure and to permit maneuverability for crews working on the engines. The Apparatus Bays would divide the fire station building into two parts, a northern portion that would include a fitness room, multi-purpose room, and storage, and a southern portion that would include most of the fire station building functions.

Fire suppression support functions would be located immediately south of the Apparatus Bays, and would include dedicated areas for a turn out gear room, an engineering alcove, a support room, storage, a janitor's closet, and a mechanical room. An Administration Area/Public Lobby including a unisex restroom would be located at the public entry of the building. This area would include the lobby, station office, Captain's office, and a fire prevention office. The fire station building would also provide a Firefighter Living Area for four firefighters. The living area would include a dayroom, combined dining room and kitchen, pantry, and laundry room, as well as firefighter dormitories and restrooms. Although this facility is not a designated evacuation shelter, in emergency situations (e.g., wildfire, earthquake), this building may also be used with the emergency vehicles moved to the site pavements. Other enclosed areas in the fires station building such as the fitness area, meeting rooms, or hallways could also be used as a temporary refuge to shelter evacuees during emergencies.

2.4.1.2 Training and Hose Tower Building

The 2,301-sf Training and Hose Tower Building located in the site's northwest corner would house a training house, a hose storage/maintenance shop, and other support and storage functions, as well as a three-story hose drying tower (two stories above ground and one below). This tower would be used to hang station hoses to dry as well as occasionally for training purposes (refer to Section 2.4.7 below). Hoses would be hung on

the tower's interior and would not be visible from surrounding properties. An approximately 3-foot-tall, 100-foot-long hose rack would also be located at the northern extent of the developed area.

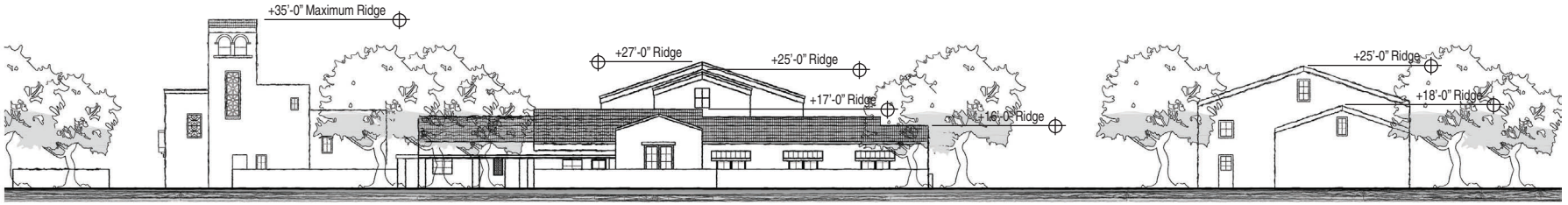
2.4.1.3 Maintenance Building

The proposed 2,882-sf Maintenance Building would be located in the northeastern corner of the site and would house two Apparatus Bays for maintaining equipment, an office for the Fire District Mechanic, a partially enclosed area for fuel storage and the emergency generator, and an enclosed maintenance storage space. The MFPD mechanic rotates among all District facilities and requires office and work space to carry out assigned duties. The emergency generator would be 80 kilowatts (kW) and would be run on diesel fuel stored on-site. The generator would be utilized by the MFPD during emergency situations such as earthquakes or wildfires where power supplies were interrupted to Station 3. Station 3 staff would also test this generator for periods of 15 minutes once a week and 2 hours once a year to ensure operational reliability during emergency events. Diesel fuel would be stored in aboveground storage tanks of up to 1,000 gallons to serve ongoing station fueling needs. This building would house a maximum of 300 gallons of oil, solvent, and hydraulic fluids contained in field packs (i.e., small containers) rather than drums. Waste oil and lubricants would be stored in 55-gallon drums.

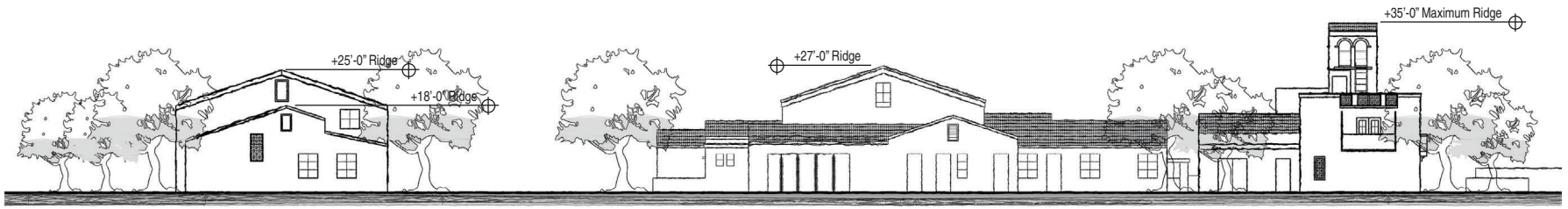
The architectural style would be consistent with many structures in the contiguous Montecito community, with thick plaster walls, deep inset windows and doors, and clay and mortar tile roofs. Project architectural details and building design would be subject to review and approval by the County's Montecito Board of Architectural Review (MBAR).

2.4.2 Building Heights

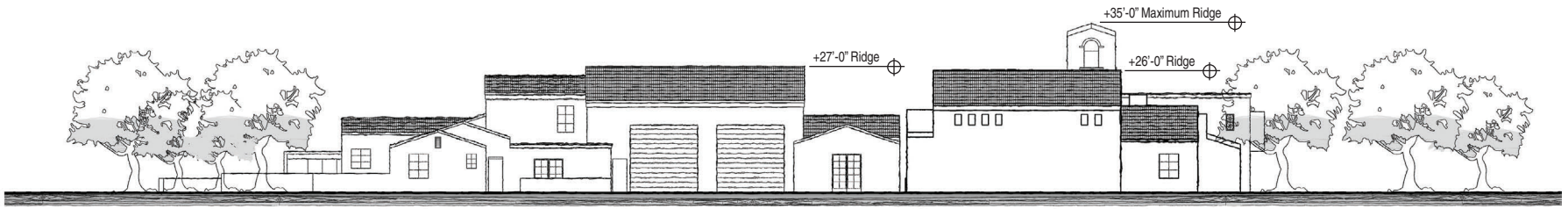
The mean ridge height permissible within the 2-E-1 zoning district is 35 feet. The highest ridge of the proposed structures is 35 feet at the peak of the Hose Tower (Figure 2-3). The 2-E-1 zoning district also permits architectural projections and features, such as the fireplace chimney, up to 50 feet in height. The 35-foot tall Hose Tower would be the tallest structure on the site.



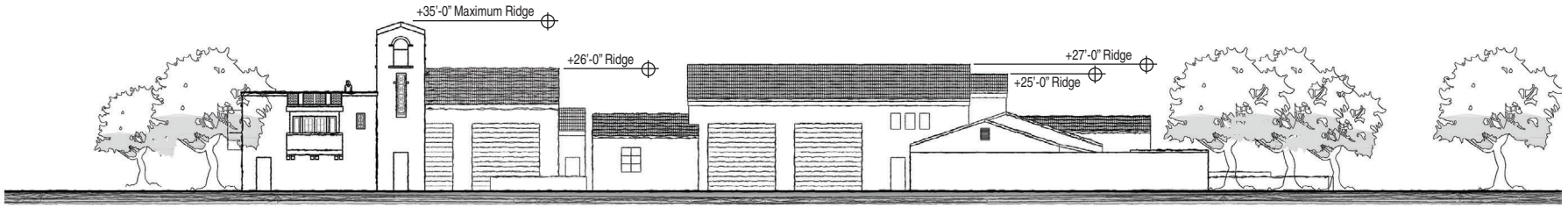
Front Elevation (East Valley Road)



Rear Elevation (North)



Right Elevation (East)



Left Elevation (West)

SCALE IN FEET

0 35

Figure 2-3. Conceptual Station Elevations

2.4.3 Site Access, Circulation and Parking

Vehicular access to the fire station from East Valley Road would be via two newly-constructed driveways, which would connect to the internal site circulation systems and the front and rear aprons of the main Apparatus Bays as well as to visitor and firefighter parking areas (refer to Figure 2-2). The west driveway would serve visitors and private staff vehicles and would measure 16 feet across. The east driveway would serve emergency vehicles and MFPD vehicles, and would include entry and exit lanes totaling 26 feet across. Each driveway would have clear sight lines in both directions along East Valley Road. Additional level, paved areas would be provided north of the fire station between the Training and Hose Tower Building and the Maintenance Building. This area would be utilized for training, equipment maintenance, and staging and overflow parking during emergencies.

Three visitor parking spaces would be located immediately adjacent to the western driveway, one of which would meet requirements under the Americans with Disabilities Act. Parking for personnel and auxiliary equipment would be located along the western and eastern edge of the developed area as well as immediately east of the main fire station, and would include a total of 16 spaces. Other paved spaces within the development area would be used during emergencies for staging and overflow parking.

A narrow unpaved access road serving the existing agricultural operations currently passes through the northern portion of the proposed site and would be shifted northward by approximately 50 feet to accommodate development.

Development of portions of the project driveways would occur in the Caltrans right-of-way. Construction would require installation of a concrete spandrel or driveway apron supported by arches and cross gutter, and a 12-inch high by 48-inch wide reinforced concrete box culvert at each driveway to accommodate drainage under the driveways.

A 10-foot wide easement would be offered for dedication along the entire project's site frontage with East Valley Road to reserve land for the Santa Barbara County Comprehensive Plan designated Proposed On-Road Trail (Parks, Recreation and Trails Map, PRT-2, Carpinteria-Montecito-Summerland).

2.4.4 Utilities

Utility service to the site would be provided by extension of services such as water, electricity, sewer, natural gas, telephone, and cable from existing nearby connections. Electricity, cable, and telephone infrastructure is located on poles immediately across from the site along the south side of East Valley Road. Water and sewer lines currently

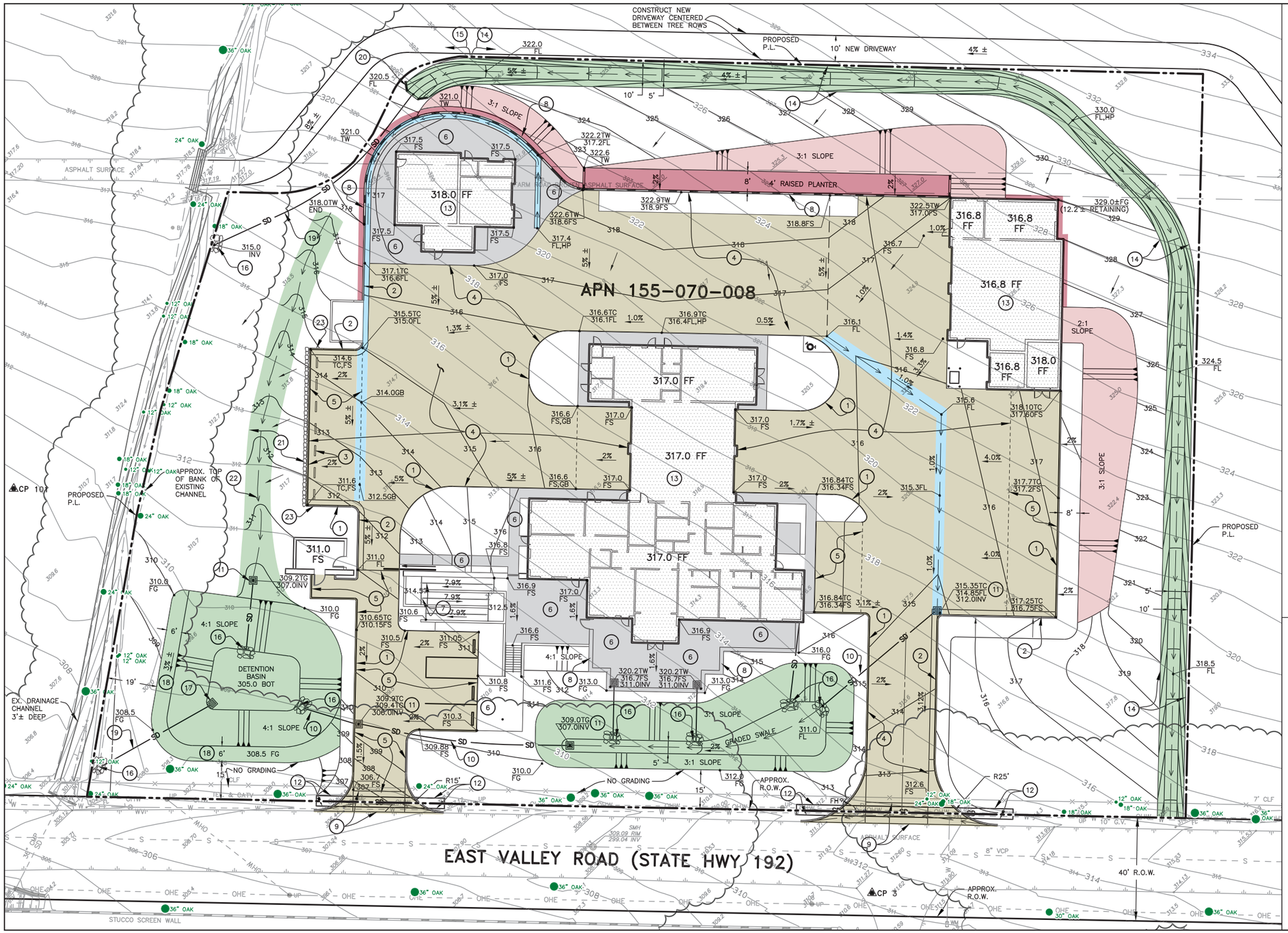
exist in East Valley Road fronting the project site. A fire hydrant would be installed on the site and connected to those water lines. An enclosed area for four 64-gallon solid waste and recycling containers would be provided off of the western access driveway to permit waste hauling truck access away from the planned emergency vehicle driveway.

2.4.5 Grading and Drainage

Total grading to prepare the site for development would include 8,000 cy of cut, with up to 7,400 cy exported via dump truck to a site determined to be acceptable at the time of construction. The remaining 600 cy would be balanced onsite. Topography along the site's East Valley Road frontage would remain largely unchanged. Grading would typically range from 2-3 feet over the central section of the site, with cuts generally 3 to 5 feet deep near the northern site boundary. The most substantial cut would be near the site's northeast corner where approximately 14 feet of soil would be removed to accommodate the maintenance building, which would be backed by a retaining wall approximately 12 feet in height.

The finished floor elevation for the main fire station is proposed at 317 feet, which generally matches the existing ground elevation through the middle of the building. The proposed finished floor elevation for the training and hose tower building is at 318 feet, while the maintenance building would be at 316.8 feet. A 3:1 side slope is proposed on the northern part of the site to transition the proposed grade to existing ground elevation. An approximately 4-foot-high retaining wall and planter box is also proposed along the northern part of the site to sustain the grade difference between the proposed and existing grade.

The drainage design concept for the proposed project would maintain the sheet flow drainage that is prevalent on level areas of the site, collect storm water runoff into a graded vegetated swale for cleaning and treatment, and discharge into the existing drainage courses to the west and south of the site (Figure 2-4). Vegetated swales are also proposed along the eastern and northern perimeter of the site to intercept and transport offsite runoff to the existing asphalt concrete ditch along the north side of East Valley Road and the westerly earth ditch. A drainage swale is proposed south of the fire station building to transport and clean storm runoff from the eastern portion of the developed site. An appropriately sized vegetated storm water detention basin is also proposed on the southwestern portion of the site to detain storm runoff from the western part of the site and to treat that storm runoff prior to discharge into the offsite storm drain system.



CONSTRUCTION NOTES

1. CONSTRUCT 6" HIGH CONCRETE CURB.
2. CONSTRUCT 6" HIGH CONCRETE CURB AND 24" WIDE CONCRETE GUTTER.
3. CONSTRUCT 0" HIGH CONCRETE CURB AND WHEEL STOPS.
4. CONSTRUCT 8" THICK PORTLAND CEMENT CONCRETE PAVEMENT WITH #4 REBAR AT 18" O.C.,B.W. OVER 6" THICK CLASS 2 AGGREGATE BASE COMPACTED TO MIN. 95% COMPACTION.
5. CONSTRUCT PERMEABLE PAVERS.
6. CONSTRUCT 4" THICK PORTLAND CEMENT CONCRETE PAVEMENT OVER MIN. 4" THICK CLASS 2 AGGREGATE BASE COMPACTED TO MIN. 95% COMPACTION.
7. CONSTRUCT CONCRETE ACCESSIBLE RAMP WITH METAL HANDRAILS.
8. CONSTRUCT 4' HIGH RETAINING WALL.
9. CONSTRUCT CONCRETE SPANDREL AND CROSS GUTTER.
10. CONSTRUCT 12" DIA. STORM DRAIN PIPE.
11. CONSTRUCT 24"X24" CONCRETE CATCH BASIN WITH TRAFFIC GRATE ON PAVED AREA WITH STORM WATER CLEANING INSERT ON PAVED AREA.
12. CONSTRUCT 12" HIGH BY 48" WIDE REINFORCED CONCRETE BOX CULVERT.
13. CONSTRUCT BUILDING PER ARCHITECTURAL PLANS.
14. CONSTRUCT 10' WIDE GRADED VEGETATED SWALE WITH 1–1/2:1 SIDE SLOPES AND 5' BOTTOM. CONSTRUCT GRADE STABILIZATION AREA AT 50' ON–CENTER WITH COBBLE ROCKS TO REDUCE VELOCITY OF RUNOFF.
15. CONSTRUCT 10' WIDE GRADED VEGETATED SWALE WITH 1–1/2:1 SIDE SLOPES AND 5' BOTTOM. CONSTRUCT GRADE STABILIZATION AREA AT 25' ON–CENTER WITH COBBLE ROCKS TO REDUCE VELOCITY OF RUNOFF.
16. CONSTRUCT ROCK RIP–RAP AT END OF DRAINAGE PIPE TO DISSIPATE RUNOFF.
17. CONSTRUCT CONCRETE OUTLET CONTROL BASIN.
18. CONSTRUCT 6' WIDE BERM ALONG TOP OF DETENTION BASIN.
19. CONSTRUCT 18" DIA. STORM DRAIN PIPE.
20. CONSTRUCT CONCRETE HEADWALL.
21. CONSTRUCT VEGETATED FILTER STRIP WITH PLANTING PER LANDSCAPE PLANS AND APPROXIMATELY 6' WIDE AND 6" DEEP SWALE PER CITY OF SANTA BARBARA STORM WATER BMP MANUAL SECTION 6.6.3, WITH 12" DEEP, 6" WIDE STONE CUTOFF ON THE WEST EDGE OF THE PARKING SPACES.
22. CONSTRUCT VEGETATED SWALE.
23. CONSTRUCT 5' LONG TRANSITION FROM 6" HIGH CURB TO 0" HIGH CURB.

LEGEND

- Paved Flat Surfaces for Building Pads/Patios
- Paved Gently Sloping Surfaces
- Vegetated Swale or Detention Basin
- Cut Slope
- Retaining Wall or Planter Bed
- Site Surface Water Drainage

N

SCALE IN FEET

0 40

Figure 2-4. Proposed Grading and Drainage Plan

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The vegetated swale on the western part of the site would be approximately 6 feet wide and 6 inches deep, and would include a vegetated filter strip planted according to the approved landscape plans. The project structures and pavement would comprise a total of approximately 1.07 acres of impermeable surfaces. Vehicle parking spaces would utilize permeable pavers to increase infiltration and reduce runoff.

2.4.6 Landscaping, Habitat Restoration and Walls

Approximately 1.38 acre or 54 percent of the 2.55-acre project site would be landscaped or undergo habitat restoration (refer to Figures 2-2 and 2-5). In addition to landscaping immediately surrounding the structures and driveways, the proposed project would include a minimum 50-foot structural setback from the paved edge of East Valley Road and associated road frontage landscaping; a 30 to 50-foot wide landscape buffer would also be established at the northern and eastern sides of the new parcel. Along the northern portion of the site, a retaining wall and raised planter bed measuring 4 feet in height would be installed at the base of the cut slope. A low wall of 3 to 5 feet in height would front the firefighter living quarters to shield a patio and increase privacy from East Valley Road.

All landscaping would consist of a blend of drought-tolerant and fire-resistant landscaping, and a detailed landscaping and maintenance plan would be developed through consultation with adjacent property owners to maximize visual compatibility. Drought tolerant native California plants often require no water after established or may require supplemental water during extended dry periods. In fact, applying added water, particularly during the summer months, can actually damage some California natives such as oak trees by supporting the growth of damaging soil fungus. Initial installation of these native species may require additional irrigation, potentially resulting in incremental increases to short term water demand. However, once established, California native plants may require little to no water, and long-term water demand for irrigation of the landscape would be minimal. Over a long-term period, the drought tolerant landscape would have the dual purpose of reducing long-term irrigational water demand, while remaining visually pleasing and sensitive of local ecological communities.

On the western side of the site, a habitat restoration area would be established within a 50-foot setback from the top of the bank of the ephemeral drainage channel. Habitat restoration would entail planting of typical native vegetation that would be found along such an ephemeral drainage. Trees would consist of the planting of 15-gallon coast live oak trees to mitigate loss of the one mature oak tree to be removed as part of the project,

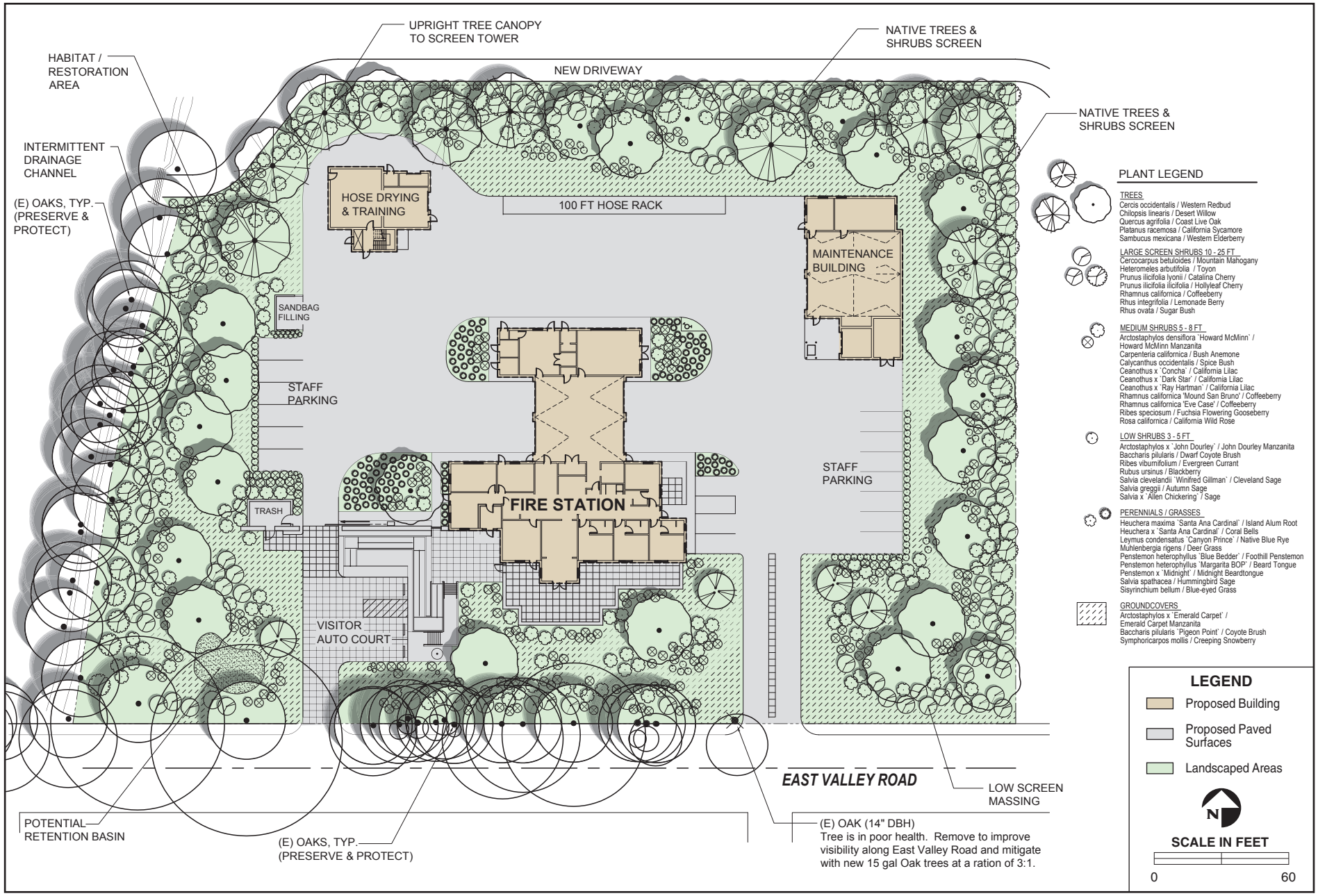

Figure 2-5 Proposed Landscape Plan

potentially along with native California sycamores (*Plantanus racemosa*). In addition, shrubs would likely include toyon (*Heteromeles arbutifolia*), lemonadeberry (*Rhus integrifolia*), and understory species such as hummingbird sage (*Salvia spathacea*), blackberry (*Rubis ursinus*) and California wild rose (*Rosa californica*). The area would also be hydro-seeded with a mix of native herbs and wildflowers.

2.4.7 Station Operation

2.4.7.1 Service and Staffing

The proposed fire station building would be occupied and operating 24 hours per day. While a primary goal of construction of Station 3 is to improve service to underserved areas of eastern Montecito, construction would enhance the overall capabilities of MFPD to respond to emergencies throughout the community as well as regionally, such as for major wildfire events. Based on existing demands and records for MFPD services, Station 3 personnel and equipment could respond to approximately 400 calls per year, with medical emergencies projected to constitute approximately 50 percent of these calls, and fire and hazardous conditions emergencies involving an estimated 10 to 12 percent of these calls. The remaining calls would be for service (e.g., fire inspections) or result from "good intention" or false alarms where service is requested but not needed.

Initial station staffing would consist of a total nine firefighters on a 24-hour/7 day a week basis in rotating shifts of three firefighters each. This staffing would accommodate one fire engine with advanced life support (ALS) capabilities that would primarily be used for structure and medical responses. In addition, a reserve or wildland fire engine would also be stored at Station 3, although only one engine would be staffed at any given time. In addition, one fire prevention officer could work a weekday 8-hour shift at the station if further staffing expansion is necessary to increase mitigation efforts. This could result in a potential increase of 10 new employees for MFPD.

The Station 3 multipurpose room would primarily be used by MFPD staff and would be available for use during training or emergencies situations. MFPD does not plan to use Fire Station 3 for public meetings or as a designated evacuation shelter. However, like all District facilities, Station 3 could be used as a department operations center during large-scale emergency events. Catastrophic events involving significant damage and loss of life may result in Station 3 being used to provide community members with temporary refuge.

Station personnel would perform ongoing vehicle maintenance at the proposed Support Building. This would consist of oil, lube, and replacement of parts or installation of some

equipment. Major maintenance activities such as an engine, transmission, and pump overhaul would be completed at an offsite, factory-approved shop. A maximum of 300 gallons of oil, solvent, and hydraulics fluids contained in field packs (i.e., small containers) would be stored onsite. Periodic removal of waste oil and lubricants stored in 55-gallon drums would be managed by a waste management vendor such as Safety Kleen. Fuel storage would consist of up to 1,000 gallons of diesel in aboveground storage tanks to serve ongoing fueling needs. Ongoing demand for fuel is anticipated to require up to two fuel deliveries (maximum of 400 gallons) to the station each month.

2.4.7.2 Training

Station 3 would be used to support ongoing training activities by MFPD staff, with occasional training exercises performed in conjunction with neighboring fire protection agencies, including the Carpinteria Summerland Fire Protection District (CSFD), the City of Santa Barbara, and the County of Santa Barbara. Some level of either classroom or outdoor training for Station 3 personnel would occur weekly at Station 3; however, larger training exercises that would involve MFPD fire personnel from other stations would occur on a less frequent basis as discussed below. MFPD personnel from Stations 1 and 2 and those from neighboring agencies would be expected to travel to Station 3 in their engines and generally not in their own private vehicles.

MFPD requires that each platoon of three to five personnel undergo 450 hours of classroom training annually along with 360 hours of "pre-evaluation" field training and an additional 24 hours of evaluation level training per year. Field training would involve ladder work using the tower, hose deployment or evolutions, vehicular extraction and rescue practice. Some of this classroom and field training would include personnel from other MFPD stations. However, larger required multi-company drills involving 8 to 20 MFPD personnel would occur on a quarterly basis with a requirement of 420 hours annually for MFPD. Drills with neighboring agencies would also occur one to two times per year, but would be limited to a single engine from each jurisdiction. Therefore, the largest foreseeable training exercise would involve up to three engines from the City of Santa Barbara, County of Santa Barbara and/or CSFD, along with up to three MFPD engines.

2.4.8 Construction Equipment and Scheduling

2.4.8.1 Construction Equipment

Construction equipment for the proposed project is expected to include one grader, one tractor/loader/backhoe, and one forklift at the beginning of the project for a period of two

to three months during site and building grading and building foundation preparation. Two cement trucks are expected during the construction of the building foundations and concrete slabs for a period of three to five days after the site and building preparation work. One grader, one tractor/loader/backhoe, one forklift, one paver, one roller, and two cement trucks are anticipated for the final site work anticipated near the end of construction for about one month. Two construction material loading and hauling trucks, one watering truck, and two compressors would be present on-site throughout the project. This is the maximum number and type of construction equipment expected to be onsite at any given time.

2.4.8.2 Workforce and Schedule

The workforce for construction of the proposed project is anticipated to average approximately 15 to 20 workers onsite at any given time over an approximate 12-month construction timeframe.

2.4.8.3 Construction Traffic Estimates

Regular construction-related traffic would consist of construction workers and delivery truck trips. Approximately 15 delivery/hauling truck trips would occur on any given day. In addition to these trips, during the three-month site grading process, export of grading cut material would require up to 800 dump truck trips to and from the site, assuming a typical capacity of 10 cy per truck, which is the typical capacity of a single "dump box" likely to be employed for hauling on Montecito's relatively narrow roads. Export activities would extend over much of the three-month grading period with approximately 18 additional haul truck trips per construction day during much of this time span. Hauling of construction waste would occur once a week on average. Based on the estimated average construction workforce of 15 to 20 workers, an additional 20 average daily construction trips (round-trip) would also be generated by the proposed project over the construction period.

2.4.8.4 Construction Staging Areas

All staging areas for construction would occur within project site boundaries.

2.5 PROJECT APPROVALS AND PERMITTING

The proposed project would require consideration by the MFPD Board of Directors for final approval authorizing property acquisition and allocation of funding to construct, equip and staff proposed Station 3. Subsequent to this action, the County of Santa Barbara would act as a Responsible Agency. The project design would also be reviewed

by the MBAR and be subject to review and consideration by the Montecito Planning Commission. In additional, provision of water and sewer service would require issuance of Can and Will Serve letters by the Montecito Water and Sanitary Districts.

The proposed project would entail development of approximately 2.55 acres to accommodate a fire station in the 2-E-1 Estate Residential zone district (Figure 2-6).

Although MFPD will be the Lead Agency for this project, project construction would require several actions by the County and the State to permit project construction and recognize creation of a new parcel to accommodate the proposed Fire Station as follows:

- Approval of a CUP to allow the development of a fire station in an E-1 zone district in accordance with the MLUDC (refer to Section 35.423.030, Table 2-7).
- a Parcel Map Waiver to separate the approximately 2.55 acre project site from an existing 20.69 legal lot (03-CC-037) that is located within 76.87-acre APN 155-070-008 (Figure 2-4; refer to Subdivision Map Act Section 66428 and County Subdivision Regulations, Chapter 21, Section 21-4(h));
- a Certificate of Compliance (CC) to maintain the legal status of the remainder parcel (03-CC-037);
- Land use, grading, and building permits;
- a Government Code Consistency Determination finding that the project is consistent with Comprehensive Plan policies in accordance with Government Code Section 65402(c);
- a Section 1600 Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW) for installation of the energy dissipater and any other necessary drainage features within the drainage along the western side boundary;
- an Encroachment Permit from the State of California Department of Transportation (Caltrans) to allow driveway, drainage, and landscape improvements in the State right-of-way as well as short-term construction vehicle access; and,
- review and approval of architectural details and building design by the County's MBAR.

Although the project site would consist of 2.55 acres, the proposed parcel would include approximately 0.20 acres of Caltrans right-of-way, bringing the total parcel area to 2.75 gross acres. The proposed fire station parcel property lines would extend to the centerline of East Valley Road. Land Use and Building Permits would also be required from the County of Santa Barbara Planning and Development Department.

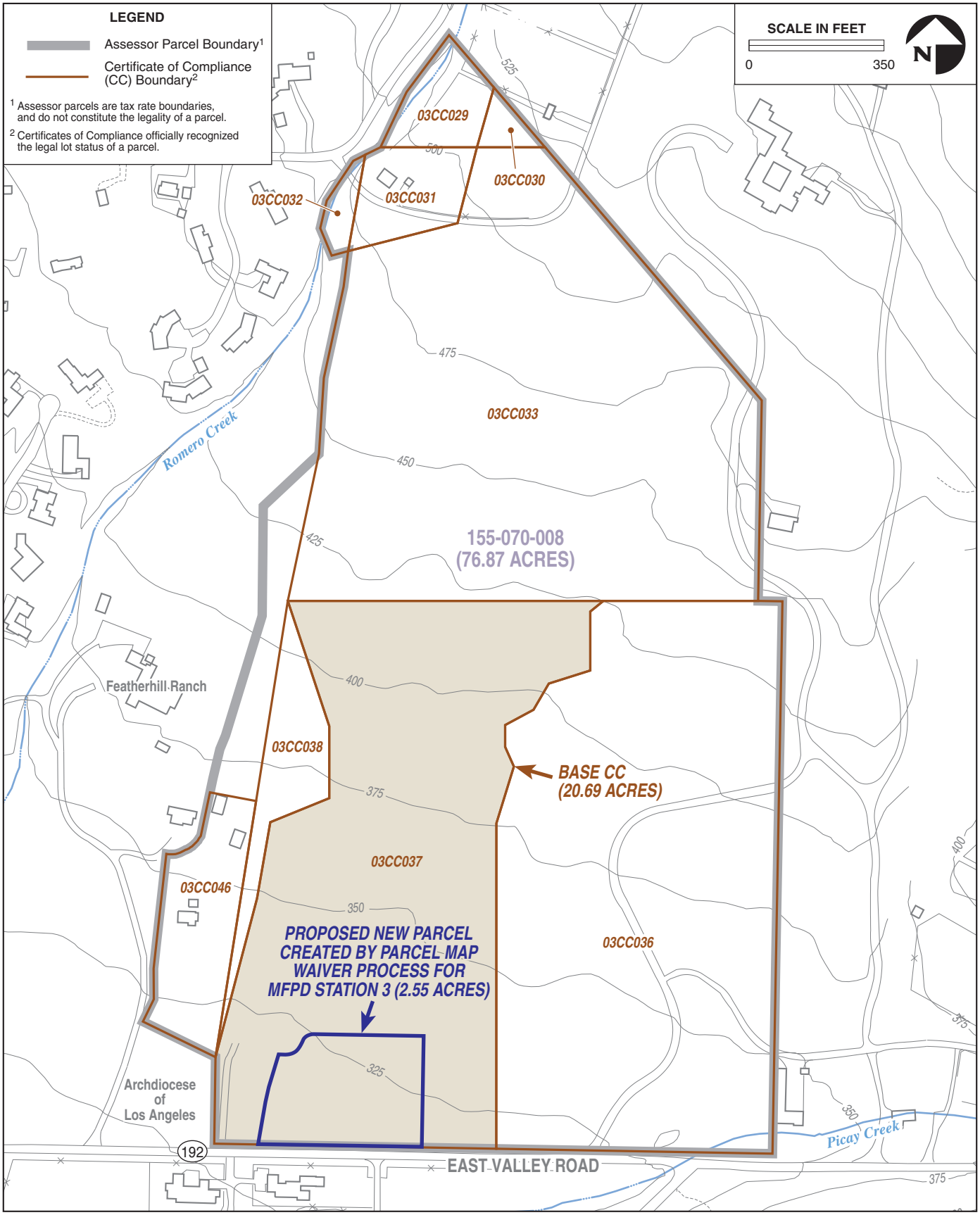

Figure 2-6. Existing and Proposed Parcel Boundaries

2.6 MITIGATION MEASURES INCLUDED IN THE PROPOSED PROJECT

The applicant has proposed a series of mitigation measures to reduce potential adverse project effects, which have been incorporated into the project design. Where the mitigation measure would have more than one beneficial effect, the description of the measure is followed by a listing of the measure's benefits. As part of the County of Santa Barbara's review and consideration of the proposed CUP, mitigation measures included this EIR, including those listed below as part of the project description, would be incorporated by the County as appropriate as conditions of project approval with provisions for monitoring and enforcement.

2.6.1 Buffers and Setbacks

- A densely landscaped buffer area of generally 50 feet in width on the northern and eastern sides of the site, separating support buildings and structures from agricultural operations.
    - Would reduce risk to site inhabitants from pesticide drift and other hazards related to vicinity agricultural use
    - Would provide aesthetic screening of structures from surrounding parcels
- A 100-foot buffer (which includes the 30- to 50-foot landscape buffer described above) between agricultural operations and the primary use areas on the site (main fire station and apron areas).
    - Would reduce risk to site inhabitants from pesticide drift and other hazards related to vicinity agricultural use
- A 50-foot setback of all structures from the edge of East Valley Road.
    - Would provide aesthetic screening of structures from surrounding parcels and from observers on East Valley Road
- A minimum 50-foot setback from the nearest potential or inferred location of the Arroyo Parida and Fernald Point Faults as derived from regional maps and any evidence of fault surface rupture hazard as demonstrated by past onsite geologic testing.

2.6.2 Aesthetics

- Partial undergrounding of the Hose Tower, in order to maintain a maximum height above ground of 35 feet.

- Exterior building and site lighting would use hooded fixtures to shield and reduce the spread of light.
- Emergency floodlights would be strategically placed in locations on the site that minimize glare and lighting impacts to the adjacent neighbors. Lighting is to be used in an emergency situation only.
- A detailed landscape plan has been developed with the intent to substantially screen and/ or break up building masses of buildings as viewed from public roads and surrounding parcels. The plan consists primarily of native trees and shrubs such as coast live oak and California sycamore with native shrubs and understory and small areas of retained or newly planted orchard. Many plants would be drought tolerant and/ or fire resistant. This plan may be further modified through planning review and consultation with adjacent property owners to maximize visual compatibility (refer to Figure 2-5), including the following:
    - A densely landscaped buffer of generally 50 feet in width on the northern and eastern sides of the site, providing aesthetic screening of structures from surrounding parcels (refer to Figure 2-2)
    - A 50-foot habitat restoration buffer from the top of the bank of the drainage along the western side of the site. Restoration would include planting of native oaks and riparian species, and would adhere to a detailed Habitat Restoration Plan to be approved by the County
    - Setbacks of a minimum of 50 feet from the edge of paving on East Valley Road, with a mix of small and medium stature shrubs and trees (e.g., oaks) designed to partially screen and break up building masses when viewed from East Valley Road

2.6.3 Biological Resources

- A 50-foot habitat restoration buffer from the top of the bank of the drainage channel along the western side of the site. Restoration would include planting of native oaks and riparian species, and would adhere to a detailed Habitat Restoration Plan to be approved by the County.
- Replanting of native oaks removed by the project within project landscaped areas along with additional native species.
- Exterior building and site lighting would use hooded fixtures to shield and reduce the spread of light.

- Retention of all but up to four ~~three~~ of the mature oaks along East Valley Road, and all mature oaks elsewhere within the project site. Trees would be removed only for construction of the eastern driveway and for safety reasons, i.e., to provide adequate line-of-sight for vehicles entering from and exiting to East Valley Road.

- Limiting the washing of concrete, paint, or equipment during construction to areas where polluted water and materials can be contained for subsequent removal from the site. Washing would not be allowed near sensitive biological resources, and a designated area for washing functions would be identified.

- Incorporating water quality protection measures into site design, including use of porous paving in parking areas to reduce runoff and increase infiltration and treatment of runoff in a graded vegetated swale prior to offsite discharge.

- Thirty days prior to the initiation of project activities, a qualified biologist with experience in conducting breeding bird surveys would begin to conduct weekly bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors). The surveys would continue on a weekly basis, with the last survey being conducted no more than three days prior to the initiation of project activities. If a protected native bird is found, MFPD would delay all project activities within 300 feet of on and off-site suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31 of that calendar year.

- Alternatively, the qualified biologist may continue the surveys in order to locate any nests. If an active nest is located, project activities within 300 feet of the nest (within 500 feet for raptor nests), or as determined by a qualified biological monitor, would be postponed until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. The biological monitor would be present on site during all grubbing and clearing of vegetation to ensure that these activities remain within the project footprint (i.e., outside the demarcated buffer) and to minimize the likelihood that active nests are abandoned or fail due to project activities. The biological monitor would send weekly monitoring reports to MFPD during the grubbing and clearing of vegetation and would notify MFPD immediately if project activities damage active avian nests.

2.6.4 Noise

- Construction activities for site preparation would be limited to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday. No construction would occur on State holidays (e.g., Thanksgiving, Labor Day). Construction equipment maintenance would be limited to the same hours. Non-noise generating construction activities such as interior painting are not subject to these restrictions.
- Volume controls would be installed with the exterior address system.
- Intermittent noise generating activities such as emergency generator testing would be limited to daytime hours on the weekdays for 15-minute durations once a week and for a 1-hour full load test once a year.

2.6.5 Air Quality

Dust generated by construction activities would be kept to a minimum with a goal of preventing dust generation and retaining any generated dust on the site, by following the dust control measures listed below:

- During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems would be used to minimize dust generation and to create a crust after each day's activities cease. Heavy haul trucks carrying soil export would be required to be tarped or covered.
- During construction, water trucks or sprinkler systems would be used to keep all areas of vehicle movement damp enough to minimize dust generation. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.
- Soil stockpiled for more than two days would be covered, kept moist, or treated with soil binders to prevent dust generation.
- The proposed emergency generator would be powered by diesel fuel and in order to minimize emissions, the specifications shall be reviewed by the Santa Barbara County Air Pollution Control District (SBCAPCD) prior to the issuance of a building permit.

- Proposed building design would meet LEED Silver Certification Standards to reduce long term energy use and associated electrical power demand and use of natural gas.

2.6.6 Water Quality

- During construction, washing of concrete, paint, or equipment would be confined to areas where polluted water and materials can be contained for subsequent removal from the site. Washing would not be allowed near sensitive biological resources. A designated area for washing functions would be identified.
- Inclusion of water quality protection measures would be incorporated into site design, including use of porous paving in parking areas to minimize runoff and increase infiltration, and treatment of runoff in graded vegetated swales prior to offsite discharge.
- The maintenance bay drainage system would be designed and maintained to capture all wastewater, leaks, and spills. Drains would be tied to a sand and oil separator prior to discharging to the sanitary sewer.
- The vehicle/equipment wash area would be self-contained and designed with a 'rain switch' valve system, allowing storm water to regularly collect/discharge to the storm drain, but would switch over to the sanitary sewer during vehicle/equipment washing activities.

2.6.7 Other Mitigations

- Preparation of a construction traffic management plan including:
    - Acquisition of a Caltrans encroachment permit for construction traffic.
    - Preparation of haul truck access and routing plan with designated haul truck route when the receiver site is designated.
    - Acquisition of a County haul permit to the selected receiver site.
    - All trucks hauling export fill would be prohibited from operating during the peak hours (i.e., 7 to 9 a.m. and 4 to 6 p.m.).
    - All haul trucks transporting excess fill offsite would be tarped or covered.
    - Location of driveways would ensure maximum line-of-sight along East Valley Road.

- A detailed landscaping and maintenance plan would be developed through consultation with adjacent property owners to maximize visual compatibility. The landscaping and maintenance plan would be designed to maintain line-of sight on East Valley Road.

- Preliminary grading and foundation plans would be subject to review and approval by a registered geologist (e.g., Campbell·Geo, Inc.) to ensure consistency with recommendations of the project geologic study and to address any potential seismic safety issues.

- During project construction, a local geotechnical lab (e.g., Pacific Materials) would be retained to perform field observations and testing during grading and foundation work.

- There are no known cultural resources on the project site; however, in the event archeological remains are encountered during grading, work would be stopped immediately or redirected until a County qualified archeologist and Native American representative are retained by the applicants to evaluate the significance of the find pursuant to Phase 2 investigations of the County Archaeological Guidelines. If remains are found to be significant, they would be subject to a Phase 3 mitigation program consistent with County Archaeological Guidelines and funded by the applicant.

- Placement of the energy dissipaters in the drainage channel on the property's western side would be set back from the existing culvert under East Valley Road.

- If visual contamination or chemical odors are detected during construction, work would be stopped immediately and the County Fire Department, Hazardous Materials Unit would be contacted prior to resumption of work.

- MFPD would coordinate with the Agricultural Commissioner's Office and the Ranch Manager for Rancho San Carlos regarding notification of agricultural spraying activities.

- Proposed building design would meet USGBC LEED Silver Certification Standards to reduce long-term energy use and associated electrical power demand and use of natural gas.

- MFPD would contact Montecito Water District and Montecito Sanitary District to confirm service availability and adequacy.

- A 10-foot wide easement would be offered for dedication along the entire project's site frontage with East Valley Road to reserve land for the Comprehensive Plan designated Proposed On-Road Trail (Parks, Recreation and Trails Map, PRT-2, Carpinteria-Montecito-Summerland). The proposed trail would likely be 2-4 feet in width, and as part of this project, trail easement design would be subject to mitigation measures identified in Section 3.4.3.3, as well as the 14 oak protection requirements of MM BIO-2.

- MFPD would comply with all relevant state and county regulations regarding the use and storage of fuels and lubricants onsite.

2.7 CUMULATIVE IMPACTS

The CEQA Guidelines define cumulative impacts as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts" (Section 15355). The CEQA Guidelines state that the individual effects can be various changes related to a single project or the change involved in a number of other closely related past, present, and reasonably foreseeable future projects (Section 15355). This EIR examines cumulative effects using a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency (Section 15130). In addition, where appropriate, this analysis accounts for additional source documents that address regional and local trends and projections (e.g., growth of through traffic on East Valley Road). The combined references provide for a more comprehensive analysis of cumulative effects than would be captured using only a cumulative projects list.

The analysis of cumulative impacts contained in this EIR includes the impacts of the proposed project plus all other pending or approved projects within the affected area for each resource. The affected environment for most of the resource areas analyzed in this EIR is limited to the eastern Montecito and western Summerland areas. Table 2-3 includes pending and approved projects within the project vicinity in Montecito. The approximate locations of the projects listed in Table 2-3 are shown in Figure 2-7. The findings of the proposed project's contribution to potential cumulative impacts are summarized in each resource section.

Table 2-3. Pending and Approved Projects in Eastern Montecito

Map Key	Project Name/ Address	Description	Status
1	Miramar Hotel 1555 Jameson Lane	Demolition of existing vacant hotel and construction of a 263,111-gross sf resort (170,575 net sf)	Approved
2	Caltrans U.S. Highway 101 High Occupancy Vehicle Lanes	New lane along U.S. Highway 101, Santa Barbara-Ventura	Phase 1 of 4 construction phases
3	SB Cemetery Mausoleum 901 Channel Drive	1,926-sf mausoleum addition with 161 crypts and 291 niches	In progress
4	Crane School Updated Master Plan 1795 San Leandro Lane	Demolition of 5,645 sf and addition of 39,985 sf with a total campus of 66,060 sf	Approved
5	Danielson Group (TPM 14,686 sf) 1393 Danielson Lane	Lot split of 2 parcels into 4 parcels	Map recorded
6	Crail Lot Split (TPM 14,758 sf) 175 Tiburon Bay Lane	10-acre parcel split into two 5-acre parcels, 1 existing unit	Map recorded
7	Loiacono Lot Split 1050 Coyote Road	8.31-acre parcel split into 2 parcels of 5.30 and 3.01 acres	Approved
8	Tolles Lot Line Adjustment 602 Para Grande Lane	Lot Line Adjustment of 1 parcel with 7 lots to create 2 parcels of 0.77 and 1.35 acres	In progress
9	Garner Lot Split 75 Olive Mill Road	Subdivision of a 20,977-sf (gross and net) lot into 2 lots	Approved. Awaiting Map Clearance
10	Gunner Commercial Building 525 San Ysidro Road	18,014-gross sf (14,194-net sf) commercial retail and office	Constructed and operating
11	Bohlinger New SFD/ Accessory Building 311 Ennisbrook Drive	Single family dwelling	Approved (not issued)
12	Decker New SFD/ Guesthouse 680 Stonehouse Lane	Single family dwelling	In progress
13	Goerner New SFD 1017 Hot Springs Road	Single family dwelling	In progress
14	Bissell New SFD/ Garage/Cabana 1119 Alston Road	Single family dwelling	Approved (not issued)
15	Valle New SFD/Pool/ Cabana/Accessory 403 Woodley Road	Single family dwelling	In progress

Table 2-4. Pending and Approved Projects in Eastern Montecito (Continued)

Map Key	Project Name/ Address	Description	Status
16	Newman Attached RSU & SFD Addition 758 Via Manana	Residential second unit	In progress
17	Berg New SFD/ Guesthouse/Pool 1355 Oak Creek Canyon Road	Single family dwelling	Approved (not issued)
18	Lombard New SFD 819 Ashley Road	Single family dwelling	Approved (not issued)
19	Deansgrange Trust New SFD/Garage/Pond/ Grading 588 Picacho Lane	Single family dwelling	In progress
20	Tolles Residential Development 602 Parra Grande Lane, Santa Barbara	Conversion of an existing 3-unit residential structure to a single family dwelling	In progress
21	Carsey Commercial Mixed Use 2345 Varley Street, Summerland	Demolish existing structures and build new mixed use building including 2,772 sf of retail commercial space; 3,164 sf of subterranean parking; 675 sf of residential space; and separate residential garage	Approved
22	Carpinteria Valley Farms Agricultural Development Plan 120 Montecito Ranch Lane, Summerland and 2800 Via Real, Carpinteria	Development plan for more than 20,000 sf of building and structures	Approved
23	O'neil Coastal Plan Amendment 2552 Wallace Avenue, Summerland	Coastal Plan Amendment to allow residential zoning	In process
24	Summerland Community Public Safety Center 2450 Lillie Avenue, Summerland	8545 sf of construction for new fire station, meeting room, offices, kitchen, bathrooms, sleeping rooms	Approved
25	Pacifica Institute 249 Lambert Road, Carpinteria	5,635 sf of new campus facilities	Approved
26	Estancia La Serena Equestrian Center 3215 Foothill Road, Carpinteria	5,000 sf for commercial horse training, breeding, and boarding facility for up to 45 horses with site improvements as well as a residential remodel, new guesthouse, pool cabana, swimming pool, and a new private driveway	Approved

Table 2-4. Pending and Approved Projects in Eastern Montecito (Continued)

Map Key	Project Name/ Address	Description	Status
27	Holani Farms Horse Boarding Facility 331 Lambert Road, Carpinteria	20,805-sf horse boarding Conditional Use Permit	Approved
28	Valley Club of Montecito 1901 East Valley Road Montecito	41,298 sf golf course and related facilities. 2,149 sf club manager residence and 3,600 sf employee duplex	Approved
29	Montecito YMCA Expansion 591 Santa Rosa Lane	A 5,400 sf two-story addition to main building, a new 2,723 sf child care building, a 5,300 sf locker room/natatorium building; an 11,000 S.F. gym	In progress
30	Hosmer Adobe Rehabilitation 461 San Ysidro Road Montecito	Reconstruction of historic adobe	Under construction
31	Olson Family Trust Single Family Home	Tear Down and Rebuild Channel Drive between Biltmore and butterfly	In progress
32	Van Wolfswinkle Single Family Home	Tear Down and Rebuild Right next to Biltmore on Channel Drive	In progress

Source: County of Santa Barbara 2015.
RSU – residential second unit; Sf – square foot/feet; SFD – single family dwelling; TPM – tentative parcel map

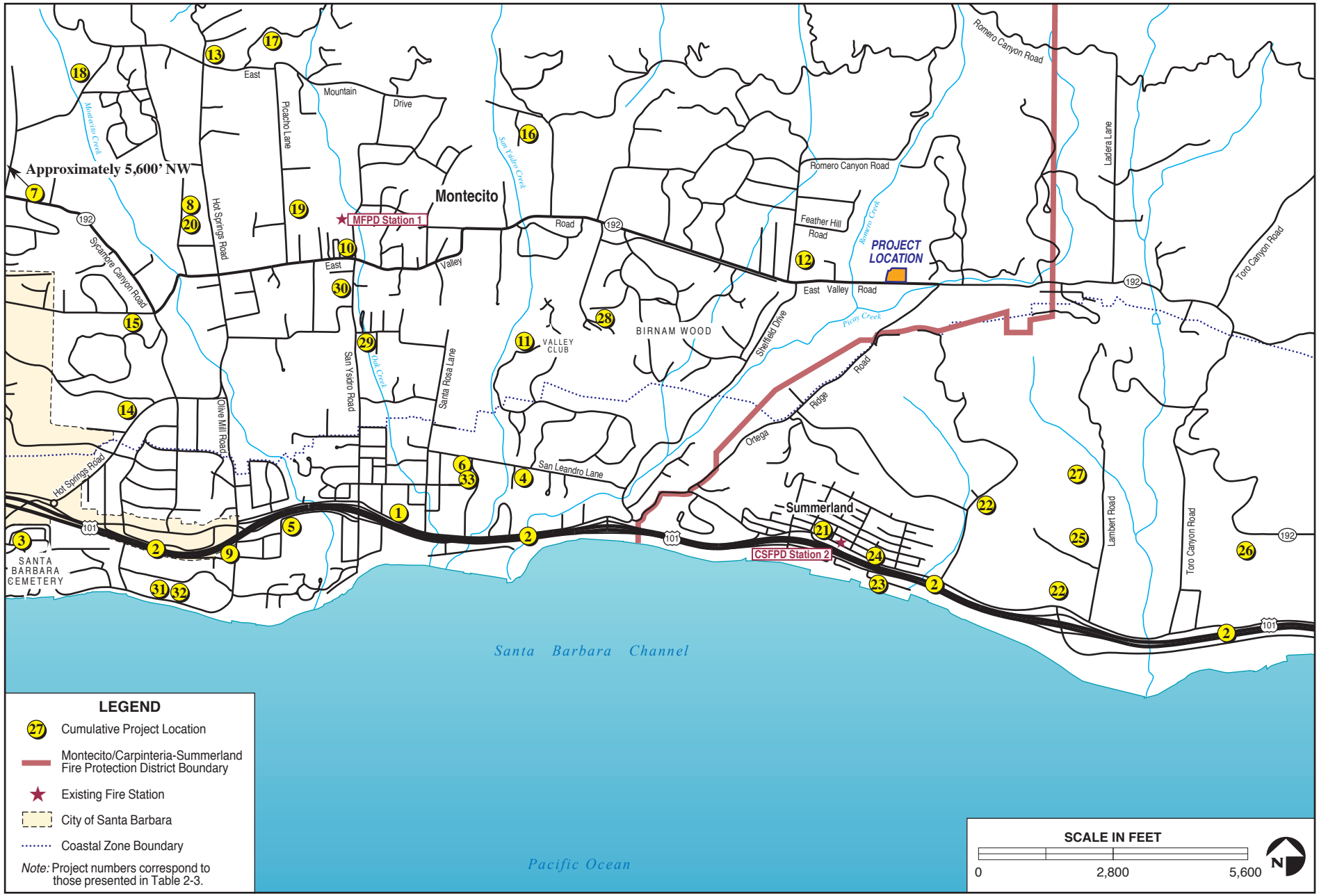

Figure 2.7. Pending and Approved Projects in Eastern Montecito

3.0 ENVIRONMENTAL IMPACT ANALYSIS AND MITIGATION MEASURES

To define the scope of the EIR, the Montecito Fire Protection District (MFPD) provided the public an opportunity to comment on the environmental review of the Station 3 Site Acquisition and Construction project at a scoping meeting on March 17, 2014. Twenty members of the public attended the scoping meeting, of which eight testified. The Notice of Preparation (NOP) was distributed to Federal, State, County, and City agencies and local libraries on February 25, 2014 with a comment period that ran for 30 days following distribution of the NOP. Notice of the EIR scoping meeting was published in local newspapers, sent to various local agencies, special interest groups, and owners of properties in the vicinity (within approximately 250 feet) of the project site. The purpose of the meeting and notifications was to identify public and agency concerns regarding potential impacts of the proposed project. MFPD received 12 letters of comment on the NOP (see Appendix C).

Through this process, MFPD has determined that the EIR analysis should focus on the following resource areas:

- Aesthetics and Visual Resources
- Agricultural Resources
- Air Quality and GHGs
- Biological Resources
- Cultural Resources
- Fire Protection
- Geologic Processes
- Land Use
- Noise
- Transportation and Traffic
- Water Resources, Supply and Service

This section of the EIR (Section 3.0) addresses the potentially significant environmental impacts of the proposed project for the resource areas listed above. Each environmental resource area is discussed under the following subsections: *Existing Conditions, Regulatory Framework*, and *Environmental Impacts*.

For each impact identified in this EIR, a statement of the level of significance of the impact is provided. Impacts are assigned to one of the following categories:

- *No impact* would result when no adverse change in the environment is expected; no mitigation would be required.
- A *beneficial impact* would result when the proposed project would have a positive effect on the natural or human environment and no mitigation would be required (Class IV).
- A *less than significant impact* would not cause a substantial change in the environment, although an adverse change in the environment may occur; only compliance with standard regulatory conditions would be required (Class III).

- A *significant (but mitigable) impact* would have a substantial adverse impact on the environment but could be reduced to a less-than-significant level through successful implementation of identified mitigation measures (Class II).
- A *significant unavoidable impact* would cause a substantial adverse effect on the environment, and no feasible mitigation measures would be available to reduce the impact to a less-than-significant level (Class I).

3.1 AESTHETICS AND VISUAL RESOURCES

This section provides an overview of the visual resources in the project vicinity and the eastern Montecito area, with particular attention to those resources present within the project site. In a rural or semi-rural context, the visual resources of an area are often related to the natural character of the area, as well as to the developed character of buildings, architectural design, and setbacks from public roads and landscaping. Viewers often desire and anticipate visual continuity within a region, and development that is incompatible or inconsistent with the agricultural and/or open character of a rural area can be considered disruptive to the aesthetic character of such regions. This section also addresses the potential for the proposed project to create visual impacts as defined by the California Environmental Quality Act (CEQA), by applicable Santa Barbara County visual resources policies and guidelines, and by the Montecito Board of Architectural Review (MBAR) architectural compatibility standards. Visual resource issues identified in the Initial Study are emphasized in the aesthetic and visual resources impact analysis (MFPD 2011). Amec Foster Wheeler staff visited the project site and vicinity on November 27, 2014 and December 5, 2014 to review aesthetic conditions.

3.1.1 Existing Conditions

3.1.1.1 Regional Setting

Montecito is a semi-rural community that lies between the Pacific Ocean and foothills of the Santa Ynez Mountains. The City of Santa Barbara lies to the west and the unincorporated communities of Summerland and Toro Canyon are located to the east. Montecito's unique community character encompasses a mix of lower density and large lot semi-rural development with areas of open space, woodlands, beaches, and steeper foothills regions. The topography of the area varies greatly; however, most of Montecito is on gently to moderately sloping hills that rise toward the Sana Ynez Mountain Range (County of Santa Barbara 1992). Numerous open spaces, creek corridors, recreation areas (e.g., equestrian facilities, golf courses), pastures, and orchards are scattered throughout the community, and interspersed with large, single family residences and estates typical of lower density and semi-rural development.

Development in Montecito primarily consists of large residences and estates located on lots of 1 acre or greater, generally with extensive landscaping. Scattered neighborhoods of smaller lots with older houses add to the residential mix. Residences tend to be shielded from often narrow winding roadways by walls and trees and other vegetation

that create a forested character in much of the community. The majority of roadways lack sidewalks and traffic and street lights, which contributes to the community's semi-rural character and maintains views of the nighttime sky.

There are no "State Scenic Highways" located in Montecito (County of Santa Barbara 2009). However, the Montecito Community Plan (MCP) encourages consideration of East Valley Road as a State Scenic Highway (County of Santa Barbara 1995).

3.1.1.2 Visual Character of the Project Vicinity

The proposed project is located in the inland portion of eastern Montecito along State Highway 192/East Valley Road between Sheffield Drive on the west and Ortega Ridge Road on the east. To the west of this area lie dozens of residences within the Birnam Wood Golf Club and medium density neighborhoods off Romero Canyon Road. To the east are more rural areas of Toro Canyon. The immediate project vicinity is characterized by larger lots, is generally less developed than other areas in the community, and retains substantial areas of orchards and open space. In addition, large recreational facilities, including Birnam Wood Golf Club and Valley Club Golf Course, provide substantial open space in the area. East Valley Road through Montecito is considered a significant Scenic View Corridor by the County in the MCP Update EIR (County of Santa Barbara 1992).

The area immediately south of the project site is developed with two residences of two stories and a large complex of an older barn, paddocks and stables, now being remodeled for private automobile storage.

Natural Character

Large orchards and undeveloped lands on Rancho San Carlos and Featherhill Ranch contribute to the semi-rural visual character of the project vicinity and provide views through to the Santa Ynez Mountains for travelers on East Valley Road.

East Valley Road in the project vicinity extends from Sheffield Drive east to Ortega Ridge Road and is relatively wooded along much of this reach, with large oaks and other specimen trees and shrubs lining the roadway and property frontages. Residences are generally well setback from the road edge and frequently are partially screened from view by hedges, walls, and trees. The western reach of this segment from Sheffield Drive to Romero Creek is lined with dense vegetation associated with residential development to the north, which obscures nearly all distant mountain views, and the Valley Club landscaping to the south.

Residences at the western end of the project vicinity maintain extensive, mature landscaping that obscure structures from the roadway and create a heavily forested feel.

East of Romero Creek and its corridor of riparian trees, views from the roadway become somewhat more expansive due to more widely spaced trees, fewer walls and hedges, and the orchards north of the road on Featherhill and San Carlos Ranches. Although East Valley Road in the vicinity of the project site is generally lined with coast live oaks, views of the Santa Ynez Mountains to the north remain available. These relatively open views to the north are obstructed by the densely-vegetated riparian corridor of Picay Creek as East Valley Road approaches near Ortega Ridge Road. To the south of East Valley Road in this reach, scattered estate residences and equestrian uses allow some views through to Ortega Ridge.

Developed Character

Six residences border East Valley Road in the immediate project vicinity -- two across from the project site south of East Valley Road and four north of East Valley Road across Romero Creek to the west. These residences consist of four two-story homes and two one-story structures (Table 3.1-1). Mature vegetation and perimeter walls or fences often obscure views of these structures from East Valley Road. Typical residential parcel frontages for these homes average approximately 200 feet, and residences are typically setback approximately 45 feet from East Valley Road.

Table 3.1-1. Scale and Relation to East Valley Road Residences in the Project Vicinity

Address	Stories	Approx. Setback (ft)[1]	Approx. Frontage (ft)[2]
2220 East Valley Road	2	45	190
2222 East Valley Road	1	40	190
West of Stonehouse Drive	1	55	200
East of Stonehouse Drive	2	55	220
2347 East Valley Road	2	40	180
2351 East Valley Road	2	35	300

[1] The approximate setback is from the edge of East Valley Road to primary structures, and does not include perimeter fences, patios, etc.
[2] The approximate frontage includes the distance that each property fronts East Valley Road, including the residence, and associated perimeter fence, lawns, patios, and landscaped areas.

The two-story residence located south of the project site has minimal setbacks off East Valley Road.

The two-story residence and larger outbuildings located south of the project site on East Valley Road is visible from Ortega Ridge Road.

A two-story residence located west of the project site is setback approximately 50 feet and largely obscured by landscaping from East Valley Road.

A two-story residence located southwest of the project site is visible from the driveway off East Valley Road.

A two-story residence is located south of the project site.

The two residences across East Valley Road south of the project site support two-story development. Each structure extends for approximately 160 feet along East Valley Road and is partially visible from the roadway. The residence directly across from the proposed project site is particularly visible from the public road due to limited roadside landscaping and the structure's white exterior and red tile roof. In addition to these two residences, a large outbuilding located south of the site supports open paddocks bordered by white split rail fences, as well as a one-story building of approximately 370 feet in length now being remodeled for private automobile storage, which is located 320 feet south of East Valley Road. Coast live oaks spaced along the frontage of these properties provide partial screening of views of existing residences from the road.

Nighttime Conditions

The semi-rural land uses and few residences in the project vicinity generate very little night lighting. Residences generate only minimal exterior lighting, and views of the nighttime sky are well preserved.

3.1.1.3 Visual Character of the Proposed Project Site

The visual character of the site comprises regularly spaced oaks in the foreground with a backdrop of ordered rows of lemon trees extending north toward the Santa Ynez Mountains. Areas of dense stands of oaks border the intermittent drainage channel on the site's western boundary. Mature coast live oaks and clusters of younger oaks are spaced approximately 20 feet apart along the roadway with denser oak canopies beginning at approximately 15 feet or higher above the ground. This spacing permits some degree of openness for views available to travelers on East Valley Road.

3.1.1.4 Existing Views of the Proposed Project Site

Travelers on East Valley Road now have a view of the proposed project site. Intermittent views are available from Ortega Ridge Road and distant views from area hiking trails. In the project vicinity, East Valley Road carries approximately 2,620 average daily trips

(ADT) and is an important east-west route for motorists traveling through eastern Montecito (California Department of Transportation 2014). Ortega Ridge Road is removed from the site and offers only intermitted glimpses of the project vicinity.

Views of the site for eastbound travelers approaching the project site are obscured due to dense stands of oak trees on the Archdiocese property to the west and along the drainage channel on the site's western boundary. Eastbound travelers in vehicles moving along East Valley Road at 35 miles per hour (mph) could view the project site through the existing line of oak trees for approximately 4.5 seconds by looking directly north as they transit the 300-foot length of the site.

For westbound travelers in vehicles proceeding downhill toward the site from Toro Canyon, views are largely obscured by oaks that line the roadway for the majority of this approach. Distant views of the Santa Ynez Mountains are available north across the lemon orchards of Rancho San Carlos; however, views to the northwest (towards the project site) are largely obstructed by tree trunks and foliage. Westbound on East Valley Road at 35 mph, views across the project site occur for approximately 6.5 seconds.[1] It should be noted that while the posted speed is 35 mph, actual speeds of 45 mph or more are typical along this road and reduce viewer exposure to the site.

East Valley Road is a popular route for cyclists and is used by a limited number of pedestrians. Views across the project site for these users occur for more time than for travelers viewing the site by vehicle. Viewer exposure for cyclists is moderate due to the relatively limited number of daily viewers. However, these viewers are in close proximity to the natural landscape and have a greater exposure to existing views. Although the number of pedestrians is limited, they experience views of the greatest duration. Romero Canyon Trail is the most heavily used public hiking trail with potential views of the site; however, viewing locations from this trail are generally 1 to 2 miles away and over 1,000 feet in elevation above the site.

3.1.2 Regulatory Framework

3.1.2.1 Applicable State Policies

California Scenic Highway Program: California's Scenic Highway Program was designed to preserve and protect scenic highway corridors. Jurisdictions nominating a

[1] Views across the project site are available from a greater distance to westbound travelers than to those traveling eastbound because of the spacing between oaks, which affords views starting approximately 250 feet before the project site.

Scenic Highway for official designation have in place or adopt ordinances to preserve the scenic quality of the corridor, including policies to preserve scenic resources through land use regulations, site planning, control of outdoor advertising (including a ban on billboards), grading, and measures to direct structural design and appearance (California Streets and Highways Code § 260 et seq.).

3.1.2.2 Applicable County Policies

County Comprehensive Plan Land Use Element Hillside and Watershed Protection Policies: Policy 1 requires minimization of cut and fill operations. Policy 2 requires all development to fit the site topography, to be oriented so that grading and other site preparation is kept to an absolute minimum, and to ensure that natural features, landforms, and native vegetation be preserved to the maximum extent feasible.

County Comprehensive Plan Land Use Element Visual Resources: Policy 3 requires new structures to be in conformance with the scale and character of the existing community in urban areas.

Montecito Community Plan (MCP): The MCP reinforces the importance of preserving the community's scenic qualities. The MCP contains several policies pertaining to the protection of visual and open space resources, particularly the protection of views of the Santa Ynez Mountain Range and Pacific Ocean. Relevant policies include:

Goal VIS-M-1: Protect the visual importance of the Santa Ynez Mountain Range and Ocean View as having both local and regional significance and protect from development which could adversely affect this quality.

Policy VIS-M-1.1: Development shall be subordinate to the natural open space characteristics of the mountains.

Policy VIS-M-1.2: Grading required for access roads and site development shall be limited in scope so as to protect the viewshed.

Policy VIS-M-1.3: Development of property should minimize impacts to open space views as seen from public roads and viewpoints.

Visual Resource Policy 3: In areas designated as urban on the land use plan maps and in designated rural neighborhoods, new structures shall be in conformance with the scale and character of the existing community. Development, varied circulation patterns, and diverse housing types shall be encouraged.

Visual Resource Policy 4: Signs shall be of size, location, and appearance so as not to detract from scenic areas or views from public roads and other viewing points.

Visual Resource Policy 5: Utilities, including television, shall be placed underground in new developments in accordance with the rules and regulations of the California Public Utilities Commission, except where cost of undergrounding would be so high as to deny service.

Montecito Architectural Guidelines and Development Standards: The Montecito Architectural Guidelines were developed as mitigation under the MCP EIR, which identified adverse impacts to visual resources resulting from buildout of the community. Through application of these guidelines on a project-specific basis, the MBAR addresses the visual character of the plan area and visually incompatible structures. Extensive site preparation and landscaping guidelines are included as well as residential development Floor Area Ratios (FARs) for interpretation of neighborhood compatibility. These Guidelines state that all educational, institutional, and other public and quasi-public uses should be developed in a manner compatible with the community's residential character.

3.1.3 Environmental Impacts

3.1.3.1 Thresholds of Significance

CEQA Guidelines

Appendix G of the CEQA Guidelines identifies the following four circumstances that can lead to a determination of significant visual impact:

(1) The project has a substantial adverse effect on a scenic vista.

(2) The project substantially damages scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway.

(3) The project substantially degrades the existing visual character or quality of the site and its surroundings. (This may include loss of major onsite landscape features, or degradation by change of character when placed in the context of the existing surroundings.)

(4) The project creates a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

A fifth circumstance potentially resulting in significant visual impacts is:

(5) The project results in an inconsistency with laws, ordinances, regulations, and standards applicable to the protection of visual resources.

County of Santa Barbara Thresholds of Significance

The County's Thresholds of Significance acknowledge the subjective nature of aesthetic impacts and includes five questions to guide visual impacts analysis rather than a defined threshold. Affirmative answers to the following guiding questions indicate potentially significant impacts to visual resources.

1a. Does the project site have significant visual resources by virtue of surface waters, vegetation, elevation, slope, or other natural or manmade features which are publicly visible?

1b. If so, does the proposed project have the potential to degrade or significantly interfere with the public's enjoyment of the site's existing visual resources?

2a. Does the project have the potential to impact visual resources of the Coastal Zone or other visually important area (i.e., mountainous area, public park, urban fringe or scenic travel corridor)?

2b. If so, does the project have the potential to conflict with the policies set forth in the County's CLUP, the Comprehensive Plan or any applicable community plan to protect the identified views?

3. Does the project have the potential to create significant adverse aesthetic impact through obstruction of public views, incompatibility with surrounding uses, structures, or intensity of development, removal of significant amounts of vegetation, loss of important open space, substantial alteration of natural character, lack of adequate landscaping, or extensive grading visible from public areas?

3.1.3.2 Impact Assessment Methodology

In preparing this EIR, Amec Foster Wheeler undertook baseline data collection and reviewed existing project documents and relevant County visual resource protection policies and standards (i.e., MCP, Montecito Land Use and Development Code [MLUDC], Montecito Architectural Guidelines and Development Standards, etc.). Following review of available documentation, Amec Foster Wheeler conducted field reconnaissance to identify existing public views of the site; this field reconnaissance was updated in 2014. In addition, Amec Foster Wheeler staff reviewed incremental changes in project design that were considered by the County's Planning and Development Department staff during its review of Montecito Fire Protection District's (MFPD's) permit application. While not finalized, such changes in design include adjustments in project landscaping and grading. These potential incremental changes are accounted for in the analysis below.

To assess visual resource impacts, Amec Foster Wheeler paid particular attention to five areas with public views of the site that constitute public "Key Viewing Locations" (KVLs). These are primarily located along East Valley Road (Figure 3.1-1). Timed drive-bys were taken to assess the duration of view exposure for vehicle travelers to determine the level of exposure for potential viewers. Views from nearby public trails were also considered to ascertain if changes in views from popular recreation locations could occur. Private views are briefly discussed; however, changes to private views are typically not considered impacts under CEQA.

To evaluate potential visual impacts, this analysis considers both *visual impact susceptibility* and *visual impact severity*. Visual impact susceptibility is the degree to which existing visual resources could be impacted by development of a project. This accounts for *visual quality*, *viewer exposure*, and *viewer sensitivity*. Visual quality relates to the overall impression or appeal of an area. Viewer exposure describes the degree to which viewers are exposed to views of the landscape. Viewer sensitivity considers the level of interest or concern of viewers regarding an area's visual resources.

Visual impact severity considers the potential negative effect of a proposed project on an area. Key factors considered in determining visual impact severity include the proposed project's *visual contrast* with the natural and developed characteristics of an area, its potential for *visual dominance* over the existing landscape and *view impairment* through either the blocking or substantial alteration of existing views. While assessment of aesthetic and visual impacts is by nature somewhat subjective, use of these criteria provides a context by which to consider such potential impacts.

To support this analysis, a description of the existing landscape was compiled, including consideration of visual quality, potential viewer sensitivity, and site visibility and potential viewer exposure. The evaluation of viewer exposure also included consideration of the potential numbers of viewers and distance and duration of views. These factors helped support both visual impact susceptibility determinations and potential visual impact severity at each KVL. Potentially affected landscapes were photographed using the same focal length as the human eye, and the analysis then considered potential project visual contrast, visual dominance and potential for view impairment.

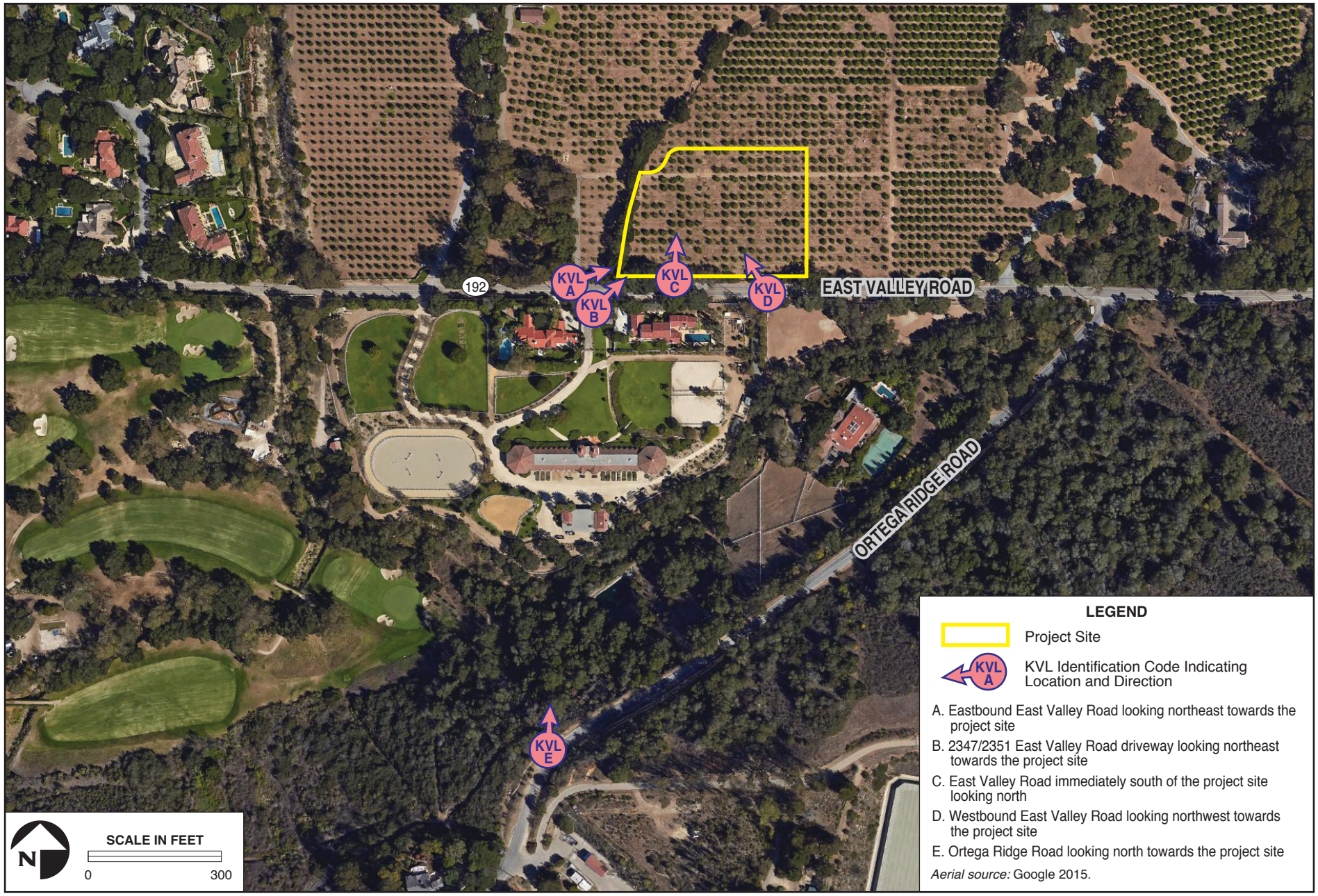

Figure 3.1-1. KVL Locations Overview

3.1.3.3 Mitigation Measures Contained in the Proposed Project

The applicant has proposed a series of design measures to reduce potential project visual impacts including:

- Partial undergrounding of the hose tower, in order to maintain a maximum height above ground of 35 feet.
- Exterior building and site lighting would use hooded fixtures to shield and reduce the spread of light.
- Emergency floodlights would be strategically placed in locations on the site that minimize glare and lighting impacts to the adjacent neighbors. Lighting is to be used in an emergency situation only.
- A detailed landscape plan has been developed to substantially screen and/ or break up building masses of buildings as viewed from public roads and surrounding parcels. The plan consists primarily of native trees and shrubs such as coast live oak and California sycamore with native shrubs and understory and small areas of retained or newly planted orchard. Many plants would be drought tolerant and/ or fire resistant. This plan may be further modified through planning review and consultation with adjacent property owners to maximize visual compatibility (refer to Figure 2-2).
    - A densely landscaped buffer of generally 50 feet in width on the northern and eastern sides of the site, providing aesthetic screening of structures from surrounding parcels (refer to Figure 2-2)
    - A 50-foot habitat restoration buffer from the top of the bank of the drainage along the western side of the site. Restoration would include planting of native oaks and riparian species, and would adhere to a detailed Habitat Restoration Plan to be approved by the County.
    - Setbacks of a minimum of 50 feet from the edge of paving on East Valley Road, with a mix of small and medium stature shrubs and trees (e.g., oaks) designed to partially screen and break up building masses when viewed from East Valley Road.

3.1.3.4 Impact Analysis

Proposed Project Characteristics

The proposed project would consist of development of three structures that would total 12,560-square feet (sf) all surrounded by landscape buffer areas (refer to Figure 2-2, Section 2.4, *Project Description*). The closest structure to East Valley Road would be the main fire station building, which would be set back at least 60 feet from East Valley Road and fronted by a line of existing oak trees along East Valley Road and a newly installed landscape buffer along this road frontage. A proposed Training and Hose Tower

Building on the project site's west end would include a 35-foot high tower used for hose drying and training purposes (Figure 3.1-2). This structure would be set back approximately 205 feet from East Valley Road. The proposed Maintenance Building on the project site's east would be located approximately 180 feet from East Valley Road.

The project would consist of one- to three-story structures. While most of the proposed development is single-story, given the institutional use and needs of a fire station for storage of fire engines and training exercises, some taller elements would be necessary. The roof ridgeline of the proposed structures would be 27 feet located above the two Apparatus Bays in the main fire station building, 25 feet above the two Apparatus Bays in the Maintenance Building, and 26 feet above the two-story training house. A 35-foot tall three-story hose drying tower would be attached to the Training and Hose Tower Building located at the rear of the site behind the main fire station building. Two proposed driveways off East Valley Road would provide the most open views into the site through gaps in the line of oaks along East Valley Road. Parking and paving would cover approximately 0.78 acres of the 2.55-acre site.

The architectural style would be consistent with other structures in the Montecito community, with thick plaster walls, deep inset windows and doors, and clay and mortar tile roofs. Although the project includes three separate buildings, the orientation and massing of the buildings combined with extensive landscaping would minimize the visual bulk of structures from the roadway.

Landscaping would consist of an approximately 60-foot-deep buffer along East Valley Road, vegetated with a mix of trees and shrubs. The north, west, and east project boundaries would all have landscape buffers of 30 to 50 feet in width. Landscape concepts for the proposed project have evolved over time, and all landscape proposals considered by MFPD or suggested by County design review bodies include substantial screening vegetation along the project's frontage on East Valley Road and along site perimeters. When combined with existing oak trees along East Valley Road and the drainage bordering the site to the west, unobstructed views of the site would be limited.

Short-Term Construction Impacts

Evaluation of construction impacts focuses on the short-term visual impacts resulting from project construction, the presence of equipment and material storage, as well as alteration of the existing landscape by excavation and earthmoving. In a visual sense,

View of Main Station from Southwest

View of Maintenance Building from Southwest

View of Main Station from Northeast

View of Main Station from Southeast

Figure 3.1-2. Conceptual Station Renderings

short-duration construction impacts from the proposed project would be obtrusive and out of character with the surrounding natural landscape. The visual changes created by the presence of construction equipment, disruption of site landscape, and unfinished structures would alter the visual character of the site for a 12-month period. While this impact would be adverse, it would be short-term, and is thus determined to be less than significant. Further, existing oaks would partially screen construction activities and project landscaping would begin to break up and eventually largely screen the structures from public viewing areas. Should site landscaping and existing oaks be subject to fire-related disturbance from future wildfires, impacts would be short-term and similar to those associated with construction.

Long-Term Visual Impacts

Long-term project impacts focus on the visual impacts resulting from project operation and the permanent presence of new structures and development. It should be noted that existing views can change over time. For example, trees that currently screen a project site could be burned during wildfire events or die from old age or disease. However, oak trees typically live for 100 to 200 years or more and, as noted in the arborist report, onsite oaks are generally in good health. In addition, oaks are known for their post-fire regenerative capabilities and are therefore assumed to be part of the long-term landscape character of the area.

Evaluation of Visual Impact Susceptibility

As previously discussed, the *visual impact susceptibility* analysis accounts for the project site's *visual quality*, as well as *viewer exposure* and *viewer sensitivity*. The visual quality of views from this location is *high* because of the mature oaks and largely unobstructed orchards, and views of the Santa Ynez Mountains to the north. The combination of scenic mature oaks in the foreground, lemon orchards in the middle ground, and the Santa Ynez Mountains in the background creates a scenic semi-rural or natural ambiance. The MCP reinforces the importance of preserving the community's scenic qualities. Although not a State Scenic Highway, East Valley Road in this area is identified in the MCP as a scenic corridor. Therefore viewer sensitivity is considered *high* as well. However, viewer exposure is *low to moderate* due to very short-duration, limited public views through to the site (e.g., brief glimpses 4.5 seconds or less through vegetation) and the relatively low number of viewers.

Evaluation of Visual Impact Severity by Key Viewing Location

As discussed above, the visual impact severity analysis accounts for the project's visual contrast, potential dominance, and possible impairment of important views. The following analysis discusses potential visual impacts based on KVLs.

KVL A: Eastbound East Valley Road Looking Northeast Toward the Project Site

KVL A: Looking northeast from East Valley Road toward the project site; existing oak trees and proposed landscaping largely obscure views of the project site.

From KVL A, the site is largely obscured to eastbound travelers approaching the site on East Valley Road. This KVL represents the easternmost view of the proposed project available while looking northeast and traveling eastbound on East Valley Road. This KVL was selected because it represents the first view of the project site for eastbound travelers not completely obstructed by dense stands of the oaks in the area.

Because the proposed project structures would be largely obscured by site landscaping and existing vegetation, the visual contrast of the project almost indiscernible. No views would be blocked or substantially altered, and the project would not dominate this view. Therefore, the visual impact severity from this KVA would be *low*.

KVL B: 2347/2351 East Valley Road Driveway Looking Northeast Towards the Project Site

KVL B: Looking northeast towards the project site from 2347/2351 East Valley Road. The project site is partially visible through existing oak; however, views would be limited by new landscaping.

This KVL represents a view of the project site looking northeast from the public road at the driveway of 2347 and 2351 East Valley Road, which is a shared entrance for the residence across from the proposed project site and the residence to the southwest. It was selected to illustrate direct views of the proposed project site that would be experienced briefly by travelers on East Valley Road and local residents.

The proposed project structures would be partially visible from this KVL through the line of existing oaks; however, the structures would be set back 60 feet or more from the roadway and screened with additional landscaping. The proposed structures would not block any existing mountain views from this KVL; however, the new development would disrupt existing views of the orchards, creating moderate visual contrast and dominance of the proposed project with the surrounding landscape. The proposed project would introduce a new partially visible fire station and support structures into this view that would contrast with surrounding orchards. Therefore, visual impact severity would be *moderate*.

KVL C: East Valley Road Immediately South of the Project Site Looking North

KVL C: Looking north from East Valley Road directly south of the project site. Brief views would be available to passersby; proposed setbacks and landscaping would soften views of new structures.

This KVL represents a view of the project site looking north from East Valley Road, immediately south of the proposed project site. This KVL was selected because it is the closest view of the project site briefly available to travelers and cyclists along East Valley Road.

The proposed project would contrast with and break up the nearly contiguous orchard and woodlands on the north side of East Valley Road in this area, one of the least developed stretches of East Valley Road in Montecito. However, due to mature oaks in the foreground, the new structures would not substantially block any existing mountain views from this KVL. Construction of project driveways would entail removal of one mature oak, opening up some views of the new structures; however, while contrasting with the immediately surrounding orchards, the proposed project would be visually similar in design, bulk, and character to other area residences and would be setback farther from the road edge than existing residences in the vicinity. In addition, while the proposed structures include taller elements, they would include few of the two-story elements found in four of the six residences visible along this reach of East Valley Road. Therefore, visual impact severity would be *moderate*.

KVL D: Westbound East Valley Road Looking Northwest Towards the Project Site

KVL D: Looking northwest towards the project site. Brief views are available to passersby through a 100-foot gap in oak trees; new landscaping would limit views of proposed structures.

Visual screening provided by a row of oaks along the roadway limits distant views of the project site for westbound travelers on East Valley Road. KVL D was selected because it represents a view of the proposed project site available to westbound travelers on East Valley Road through a short gap in the oaks that line the north side of the road. The proposed project would contrast with and somewhat dominate surrounding orchards; however, the proposed 50-foot landscape buffer along the site's east end combined with the backdrop of the oak-lined drainage would lessen this effect. The proposed project would not block any existing mountain views from KVL D due to proposed setbacks. Therefore, visual impact severity would be *moderate.*

KVL E: Ortega Ridge Road Looking North Towards the Project Site

KVL E: Ortega Ridge Road looking north toward the project site. Distance and proposed landscaping would soften views of new structures.

This KVL was selected to provide a view of the project site and general vicinity looking north from Ortega Ridge Road. This elevated vantage would provide brief views of the proposed project through a gap in the oaks which line this road and obstruct views of project site.

The proposed project would alter views of the existing lemon orchard and oak groves from Ortega Ridge Road. However, potential visual dominance would be limited in context of views of residences, the large outbuilding south of the project site, the distance of the site from KVL E, and proposed landscaping that would surround the structures. While the view would be changed to include additional structures on the perimeter of an extensive orchard, existing views would not be substantially altered as no scenic elements would be blocked and the visual continuity of the larger rural area would remain. Therefore visual impact severity from this location would be *moderate*.

Additional Visual Considerations

Additional visual concerns include the architectural compatibility of the proposed project with other development in eastern Montecito and potential effects related to scenic

resources such as trees, particularly if the project would have the potential to "substantially degrade the existing visual character or quality of the site and its surroundings" (CEQA Guidelines Appendix G).

Architectural Compatibility

The proposed fire station would consist of 12,560 sf of one- to three-story structures with a 35-foot maximum height, which would exceed the size of most residences in the vicinity, but would be consistent with the size of structures on the residential estate to the south. The overall potential visual effects of this larger facility would be reduced due to existing dense vegetation, greater setbacks from public roads than typical for the area, and proposed substantial landscaping. In addition, total site grading would consist of an estimated 8,000 cubic yards of cut, with up to 600 cy of export. This export of soil would lead to slight changes in overall site topography with much of the site being lowered 1 to 2 feet below existing grade, and more limited areas being lowered from 3 to 5 feet below existing grade. Installation of dense project landscaping would help mask these changes in topography.

The proposed project's single-story construction with taller elements, such as the 27-foot-high ridgeline over the main fire station Apparatus Bays and the 35-foot-high Hose Tower would be consistent with or lower than the two-story elements of many surrounding structures, including residences adjacent to the site south of East Valley Road and the four tower projections on the large barn south of East Valley Road. Proposed structures would also not exceed the height of existing oaks that border the site. Horizontally, the 107-foot length of the main fire station structure frontage viewed from East Valley Road and the 46-foot length of the Training and Hose Tower Building frontage, set back approximately 205 feet from East Valley Road, would be generally consistent with the 160-foot length of the residences across East Valley Road to the south and substantially less than the 370-foot length of the large barn. The design and detail of the proposed project would also be architecturally consistent with the Spanish Colonial style of structures in vicinity, including features such as a low perimeter wall facing East Valley Road, tile roof, deep recessed windows, and color scheme. Therefore, project design would be generally compatible with surrounding uses and would be subject to further refinement by the MBAR.

Loss of Trees

Project construction is expected to result in removal of up to four ~~three~~ mature oak trees and trimming of a number of oaks along East Valley Road. The loss of mature trees would incrementally reduce the number of oaks along East Valley Road and reduce screening of the site. However, most of the large existing oaks along East Valley Road would remain intact and additional oaks and other trees would be planted in project landscape buffers that would more than offset the loss and would provide substantial new visual screening of the proposed structures. Therefore, visual impacts associated with the loss of trees are considered less than significant.

3.1.3.5 Project Impacts and Mitigation Measures

Impact

VIS-1 The proposed project would result in adverse, but less than significant, impacts to views from East Valley Road (Class III).

As detailed in the KVL analysis, the proposed project would result in new development in a semi-rural area that would change existing visual continuity and agricultural uses of the site. However, the proposed fire station would be only moderately visible from East Valley Road, with no significant distant views of the project site afforded to either westbound or eastbound travelers on East Valley Road. Views for eastbound travelers would be almost entirely obstructed by oak trees until nearly directly south of the site. Views for westbound travelers would be intermittent, partially obscured by existing trees, and limited by proposed landscaping (refer to KVLs A, C, and D). In general, viewer exposure to the structures would be intermittent and of short duration, occurring for approximately 5 seconds for travelers driving at 35 mph, though slightly longer for cyclists. The proposed structures' limited visibility, location at the margin of agricultural operations, and screening provided by surrounding oaks and proposed landscaping would substantially reduce potential visual disruption of the area. In addition, proposed changes in site topography of generally 1 to 2 feet lower than existing grades would also be masked by proposed landscaping. This lowering of the site would also have the effect of incrementally reducing building profiles to passers-by on East Valley Road. Although the project would contrast with immediately surrounding orchards, it would be visually consistent with the size, bulk, height, and design of residences and other structures in the vicinity.

Construction of the proposed project would not obstruct mountain or other scenic views. The project would not result in adverse effects related to glare, as none of the project buildings contain large glass or mirrored facades. In terms of lighting, an increase to nighttime lighting would result from limited exterior lighting; however, such lighting would be consistent with Montecito standards (e.g., hooded) and would not result in a substantial increase in outdoor ambient light. Therefore, changes in views from East Valley Road would be an *adverse, but less than significant impact* (Class III).

Impact

VIS-2 The proposed project would result in an adverse, but less than significant impact on views from elevated vistas, including Ortega Ridge Road and nearby foothills (Class III).

Views from the elevated vantages would not be significantly impacted by the proposed project because of limited visibility of the project site from surrounding public viewing areas such as Ortega Ridge Road and local trails, as well as the relatively small project footprint in relation to the larger setting. Although located within a contiguous semi-rural landscape, the project's proximity to East Valley Road, residences, a large outbuilding, and the oak-lined drainage channel would lessen the visual disruption of the larger rural landscape character from elevated vantages. In particular, considering the site's proximity to East Valley Road and the visually dominant residences and equestrian facilities that are adjacent to the south of the project site, the visual contrast with and project dominance over the existing landscape would be less than significant. The visual contrast and dominance would be further reduced with the proposed project's additional landscaping and vegetative screening, including large stature native trees such as coast live oak and California sycamore. Therefore, changes in views from the elevated vantages would be an *adverse, but less than significant impact* (Class III).

3.1.3.6 Cumulative Impacts

The proposed project would result in the conversion of approximately 2.55 acres of orchard use. It should be noted that there are no currently pending major development projects along the East Valley Road or Ortega Ridge corridors. Although Rancho San Carlos is designated for large lot residential uses, no development is pending on the site. Therefore, no substantial cumulative aesthetic impacts would occur related to individual developments along the two major public roads in the immediate project vicinity.

At the planning level, as identified in the MCP EIR, future development of open spaces in Montecito, Summerland, and Santa Barbara would result in cumulatively significant changes to the visual character of the region. Wildfires may also continue to affect surrounding views through damage and removal of hillside vegetation. However, the implementation of the proposed project would not substantially contribute to this potential cumulative impact, as the site would be well-shielded by oak trees and landscaping and its scale and design would be similar to existing residential development in the area and would therefore be visually compatible with the area's existing semi-rural setting.

Given that the project would be consistent with MCP and the Montecito Growth Management Ordinance (MGMO) development guidelines and zoning, the project's contribution to the reduction of farmland and associated rural aesthetics in Santa Barbara County is considered insignificant.

3.1.3.7 Residual Impacts

As no significant impacts to visual resources would occur as a result of the proposed project, no residual impacts would remain after project implementation. Incorporation of proposed mitigation measures such as landscaped buffers and setbacks would further decrease potential for adverse visual changes.

3.2 AGRICULTURAL RESOURCES

The following section evaluates the potential impacts of the proposed project on agricultural resources, including potential loss of prime soils or farmland, increases in urban-rural or agricultural conflicts, and consistency with existing site zoning. It also evaluates the proposed project's consistency with relevant State and County policies and regulations, including agricultural and land use goals, programs, and policies in the Montecito Community Plan (MCP) and the County's *Comprehensive Plan*, particularly the Land Use and Agricultural Elements.

Agricultural resources consist of land with existing or potential agricultural productivity. Important agricultural resources are identified by the State of California's Farmland Mapping and Monitoring Program (FMMP) as Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, or Unique Farmlands, with soil or other important agricultural production properties such as unique climate zones (California Department of Conservation 2015).[1] The U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) *Soil Survey for Santa Barbara County, South Coastal Part*, identifies soil types in the coastal portions of Santa Barbara County, including those that contain superior properties for agricultural production. The NRCS designates such soils with a Soil Capability Class of I or II and such soils are considered "prime" for purposes of agricultural production. The NRCS defines Class I as soils having slight limitations that restrict their use and Class II as soils having moderate limitations that reduce the choice of plants or require moderate conservation practices. Many soils are given a Capability Class of I or II only when irrigated, but otherwise receive a lower rating without irrigation.

3.2.1 Existing Conditions

3.2.1.1 Regional Setting

Agriculture is a key production industry in Santa Barbara County. The County ranks as the 15th largest agricultural producer in the State of California. Agriculture continues to be Santa Barbara County's major producing industry with a gross production value of over $1.49 billion in 2014 (County of Santa Barbara 2014). Top crops in 2014, by value, were comprised of strawberries ($465 million), broccoli ($137 million), wine grapes ($155

[1] The FMMP assesses the location, quality and quantity of agricultural lands and monitors the conversion of these lands to nonagricultural uses. Important farmlands contain soils best suited for producing food and forage, particularly for producing high-yield crops.

million), cut flowers ($105 million), head lettuce ($80 million), and cauliflower ($60 million). Along the County's South Coast, orchard crops are among the most valuable crop types, particularly lemons and avocados; however, the ongoing drought since 2011 has created challenging circumstances for many commodity groups. In particular, the, lack of available grass for grazing, and the high cost of supplemental feed forced cattle ranchers to reduce their herd size by 40 to 50 percent. Through a multiplier effect, County agriculture has an estimated local economic impact in excess of $2.8 billion (County of Santa Barbara 2014). A total of approximately 706,934 acres of County land are mapped as agricultural land under the FMMP (California Department of Conservation 2015), 537,130 acres of which are in agricultural preserves, or Williamson Act contracts (California Department of Conservation 2014).[2]

3.2.1.2 Local Setting

Montecito is not considered a substantial agricultural region and most historic farmland within the community has been converted to residential and other urban uses; however, areas of active agricultural operations remain, particularly in eastern Montecito. Within Montecito, 35.3 acres are zoned for agricultural use, although 146.1 acres are currently under agricultural cultivation. The remaining acreage under cultivation consists of parcels that are zoned for residential uses (County of Santa Barbara 2010b). The nearest land outside Montecito zoned for agriculture and under cultivation is approximately 1.5 miles to the east in the Summerland area, with additional agriculture further east in Toro Canyon and Carpinteria. There are no parcels under Williamson Act contracts in Montecito (California Department of Conservation 2014). The project site and immediately surrounding parcels support historic and ongoing agricultural operations, with the existing 87 acres of orchards on the 237 acre Rancho San Carlos, including the 2.55 acre project site, constituting more than 50 percent of the cultivated agriculture within the community. The nearest parcels zoned for agriculture are located approximately 500 feet to the southeast of the project site and are not currently developed in agricultural use (County of Santa Barbara 2012).

[2] An agricultural preserve (Williamson Act contract) is an agreement between private landowners and the government to restrict specific parcels of land to agricultural or related open space uses in return for reduced property tax assessments (refer to Section 3.2.2, *Regulatory Setting*, for additional discussion).

3.2.1.3 Project Site

The proposed project site measures 2.55 acres and currently supports a lemon orchard of approximately 2.55 acres. The site is part of a larger 76.87-acre existing parcel (APN 155-070-008). Both this larger parcel and the proposed project site are part of the larger 237-acre Rancho San Carlos agricultural operation. Based on review of aerial photographs, the 237 acres of Rancho San Carlos currently support approximately 87 acres of existing developed orchards, primarily lemons and avocados; a one-acre olive orchard is also under cultivation. In addition to orchards, Rancho San Carlos supports approximately 34 acres of facilities historically occupied by equestrian uses in the southeastern portion of the Ranch, which have been inactive in recent years. Several acres of what appear to be paddocks are also located in the northwestern portion of the Ranch between the main residence and Romero Creek.

Onsite soils are Ballard fine sandy loam occurring on 2 to 9 percent slopes, a moderately well drained soil identified as prime for agricultural purposes (Class II) (NRCS 2015, California Department of Conservation 2015). The estimated yield for these soils—800 field boxes of lemons or 325 boxes of avocados per acre per year—is near the high end for yields compared to other area soils; however, this soil type has moderate potential for root rot to occur and is subject to erosion hazards (NRCS 1981).

Active agricultural operations on the site include water use for irrigation, the intermittent application of fertilizers, pesticides and herbicides, routine cultivation and tree maintenance, harvest of lemons, and occasional tree replacement. According to Santa Barbara County Agricultural Commissioner's Permit and Use Data, four types of pesticides were applied to the agricultural operation that includes the project site in 2015 (County of Santa Barbara 2015). Pesticides most commonly used for lemon operations include unclassified petroleum oils, mineral oils, isopropylamine salt glyphosate and potassium salt glyphosate (Round-Up), and chlorpyrifos (Department of Pesticide Regulation 2012). High levels of exposure to

The project site is currently cultivated with lemon trees, part of the larger Rancho San Carlos agricultural operation.

petroleum and mineral oils have been known to cause rapid respiration, cyanosis, tachycardia, and low-grade fever usually indicative of frank hydrocarbon pneumonitis; however, these symptoms are considered rare. Isopropylamine salt glyphosate and potassium salt glyphosate are considered Class III by the U.S. Environmental Protection Agency (USEPA), indicating a low level of toxicity and risk to human health. Chlorpyrifos is a neurotoxin, suspected endocrine disruptor, and has been associated with asthma, reproductive and developmental toxicity and acute toxicity, and is classified as Class II by the USEPA, indicating it is moderately toxic. Pesticide application and storage on Rancho San Carlos are consistent with the State and County policies and adhere to County Agricultural Commissioner's guidelines for pesticide reporting and use (County of Santa Barbara 2015).

3.2.2 Regulatory Framework

3.2.2.1 State Policies and Requirements

California Department of Conservation: The California Department of Conservation administers both the FMMP and the California Land Conservation Act, or Williamson Act. The FMMP compiles information of the State's important farmlands, including tracking farmland proposed for development, and provides this information to state and local government agencies for use in planning and decision-making. The site is currently designated as *Prime Farmland* by the Important Farmland Mapping Program (California Department of Conservation 2009).

The Williamson Act provides for reduced property taxation on agricultural land in exchange for a 10-year, rolling agreement that the land would not be developed or otherwise converted to non-agricultural use. No portion of the project site is presently under a Williamson Act contract, and no land in Montecito is under a Williamson Act contract.

3.2.2.2 Applicable County Policies

A number of County of Santa Barbara policy and planning documents contain provisions designed to protect agricultural resources and prime agricultural land. Although the site is zoned for residential use, its current zoning includes orchards and cultivated agriculture as allowed uses, and the County's *Comprehensive Plan* Agricultural and Land Use Elements are applicable to the project.

Santa Barbara County Comprehensive Plan: The Santa Barbara County Comprehensive Plan provides a general framework for growth and development in the County. The Plan's Agricultural and Land Use Elements contain various goals and policies that address agricultural resources, including the preservation and expansion of agricultural land use within rural areas of the County. The policies outline the County's priority to preserve and, where feasible, expand and intensify agricultural land uses. Agricultural operations are encouraged in areas containing both prime and non-prime soils. Relevant goals and policies regarding compatibility with surrounding agricultural activities are summarized below.

- *Agricultural Element, Goal I:* Santa Barbara County shall assure and enhance the continuation of agriculture as a major viable production industry in Santa Barbara County. Agriculture shall be encouraged. Where conditions allow (taking into account environmental impacts), expansion and intensification shall be supported.
- *Agricultural Element - Policy I.A:* The integrity of agricultural operation shall not be violated by recreational or other non-compatible uses. Imposition of any condition requiring an offer of dedication of a recreational trail or other recreational easement shall be discretionary (determined on a case-by-case basis), and in exercising its discretion, the County shall consider the impact of such an easement upon agricultural production of all lands affected by and adjacent to said trail.
- *Agricultural Element* – Goal II: Agricultural lands shall be protected from adverse urban influence.
- *Agricultural Element, Policy II.D:* Conversion of highly productive agricultural lands whether urban or rural, shall be discouraged. The County shall support programs which encourage the retention of highly productive agricultural lands.
- *Agricultural Element – Goal III:* Where it is necessary for agricultural lands to be converted to other uses, this use shall not interfere with remaining agricultural operations.
- *Agricultural Element – Policy III.B.* It is a County priority to retain blocks of productive agriculture within Urban Areas where reasonable, to continue to explore programs to support that use, and to recognize the importance of the objectives of the County's Right to Farm Ordinance.

Montecito Community Plan (MCP):

Policy LUG-M-2.1: Agricultural activities on residential parcels that are consistent with the provisions of the applicable residential zone district shall be supported and encouraged by the County.

Montecito Growth Management Ordinance (MGMO): The purpose of the MGMO is to pace residential growth with resources and services such as water, fire, wastewater systems, and transportation. The MGMO is a stand-alone ordinance that has been in effect since 1991. On October 5, 2010, the Board of Supervisors amended the ordinance and extended the expiration date to December 31, 2030 (County of Santa Barbara 2010a).

Santa Barbara County Code, Article V. Right to Farm Ordinance No 4907: The County of Santa Barbara has adopted a Right to Farm Ordinance. The purpose of the ordinance is to protect agricultural land uses on land designated within the Comprehensive Plan/Coastal Land Use Plan, on Land Use Maps as A-I or AII, or on land zoned exclusively for agricultural use from conflicts with nonagricultural land uses that may result in financial hardship to agricultural operators or the termination of their operation. Objectives of the Right to Farm Ordinance include: to promote the general health, safety, and welfare of the County; to preserve and protect for exclusive agricultural use those lands zoned for agricultural use; to support and encourage continued agricultural operations in the County; and to forewarn prospective purchasers or residents of property adjacent to or near agricultural operations of the inherent potential problems associated with such purchase or residence, including, but not limited to, the sounds, odors, dust, and chemicals that may accompany agricultural operations.

Santa Barbara County Agricultural Buffer Ordinance: The Agricultural Buffer Ordinance, adopted in 2013, implements Comprehensive Plan policies that assure and enhance the continuation of agriculture as a major viable production industry in Santa Barbara County through establishing development standards that provide for buffers between agricultural uses and new non-agricultural development. Agricultural buffers are intended to minimize potential conflicts between agricultural and adjacent land uses that result from noise, dust, light, and odor incidental to normal agricultural operations, as well as potential conflicts originating from residential and other non-agricultural uses (e.g., domestic pets, insect pests, and invasive weeds). This ordinance generally applies to Rural Areas, or sites adjacent to a rural boundary; as the project site and vicinity is located in the designated Urban Area, the Agricultural Buffer Ordinance does not apply to the project.

Uniform Rules for Agricultural Preserves and Farmland Security Zones: The Uniform Rules of Agricultural Preserves and Farmland Security Zones (Uniform Rules) is used to implement the Williamson Act and administer the Agricultural Preserve Program in Santa Barbara County. The Uniform Rules define eligibility requirements and compatible uses that each participating landowner must adhere to in order to receive a reduced tax assessment, based on acreage of prime and nonprime farmlands. The County also enforces Agricultural Preserve contract requirements to ensure that tax assessments for contracted lands are appropriate.

3.2.3 Environmental Impacts

3.2.3.1 Thresholds of Significance

With respect to agricultural resources, applicable sections of Appendix G of the CEQA Guidelines state that a project would normally have a significant impact on the environment if it would:

(1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use;

(2) Conflict with existing zoning for agricultural use, or a Williamson Act contract; and/or

(3) Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in the conversion of farmland to non-agricultural use.

The County of Santa Barbara has adopted Agricultural Resource Guidelines as part of its *CEQA Environmental Thresholds and Guidelines Manual* (2015). The guidelines contain two thresholds pertaining to impacts on agricultural resources. The first is as follows:

- Will the proposal result in the conversion of prime agricultural land to nonagricultural use, impairment of agricultural land productivity (whether prime or non-prime), or conflict with agricultural preserve programs?

To answer this question, the County of Santa Barbara uses a weighted point system to assign relative values to particular factors of a site's agricultural productivity in order to determine commercial viability. Factors that are considered in the analysis include parcel size, soil classification, water availability, existing and historic land use, Comprehensive Plan land use designations, adjacent land uses, agricultural preserve potential, and

combined farming operations. Based on these factors, a numeric score is determined. In accordance with County thresholds, the conversion from agricultural use would be potentially significant if the point totals from the above factors equal 60 or more and the project would result in any of the following:

- A division of land (including Parcel and Final Maps, etc.) which is currently considered viable but would result in parcels which would not be considered viable using the weighting system.
- A Development Plan, Conditional Use Permit, or other discretionary act which would result in the conversion from agricultural use of a parcel qualifying as viable using the weighting system.
- Discretionary projects which may result in substantial disruption of surrounding agricultural operations.

Please see Appendix K for an evaluation using the County's weighted point system.

3.2.3.2 Impact Assessment Methodology

Impacts to agricultural resources were assessed based upon a detailed review of the weighted point system in the County's adopted Agricultural Resource Guidelines within the *Environmental Thresholds and Guidelines Manual*, including an assessment of the agricultural viability of the proposed 2.55 acre project site and the effects of detaching this 2.55 acre site from the 76.87 acre parent parcel (APN 155-070-008), as well as from the smaller 20.69 acre certificate of compliance parcel (03CC036). Under the County's weighted point system, the project site was determined to have an agricultural viability rating of 54 points. Appendix K contains a breakdown of this rating for the proposed project site. Also considered in this analysis were potential direct effects on immediately adjacent agricultural operations (e.g., theft, noise, and pesticide drift), any indirect or secondary impacts to the larger surrounding agricultural operations and the project's contribution to community wide and regional cumulative impacts. This analysis considered the following criteria:

- An increase in urban-rural conflicts or disruption of surrounding agricultural operations.
- Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

- Creation of indirect effects to agricultural land through removal of a significant barrier to development of such land.
- A substantial contribution to cumulative loss of agricultural land.

Where relevant, elements of the project that are potentially inconsistent with a stated goal, policy, or program within established planning policy documents are summarized in this section, along with related physical environmental consequences.

3.2.3.3 Mitigation Measures Contained in the Proposed Project

The applicant has proposed a series of mitigation measures to reduce potential urban-agricultural conflicts with surrounding orchard on residential land, which have been incorporated into the project design. Pesticide drift and other hazards to site inhabitants related to vicinity agricultural use would be minimized by implementing the design measures listed below:

- A densely landscaped buffer area of generally 50 feet in width on the northern and eastern sides of the site, separating support buildings and structures from agricultural operations.
- A 100-foot buffer (which includes the 30- to 50-foot landscape buffer described above) between agricultural operations and the primary use areas on the site (main fire station and residential quarters.
- A 50-foot habitat restoration buffer from the top of the bank of the drainage along the western side of the site.
- MFPD would coordinate with the Agricultural Commissioner's Office and the Ranch Manager for Rancho San Carlos regarding notification of agricultural spraying activities.

3.2.3.4 Project Impacts and Mitigation Measures

Impact

AG-1 Construction of the proposed project would result in an adverse, but less than significant increase in urban-rural agricultural land conflicts (Class III).

The proposed project would involve the construction of a new fire station and associated facilities on a new 2.55-acre parcel bordered by active agricultural operations currently

consisting of lemon orchards. Lemon orchards would immediately border the proposed project to the north and east and from across the intermittent drainage to the west. The proximity of the proposed project to active agriculture could create land use incompatibilities between the proposed development with existing and continuing agricultural uses, such as ongoing use of pesticides or herbicides and noise and dust generation associated with periodic cultivation and harvesting.

Potential urban-rural conflicts would be reduced by design measures, including setbacks and buffers.

In order to reduce these potential incompatibilities, the proposed project includes both building setbacks and use of landscape buffers to provide separation between existing surrounding agricultural operations and the proposed project. Project design includes a 30- to 50-foot densely landscaped buffer area on the project site's north and east boundaries. The proposed fire station would also be well separated from agricultural activities to the west by the existing oak-lined drainage on the site's western boundary and a 50-foot onsite habitat restoration buffer. The County of Santa Barbara recently adopted an Agricultural Buffer Ordinance (April 2013), which requires agricultural buffers between non-agricultural uses in the Urban Area land use category and surrounding agricultural operations in the Rural Area land use category. Because the project site is surrounded by agricultural uses within the designated Urban Area, the Agricultural Buffer Ordinance does not apply; nonetheless, the main fire station and firefighter residential quarters would be set back more than 100 feet from existing orchards. These measures would reduce the risk of pesticide drift adversely affecting future station personnel, would separate fire station operations from agricultural operations, and would be consistent with buffers required by the County for other projects adjacent to active agricultural uses on agriculturally zoned lands.

In addition to these setbacks and buffers included in project design, the application of pesticides and herbicides is strictly regulated and monitored by the County Agricultural Commissioner's Office, which is responsible for regulating state and federally restricted pesticides. Farmers are required by law to notify the Commissioner's Office prior to application of any restricted pesticides and adhere to clear standards that govern the use

and application of pesticides and herbicides. Most pesticides applied to lemon orchards are non-restricted pesticides; however, the Commissioner's Office enforces a "zero-drift" policy regarding the drift of all applied pesticides off the application site and restricts application during periods of higher winds. Existing County regulations combined with project design measures would substantially reduce the risks to human health and safety, and be consistent with County and state standards. Moreover, the development of this site has been discussed with the County's Agricultural Commissioner, who indicated that proposed buffers and landscaping appear generally adequate to address potential urban-rural conflicts, including pesticide drift (County of Santa Barbara 2010c). As part of the project, the MFPD would coordinate with the Agricultural Commissioner's Office and the Ranch Manager for Rancho San Carlos regarding notification of agricultural spraying activities.

Urban-rural conflicts such as noise and dust generation associated with periodic cultivation and harvesting can also adversely affect new uses adjacent to active agricultural operations. However, project landscape buffers and setbacks would reduce such issues to insignificance given the low level of ongoing active cultivation.

Because the proposed project consists of a fire station that would be buffered from existing orchards, the proposed project would not create a nuisance nor require agricultural landowners to alter agricultural operations to meet urban expectations such that the project would be inconsistent with the County's Right to Farm Ordinance (County of Santa Barbara Ordinance 3778, § 1). In addition, mitigation measures included in project design as discussed above would ensure that the project would be consistent with Goal III of the County's Agricultural Element. Agricultural operations would continue on Rancho San Carlos unimpeded by project development. Additional urban-rural impacts can occur via increased fruit theft, vandalism of crops and property, and trespassing. Because the project would be staffed by responsible public safety personnel and surrounded by landscape buffers, it would not result in increased public access to the larger Rancho San Carlos, and agricultural operations would remain fenced from public access. Additionally, the project site is located in the southwest corner of the Rancho San Carlos and would therefore only be adjacent to agricultural uses on the site's north and east boundaries, which would reduce exposure and interaction with agricultural operations.

Therefore, with proposed incorporation of design measures to buffer agricultural operations from the project site, impacts resulting from urban-rural conflict would be Class III, *adverse, but less than significant*.

Impact

AG-2 The proposed project would result in an adverse but less than significant impact due to the loss of 2.55 acres of prime agricultural land that currently supports an active lemon orchard (Class III).

The proposed project would result in development for institutional use of approximately 2.55 acres of prime agricultural soils that currently support lemon orchards. This loss of orchard would constitute less than 3 percent of the existing orchards currently in production on the Rancho San Carlos or about ~~2~~ 3 percent of the ~~120~~ 87 acres of the Ranch historically in agriculturally-related uses. As noted above, the proposed 2.55-acre project site is located within the boundaries of an existing 76.85 acre parcel (APN 155-070-008), approximately 76 percent (58.4 acres) of which is developed with existing orchards.[3] The loss of 2.55 acres of orchard on the project site would constitute approximately 4 percent of the existing orchards on APN 155-070-008 or 3 percent of the total acreage of prime agricultural soils on this parcel.[4]

In order to provide more detail on project effects on agriculture, the potential effects of the project on onsite agricultural resources and the agricultural viability of the remainder of APN 155-070-008 were assessed utilizing the County methodology (refer to Appendix K).

Based upon a review of these County criteria, the proposed project site has relatively high quality soils, historically available water, is suitable for orchard crops, and has a history of active cultivation. However, under the County's *Environmental Thresholds and Guidelines Manual*, the site's very small size and planned urban land use designation combine with the site's inability to qualify for agricultural preserve due to residential zoning and its relatively small contribution to the site's combined farming operation to reduce its agricultural viability. It should also be noted that the County of Santa Barbara's minimum parcel size for agricultural land use and zoning is 5 acres and, as such, 5-acre agricultural zoning is typically focused on super-prime lands within the coastal zone in areas intensively developed for agriculture (e.g., Carpinteria Valley) capable of supporting strawberries, nursery crops and other very high value agricultural uses. Orchard lands are generally zoned for minimum sizes of 20 to 40 or more acres. The County has never found

[3] The project site is also located with the boundaries of an existing 20.69 acre Certificate of Compliance (CC) parcel (03CC037), which has been acknowledged by the County as constituting a legal developable parcel. More than 90 percent of this CC parcel is currently under cultivation in lemon orchards. The effects of the project on the viability of this parcel were also assessed (refer to Appendix K).

[4] Areas of APN 155-070-008 not under cultivation generally support oak woodlands.

the loss of less than 5 acres of prime soils to be a significant impact and recently identified development of approximately 20 acres of prime soils zoned for agricultural use to be insignificant (County of Santa Barbara 2011). In 2008, the County found that subdivision of a 10-acre parcel located in Montecito and zoned for agricultural use into two 5-acre lots would not create significant impacts to an existing agriculture operation that supports both lemons and avocados, although building envelopes would occupy a total of three acres of prime soils on both parcels (County of Santa Barbara 2007).

In addition, a review of the remaining 74.3 acres of APN 155-070-008 after the loss of 2.55 acres from the proposed project found that this parcel would continue to be viable for agricultural use under the County's Agricultural Guidelines because of its large parcel size, prime soils, adequate water availability, and significance to the overall Rancho San Carlos agricultural operation. For similar reasons, the existing 20-acre Certificate of Compliance parcel within which the project site is located was also found to remain viable after loss of the 2.55 acres of the project site. Therefore, project impacts associated with loss of agricultural land and prime agricultural soils would be considered to be adverse, but less than significant.

County policy discourages ~~but does not prohibit~~ development of agricultural land, and includes actively producing agricultural lands on non-agriculture zoned parcels (see Agricultural Element Policy II.D and Policy III.B discussed in Section 3.2.2.2). While development of the 2.55 acre site would convert active agricultural land that is zoned for residential use, the two acres of lemon orchards in production at the project site were found to be below the County thresholds for agricultural viability and impacts resulting from the loss of these agricultural lands would be less than significant; further, the Project would not substantially diminish the agricultural productivity of remaining orchards on the site (refer to Appendix K). In addition, the County has identified the site and surrounding agricultural lands as suitable for residential development under these Agricultural Element policies, and development of the 2.55 acre site for Station No. 3 was found potentially consistent with these Agricultural Element Policies; refer to Section 4.0, *Consistency with Plans and Policies.*

While development of the subject 2.55-acre site for public service purposes would result in a loss of 2.55 acres of existing agricultural land, development has long been anticipated and previously approved under local land use plans and regulations. In 1992, the Santa Barbara County Board of Supervisors approved residential zoning for Rancho San Carlos, acknowledging the conversion of agricultural areas in Montecito to urban uses as part of

adoption of the MCP. The MCP Update EIR (1992) found that the zoning and subsequent development of agricultural land for residential use in Montecito would result in significant and unavoidable impacts with no feasible mitigation available. As part of approval of the MCP, the Board of Supervisors adopted accompanying findings and a Statement of Overriding Considerations regarding the loss of prime agricultural land (County of Santa Barbara 1992)(Appendix K). Subsequent to the approval of the MCP in 1992, the County Board of Supervisors in 1995 amended the MCP to change the land use and zoning of the nine parcels that comprise Rancho San Carlos and Featherhill Ranches, including the property on which the project site is located. The project site's Comprehensive Plan Land Use Designation was changed to Semi-Rural Residential (SRR-0.5) with residential zoning of 2-acre minimum parcel size (2-E-1). Overall, these County actions increased the development potential of the Rancho San Carlos from approximately 78 to up to 93 units. The County prepared staff reports and findings as well as an addendum to the 1992 MCP EIR under Section 15162 of the State CEQA Guidelines to address issues and impacts associated with the proposed Comprehensive Plan Amendments and Rezone. These documents again acknowledged the loss of agricultural land cited in the 1992 EIR (refer to Appendix K).

In summary, the County, as the agency with land use authority over the proposed project site, previously identified the loss of agricultural land from urban development in Montecito as significant under CEQA; the County also adopted statements of overriding consideration associated with this impact, and designated the site for urban uses. This EIR nevertheless finds and discloses that the proposed project would result in the permanent commitment and loss of 2.55 acres of prime agricultural soils that are currently under cultivation. In addition, the 2.55 acre project site was found to be below County thresholds for classification as a significant viable agricultural operation due to several factors, including the very small acreage proposed for development and its minimal contribution to the site's overall combined farming operation. In addition, development of this 2.55 acres was found to not substantially diminish the productivity and viability of remaining agricultural operations. Furthermore, incorporation of proposed project mitigations targeted to reduce urban-agricultural conflicts would not reduce the viability and integrity of agricultural operations of adjacent orchards. Finally, the as discussed in Section 4.0, *Consistency with Plans and Policies,* the proposed Project would remain consistent with adopted County agricultural Element policies. Based upon an analysis of the project's potential impacts to agriculture using the County's Agricultural Resource Guidelines, the

loss of prime soils and impacts to agriculture are considered *adverse, but less than significant impacts* (Class III).

Impact

AG-3 **Acquisition of the 2.55 acre project site and eventual construction of Fire Station 3 could create indirect impacts to prime agricultural land that supports active lemon orchards and other agricultural uses on both the Featherhill Ranch and Rancho San Carlos through removal of a barrier to growth and eventual development of these prime agricultural lands (Class III).**

The proposed project would result in eventual construction of a fire station on 2.55 acres of Rancho San Carlos. While Rancho San Carlos and the adjacent Featherhill Ranch support existing productive lemon orchards and other agricultural uses, the County has designated these lands for eventual residential development. Future potential development of agricultural land on Rancho San Carlos or Featherhill Ranch would be subject to review and approval under the County's permit and environmental review processes. Review would include an assessment of impacts to agriculture as well as other issues. Although no application for development of these agricultural lands is pending or has been proposed since the adoption of the MCP, construction of Fire Station 3 in eastern Montecito may remove one potential barrier to growth in this region, with potential for indirect impacts to productive agricultural land.

The lack of adequate fire protection services is currently one of many potential barriers to development under the MGMO growth allocation system, which prioritizes residential development applications within three miles of a MFPD station and within a five-minute response time (County of Santa Barbara 2010b). While residential development applications are continuing to be approved in eastern Montecito (Harris 2014), construction of Station 3 could incrementally accelerate the rate at which development could proceed under the current growth pacing mechanism of the MGMO. Current growth rates are 9-10 units per year in Montecito (Harris 2014); however, as long as the MGMO remains in effect, construction of Station 3 would not have an effect on the maximum allowable rate of growth of 19 units per year (see Section 5.2, *Growth-Inducing Impacts* for further detail).

Any future development proposals would need to address agricultural resource impacts through subsequent environmental review as part of the County's land use permitting processes. Therefore, while approval of Fire Station 3 would potentially cause indirect impacts related to the conversion of agricultural land by removing one barrier to eventual

possible future conversion of such lands on Rancho San Carlos and Featherhill Ranch, such impacts are *considered adverse, but not significant* (Class III).

3.2.3.5 Cumulative Impacts

As a result of population growth, urbanization and increased development and other changes, Santa Barbara County has seen an incremental decline in agricultural land uses over the years (Table 3.2-1). Between 2008 2010 and 2010 2012, approximately 61 336 net acres were converted from "important farmland" to "other uses" "other uses" to "important farmland" throughout the County. Growth and development in the Lompoc and Santa Maria Valleys as well as incremental development in Goleta and Carpinteria have led to conversion of some agricultural land grazing land to urban uses agricultural uses. In addition, acreage cultivated for irrigated agriculture such as vineyards, strawberries and raspberries has expanded, and this shift to higher value crops accounts, in part, for the continuing rise in value of overall countywide agricultural output.

On the South Coast of Santa Barbara County, loss of 2.55 acres of farmland on this project site would contribute incrementally to the loss of farmland, which has recently occurred primarily in the Goleta and Carpinteria Valleys—the most agriculturally productive areas on the South Coast. Cumulative projects in Table 2-3 would incrementally contribute to impacts to the County's farmland and grazing land.

Finally, construction of the proposed project would incrementally contribute to the loss of agricultural land within the community of Montecito. Eventual development of the 2.55-acre project site would remove approximately 1.7 percent of the estimated 146 acres of remaining cultivated agricultural land in the community or almost 3 percent of the 87 acres of cultivated land remaining in Rancho San Carlos. However, as described under Impact AG-2 above, with use of the 2.55 acres for a fire station, both the parent parcel and the smaller Certificate of Compliance site would remain agriculturally viable under the County's weighted point system. Active agriculture remaining in Montecito is now limited to contiguous operations on the Featherhill Ranch and the Rancho San Carlos and the smaller Montecito Avocado Ranch which, while still retaining areas of cultivation, has received approval for construction of up to 12 homes on its 36 acres of land zoned for agriculture. The project's contribution to cumulative impacts associated with loss of agricultural land in Montecito would be less than significant because construction of the new fire station would not compromise viable agriculture on Rancho San Carlos and the affected underlying parcel and Certificate of Compliance parcel (please refer to Section 5.0 for a discussion of possible growth-inducing impacts of the proposed project).

Table 3.2-1. Santa Barbara County Land Use Conversion

Land Use Category	Total Acreage Inventoried		2010-12 ACREAGE CHANGES			
			Acres Lost	Acres Gained	Total Acreage	Net Acreage
	2010	*2012*	*(-)*	*(+)*	*Total Affected*	*Change (+/-)*
Prime Farmland	66,569	66,441	861	733	1,594	-128
Farmland of Statewide Importance	12,475	12,815	145	485	630	340
Unique Farmland	35,605	36,032	592	1,019	1,611	427
Farmland of Local Importance	10,642	10,341	885	584	1,469	-301
IMPORTANT FARMLAND SUBTOTAL	**125,291**	**125,629**	**2,483**	**2,821**	**5,304**	**336**
Grazing Land	581,642	580,257	2,710	1,325	4,035	-1,385
AGRICULTURAL LAND SUBTOTAL	**706,933**	**705,886**	**5,193**	**4,146**	**9,339**	**-1,047**
Urban and Built-up Land	62,761	63,464	16	719	735	703
Other Land	265,910	266,254	650	994	1,644	344
Water Area	3,723	3,723	0	0	0	0
TOTAL AREA INVENTORIED	**1,039,327**	**1,039,327**	**5,859**	**5,859**	**11,718**	**0**

Source: (California Department of Conservation 2015).
Development of the proposed project would result in the direct physical conversion of approximately 2.55 acres of prime soils that are on Prime Farmland, most of which is currently under cultivation as a lemon orchard. The loss of 2.55 acres of prime agricultural farmland would constitute a minor fraction of the 125,290 acres of farmland in the County in 2015 and a minor incremental contribution to loss of agricultural lands countywide.[5]

In summary, the project's contribution to cumulative impacts to agriculture on the South Coast and countywide would be less than significant because only a nominal amount of acreage would be impacted and Rancho San Carlos would retain its ongoing agricultural viability and because Montecito plays a minor role in the County's agricultural economy, which continues to increase in value despite the loss of acreage in other areas.

[5] Prime Farmland, Farmland of Statewide Importance, Unique Farmland and Farmland of Local Importance totaled 125,290 acres in 2015 and are generally all under cultivation.

3.2.3.6 Residual Impacts

As no significant impacts to agricultural resources would occur as a result of the proposed project, no residual impacts to agricultural resources would remain after project implementation.

3.3 AIR QUALITY

This section describes existing air quality conditions and relevant air quality regulations, assesses potential impacts of the proposed project on air quality, and recommends mitigation measures to reduce impacts to air quality for the proposed project.

3.3.1 Existing Conditions

Air quality in a given location is determined by the concentration of various pollutants in the atmosphere. National Ambient Air Quality Standards (NAAQS) are established for the criteria pollutants, which include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter equal to or less than 10 microns in diameter (PM_{10}) and 2.5 microns in diameter ($PM_{2.5}$), and lead (Pb). California has also developed California Ambient Air Quality Standards (CAAQS) for these criteria pollutants, as well as hydrogen sulfide, vinyl chloride, sulfates, and visibility-reducing particles. Appendix D provides additional information on the NAAQS and CAAQS. Existing conditions for air quality in Santa Barbara County are described in detail in the 2013 Clean Air Plan (CAP) and on the Santa Barbara County Air Pollution Control District (SBCAPCD) website, which are summarized and incorporated herein by reference. Based on information available, that baseline conditions have not changed significantly since the 2013 CAP was completed.

3.3.1.1 Regional Climate and Meteorology

Montecito's climate can generally be characterized as Mediterranean, with warm dry summers and cooler, mild winters. Approximately 90 percent of the 16 inches of average annual rainfall occurs between November and April. In the fall, onshore surface winds decline and the marine layer grows shallow, allowing an occasional weak off-shore flow. Pollutants may accumulate more during this time of year, remaining over the ocean for a few days before being carried back on-shore.

3.3.1.2 Greenhouse Gases and Global Climate Change

According to scientific consensus, human-related emissions of greenhouse gases (GHGs), primarily in the form of carbon dioxide (CO_2), are a significant contributor to global climate change (IPCC 2013). GHGs are substances that trap heat in the atmosphere and regulate the earth's temperature. Primary activities associated with GHG emissions include transportation, utilities (e.g., power generation and transport),

industry/manufacturing, agriculture, and residential. GHGs are further discussed and analyzed in Section 5.3, *Global Warming.*

3.3.1.3 Regional Air Quality

Air quality within Santa Barbara County varies based upon several factors, including the type, amount, and dispersion rates of pollutants being emitted within the region. Major factors affecting pollutant dispersion are wind speed and direction, atmospheric stability, temperature, the presence or absence of inversions, and the topographic and geographic features of the region.

3.3.1.4 Regional Emissions

An attainment designation for air quality standards defines clean air within the County. Both the state and federal government have established standards to protect Californians' health. Santa Barbara County is currently in attainment for all federal air quality standards. The County is in non-attainment for the state 1-hour ozone standard, 8-hour ozone standard and the state standard for PM_{10}. There is not yet enough data to determine the attainment status for the state or federal standard for $PM_{2.5}$ (SBCAPCD 2013).

3.3.1.5 Existing Emissions in the Vicinity of the Project Site

The primary source of air pollutants in the project vicinity is vehicle emissions. Ambient air quality data in the vicinity of the project area is gathered from the Santa Barbara monitoring station approximately 7 miles west of the project area. The Santa Barbara monitoring station is a State and Local Air Monitoring Station (SLAMS) and is located at 700 East Canon Perdido. Maximum values for air pollutants at the monitoring station from 2007 to 2009 are summarized in Table 3.3-1, including the number of exceedances over the state standard.

Table 3.3-1. Ambient Air Quality Data at the Santa Barbara Monitoring Station

	O_3, ppm		PM_{10}, µg/m^3	$PM_{2.5}$, µg/m^3
	Max. 1-Hour	**Max. 8-Hour**	**Max. 24-Hours**	**Max. 24-Hours**
2012	0.071	0.058	58.7	31.0
No. of Exceedances (state)	0	0	1	NA
2013	0.072	0.062	61.0	19.8
No. of Exceedances (state)	0	0	3	NA
2014	0.099	0.077	55.8	24.1
No. of Exceedances (state)	1	3	3	NA

Notes: ppm = parts per million
µg/m^3 = micrograms per cubic meter
Source: (CARB 2015).

3.3.2 Regulatory Framework

Air quality problems in Santa Barbara County are addressed through the effort of federal, state, local, and regional government agencies. These agencies work individually and together to improve air quality through legislation, regulations, policy making, education, and numerous programs. The individual roles these agencies play in regulating air quality are as follows:

U.S. Environmental Protection Agency (USEPA)**:** enforces the federal (national) standards for atmospheric pollutants.

California Air Resources Board (CARB): ensures implementation of the California Clean Air Act (CCAA), responds to the federal Clean Air Act (CAA). CARB is responsible for the control of vehicle emission sources, while the local air pollution control district (APCD) is responsible for enforcing standards and regulating stationary sources.

Santa Barbara County Air Pollution Control District (SBCAPCD): principally responsible for comprehensive air pollution control in the South Central Coast Air Basin. As a responsible agency under the California Environmental Quality Act (CEQA), SBCAPCD reviews and approves environmental documents prepared by other lead agencies or jurisdictions to reduce or avoid impacts to air quality and to ensure that the lead agency's environmental document is adequate to fulfill CEQA requirements. As a concerned agency, the SBCAPCD comments on environmental documents and suggests mitigation measures to reduce air quality impacts.

Other Local Agencies: have the authority and responsibility to reduce air pollution through their police power and land use decision-making authority. In accordance with CEQA requirements and the CEQA review process, local governments assess air quality impacts, required mitigation of potential air quality impacts, and monitor and enforce implementation of such mitigation.

The regulatory framework for air quality within Santa Barbara County combines the responsibility and authority of federal, state, and local agencies to administer and enforce specific air quality standards for the protection of public health. The following legislation serves to protect air quality:

California and Federal Clean Air Acts (CAAs): – The federal CAA designates the USEPA as responsible for improving U.S. air quality. The CAA permits California to establish its own standards for maintaining air quality, which must be at least as stringent as federal standards (See Appendix D for federal and state standards).

California Legislation on Climate Change:

- *Assembly Bill (AB) 1493* – requires CARB to define standards for cars and light trucks manufactured after 2009;
- *Executive Order S-3-05* – announced GHG emission reduction targets;
- *AB 32 (Global Warming Solutions Act of 2006)* - requires CARB to adopt regulations to evaluate statewide GHG emissions and then create a program and emission caps to limit statewide emissions to 1990 levels;
- *Executive Order S-01-07* – requires a statewide goal be established to reduce the carbon intensity of the California's transportation fuels;
- *Senate Bill (SB) 97* – acknowledges that climate change analysis is to occur in conjunction with the CEQA process and that the Office of Planning and Research (OPR) will develop CEQA Guidelines;
- *SB 375* – creates a process whereby local governments and other stakeholders work together within their region to achieve reduction of GHG emissions;
- *Climate Change Scoping Plan* – designed to reduce overall carbon emissions in California (CARB 2008d);
- *CARB GHG Emission Inventory* – creates GHG emissions limits and requires an emissions inventory for the industries determined to be significant sources of GHG emissions (OPR 2008);
- *OPR Draft CEQA Guidelines* – establishes guidelines for the mitigation of GHG emissions or the effects of GHG emissions; and
- *SB 107* – requires investor-owned utilities to increase their total procurement of renewable energy by at least 1 percent of retail sales per year to meet the required 20 percent by 2010.

County of Santa Barbara Clean Air Plan (CAP): The federal CAA Amendments of 1990 and the CCAA of 1988 mandate the preparation of CAPs that provide an overview of air quality and sources of air pollution and identifies pollution-control measures needed to meet federal and state air quality standards. The CAP affects the development of SBCAPCD rules and regulations and other programs and influences transportation planning and allocation of funds designated for air quality projects. The final 2013 CAP was released in March 2015.

Montecito Community Plan (MCP): The MCP states the following policies regarding air quality:

> *Policy AQ-M-1.1:* Maintain consistency of all land use planning and development with the Air Quality Attainment Plan and subsequent APCD air quality plans and guidelines.
>
> *Policy AQ-M-1.2:* The County shall encourage Transportation Management techniques.
>
> *Policy AQ-M-1.3:* Air pollution emissions from new development and associated construction activities shall be minimized to the maximum extent feasible. These activities shall be consistent with the Air Quality Attainment Plan and Air Pollution Control District guidelines.
>
> > *Development Standard AQ-M-1.3.1:* Future project construction in Montecito shall follow all requirements of the SBAPCD and shall institute Best Available Control Technology (BACT) where necessary to reduce emissions below APCD thresholds.
> >
> > *Development Standard AQ-M-1.3.2:* The applicant shall minimize the generation of fugitive dust during construction activities by observing the following:
> >
> > a. Minimize the amount of disturbed area;
> > b. Utilize water and or dust palliatives; and
> > c. Revegetate/stabilize disturbed area as soon as possible.
>
> *Policy AQ-M-1.4:* The County shall, in its land use decisions, protect and enhance the air quality in Montecito consistent with California Ambient Air Quality Standards and National Ambient Air Quality Standards.

County of Santa Barbara Clean Air Plan (CAP): The Federal CAA Amendments of 1990 and the California CAA of 1988 mandate the preparation of CAPs that provide an overview of air quality and sources of air pollution, and identify pollution-control measures needed to meet Federal and State air quality standards. The SBCAPCD and the Santa Barbara County Association of Governments (SBCAG) are responsible for formulating and implementing the CAP for Santa Barbara County. The CAP provides an

overview of the regional air quality and sources of air pollution, and identifies the pollution-control measures needed to meet clean-air standards. The schedule for plan development is outlined by State and Federal requirements, and is influenced by regional air quality. CAPs affect the development of SBCAPCD rules and regulations and other programs. They also influence a range of activities outside the district including transportation planning, allocation of monies designated for air-quality projects, and more.

The SBCAPCD 2010 CAP is the 3 year update required by the state to show how SBCAPCD plans to meet the State 8-hour O_3 standard. The 2010 CAP includes a climate protection chapter, with an inventory of CO_2 emissions in the County. CO_2 is the most prevalent GHG, and the one for which the SBCAPCD has the most accurate data. The SBCAPCD Board adopted the 2010 CAP and certified the EIR at its January 20, 2011, meeting (SBCAPCD 2011). Recently, on March 19, 2015 the 3-year update of this document, the SBCAPCD 2013 CAP was adopted. This 2013 CAP satisfies both state and federal planning requirements (SBCAPCD 2015).

Energy and Climate Action Plan (ECAP): The ECAP includes County and community-wide government operations measures, which recognize many of the County's existing policies and initiatives to address energy efficiency. The ECAP provides a combination of voluntary, phased, and mandatory measures to achieve the GHG reduction goal of 15 percent below baseline (2007) levels by 2020. The ECAP will achieve an overall reduction in community-wide GHG emissions (County of Santa Barbara 2015).

The ECAP achieves its GHG reductions through Emission Reduction Measures (ERMs). Most of the ERMs are voluntary and aim to incentivize the community to implement energy and GHG reduction measures through education and outreach. A principle strategy of the ECAP is to incorporate and maximize, to the greatest extent feasible, existing County projects, policies, and programs that will contribute to the ECAP's GHG reduction goal.

The ECAP is designed as a Qualified GHG Reduction Plan, consistent with CEQA Guidelines Section 15183.5(b). This allows for the streamlining of the analysis of GHGs on a project level by using a programmatic GHG reduction plan meeting certain criteria. As individual projects are proposed, project-specific environmental documents may tier from and/or incorporate via reference the existing programmatic review in their cumulative impacts analysis. Project-specific analysis of GHG emissions is required if

GHG emissions from a project would be cumulatively considerable notwithstanding compliance with the proposed ECAP.

3.3.3 Environmental Impacts

3.3.3.1 Thresholds of Significance

Significance criteria for evaluating impacts on air quality emissions associated with the project site are based on Appendix G of the State CEQA Guidelines. Implementation of the proposed Project would have a significant impact on air quality if the proposed project would result in any of the following:

(1) Conflict with or obstruct implementation of the SBCAPCD's adopted CAP;

(2) Violate any air quality standard or contribute substantially to an existing air quality violation;

(3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for O_3 precursors);

(4) Expose sensitive receptors to substantial pollutant concentrations; or

(5) Create objectionable odors affecting a substantial number of people.

According to the County's Environmental Thresholds and Guidance Manual (2015), the project would have a significant impact if it individually or cumulatively results in any of the following:

a. Interferes with progress toward the attainment of the ozone standard by releasing emissions which equal or exceed the established long-term quantitative thresholds for NO_x and reactive organic compounds (ROC) (otherwise referred to as VOCs or ROGs).

b. Equals or exceeds the State or Federal ambient air quality standards for any criteria pollutant (as determined by modeling).

c. Produces emissions which may affect sensitive receptors (e.g. children, elderly or acutely ill).

d. Produces toxic or hazardous air pollutants in amounts which may increase cancer risk for the affected population.

e. Creates odor or another air quality nuisance problem impacting a considerable number of people.

The County's Environmental Thresholds and Guidelines Manual and SBCAPCD Rule Book list screening criteria for determining the significance of operational (long-term) emissions (County of Santa Barbara 2015, SBCAPCD 2015). The SBCAPCD Rule Book also provides guidelines for new and modified stationary sources, which would apply to the project (SBCAPCD 2015). Criteria relevant to the proposed project includes whether operation of the project would:

- Emit (from all project sources, mobile and stationary) more than the daily trigger (55 pounds per day for NOx and ROCs and 80 pounds per day for PM_{10}) for offsets for any pollutant;
- Emit more than 25 pounds per day of NOx or ROCs from motor vehicle trips only;
- Cause or contribute to a violation of an CAAQS or NAAQS (except ozone);
- Generate significant long-term operational emissions or air quality impacts that would result in health risks to sensitive receptors;
- Be inconsistent with the adopted federal and state air quality plans; or
- Exceed SBCAPCD thresholds for new and modified stationary sources of 80 lbs/day for PM_{10}, 550 lbs/day for CO, and 120 lbs/day of non-attainment pollutants and precursors.

No quantitative thresholds exist for short-term construction emissions. Short-term emissions are considered insignificant by the County Planning and Development Department because construction emissions only comprise approximately 6 percent of the 1990 County-wide emission inventory for NO_x, and these emissions are temporary and short-term in nature (County of Santa Barbara 2015).

The California Natural Resources Agency amended the Guidelines for the Implementation of CEQA in 2009, requiring lead agencies to estimate the project's GHG emissions, determine if GHG emissions exceed a threshold, and determine if the project is consistent with state, regional, and local GHG reduction plans. In 2015, the County of Santa Barbara amended the County's Environmental Thresholds and Guidelines Manual to include new thresholds on GHG emissions. The County of Santa Barbara requires disclosure of Project-generated GHG emissions and consistency with the County's ECAP. The proposed Project is not subject to the numeric GHG emissions threshold for industrial sources. Further, in 2015, the SBCAPCD adopted a numeric GHG emissions threshold of 10,000 metric tons of CO_2 equivalent per year (MT CO_2e/year) for the operation of a proposed project. ~~However, County interim guidance recommends that the Bay Area Air Quality Management District (BAAQMD) adopted thresholds of~~

~~significance for GHG emissions be used as a guideline in evaluating Santa Barbara County projects (SBCAPCD 2011). The BAAQMD has adopted a significance threshold of 10,000 metric tons of CO_2 equivalent per year (MT CO_2e/year). CEQA allows lead agencies, when adopting significance thresholds, to consider thresholds of significance previously adopted or recommended by other public agencies, where supported by substantial evidence (CEQA Guidelines Section 15064.7[c]).~~ Therefore, the significance of impacts from GHG emissions for a proposed Project is determined by the following:

- Threshold of 10,000 metric tons (MT) of CO_2 per year;
- Projects found to result in a significant cumulative impact would be required to reduce their GHG emissions to the applicable threshold, where feasible, through onsite reductions and offsite reduction programs approved by the County;
- The extent to which the Project could help or hinder attainment of the State's goals of reducing GHG emissions to 1990 levels by the year 2020 as stated in AB 32; and

Compliance with the GHG reduction measure of the ECAP that may be applicable to the project.

GHGs are further discussed and analyzed in Section 2.7, *Cumulative Impacts* and Section 5.3, *Global Warming.*

3.3.3.2 Impact Assessment Methodology

The air quality analysis follows the guidelines and methodologies recommended in the *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005). Detailed inventories of proposed construction equipment for the project site were used to calculate emission levels for potential air pollutants. The following specific information was provided: type and quantity of equipment, duration of activities, and total volume of material moved. A typical construction schedule of 8 hours per day and diesel powered construction equipment were assumed for the project. Construction emissions from heavy-duty diesel exhaust and fugitive dust emissions were calculated using the URBEMIS program. Emissions factors for calculating emissions from construction equipment were provided for specific years of activity by the CARB Off-Road EMFAC7G model, which is incorporated into URBEMIS.

The URBEMIS2007, version 9.2.4 computer modeling program, which was developed by CARB, was also utilized to calculate vehicular emissions from construction worker commuting and material delivery, off-site hauling of excavation material, and potential

impacts to air quality from operational emissions at the project site, based primarily on mobile sources generated by the number and length of vehicle trips to and from the proposed project site.

Recommended URBEMIS2007, version 9.2.4 input values for County-specific standards such as temperature and season were taken from historical weather data. The traffic study prepared for the proposed project (ATE 2010) was used to determine emission estimates. Emissions calculations are contained within Appendix D[1].

3.3.3.3 Mitigation Measures Contained in the Proposed Project

The applicant has proposed a series of mitigation measures to reduce potential adverse construction and operational effects of the project. The following measures have been incorporated into the project design and future operation:

- Dust generated by construction activities would be kept to a minimum with a goal of preventing dust generation and retaining any generated dust on the site, by following the dust control measures listed below:
    - During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems would be used to prevent dust from leaving the site and to create a crust after each day's activities cease. Haul trucks carrying soil export would be required to be tarped or covered.
    - During construction, water trucks or sprinkler systems would be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.
    - Soil stockpiled for more than two days would be covered, kept moist, or treated with soil binders to prevent dust generation.

[1] While URBEMIS2007 calculations use 2013 as a base year for construction, the duration of construction and associated construction emissions under the project would remain the same as those described for the 2013 base year in Appendix D. Following, as the exact date of construction is unknown at the time of the writing of this EIR, the base year is referred to as "Year 1" for the purposes of this analysis.

- The proposed emergency generator will be powered by diesel fuel and in order to minimize emissions, and the specifications would be reviewed by the SBCAPCD prior to the issuance of a building permit.
- Proposed building design would meet LEED Silver Certification Standards to reduce long term energy use and associated electrical power demand and use of natural gas.

3.3.3.4 Project Impacts and Mitigation Measures

Impact

AQ-1 The proposed project would result in generation of adverse, but less than significant long-term operational emissions or air quality impacts to the inhabitants of the proposed fire station (Class III).

Operation of the proposed project would produce ROC and NO_x emissions from motor vehicle traffic generated by firefighters and associated administrative personnel of the proposed fire station, which were determined to be substantially below SBCAPCD thresholds (Table 3.3-2). Since operation of the proposed project would create only 32 average daily trips (ADT) total (ATE 2010), approximately 0.01 pounds of ozone precursor would be produced per ADT (0.16 pounds total per day). Operation of the project would not emit more than 25 pounds per day of an ozone precursor, nor would it contribute enough peak hour trips to create a CO 'hotspot. In addition, the ADT associated with the proposed project would not cause or contribute to a violation of any NAAQS or CAAQS. Finally, while periodic training exercises, particularly those with two to three engines from Stations 1 and 2 and/ or up to 3 engines from neighboring agencies, would occasionally raise these emissions estimates, such emissions would not be daily and would not approach or exceed thresholds. Therefore, long-term emissions from the proposed project would be less than significant. Detailed emissions calculations are included in Appendix D.

Table 3.3-2. Maximum Daily Estimated Long-Term Operational Emissions

Duration	Source	Pollutant (lbs/day)		
		ROC	NO_x	PM_{10}
Long-term	Area Source	0.13	0.03	0.01
	Operational (Vehicle)	0.16	0.24	0.27
	Operational (Generator)	0.80	15.28	0.68
	Total Long-Term	**1.09**	**15.55**	**0.96**
SBCAPCD Thresholds		55.00	55.00	80.00
Significant		NO	NO	NO

[1] Summer emissions are displayed, as smog is more likely to form in this season than in the winter.
[2] Emissions from generator assume operation of an emergency generator for a 24-hour period at full load. Such a situation is not part of regular station operation, but is included as a worst-case scenario.

MFPD intends to utilize a generator during emergency situations such as earthquakes or wildfires where power supplies to Station 3 are interrupted. The 80-kilowatt (kW) emergency generator would be run on diesel fuel. Staff would test this generator for periods of 15 minutes once a week and 2 hours once a year to ensure operational reliability during emergency events. The SBCAPCD *Prevention of Significant Deterioration (PSD) Best Available Control Technology (BACT) and Modeling Thresholds* (SBCAPCD 2015) were used to determine the significance of emissions associated with the emergency generator since it would be operating on a periodic, temporary basis during emergency situations. Emissions from the emergency generator for a 24-hour emergency conditions period were determined to be below the thresholds as summarized in Table 3.3-3. Therefore, emissions are not expected to contribute to or cause an exceedance of the NAAQS or CAAQS and would be considered *less than significant* (Class III).

Table 3.3-3. Maximum Daily Estimated Emissions for Emergency Generator

Duration	Source	Pollutant (lbs/day)		
		ROC, SOx, and NOx (sum)	CO	PM_{10}
Temporary (emergency only)	Stationary Source[2]	45.14	8.37	2.76
SBCAPCD PSD BACT and Modeling Thresholds[3]		120.00	550.00	80.00
Significant		NO	NO	NO

[1] Summer emissions are displayed, as smog is more likely to form in this season than in the winter.
[2] Stationary Source includes operation of an emergency generator for a 24-hour period at full load once per month.
[3] SBCAPCD *Prevention of Significant Deterioration Best Available Control Technology and Modeling Thresholds* were applied since the emergency generator would only operate on a periodic, short-term basis during testing and emergencies; (SBCAPCD 2015).

The inhabited spaces of the fire station would be located approximately 63 feet from East Valley Road, and about 110 feet from the emergency generator. Based on utilization of a worst case CARB screening, that distance from the generator would result in an increased cancer risk of less than one in one million, well below the CARB threshold of significance of 10 in one million[2]. This worst-case analysis assumes running the generator for a 24-hour period once per month rather than planned operations of 15 minutes monthly and an additional 2 hour test every year. Screening performed for the proposed project by SBAPCD indicated a residential cancer risk of 4.35 per million, which is below the SCAPCD threshold of 10 per million (see Appendix D). Since traffic counts in this area (3,900 ADT) are well below CARB's definitions of high-traffic urban roads (100,000 ADT) and rural roads (50,000 ADT) (CARB 2005, ATE 2010),the overall impacts to the fire station from emissions associated with high traffic roadways would be *adverse, but less than significant* (Class III).

Impact

AQ-2 **The proposed project would result in adverse, but less than significant short-term construction-related air quality impacts, such as dust from grading and air pollution emissions from construction vehicles and stationary construction equipment (Class III).**

Equipment operation on unpaved roads, cut and fill activities, and entrained dust from exposure of earth surfaces to wind are expected to create short-term PM_{10} emissions. These emissions would be primarily from dust generation; however, operation of diesel equipment would also generate diesel particulate matter, which is considered toxic and carcinogenic by the State of California (CARB 2010). The County does not currently have any significance thresholds for construction-generated PM_{10} emissions; however, dust emissions have the potential to be a public nuisance or to add to the non-attainment status for the state PM_{10} standard. The dust control measures which are proposed to be incorporated into the project description would be consistent with the County's Grading Ordinance requirements. Therefore, when combined with the short-term nature of construction activities, impacts from construction PM_{10} emissions would be considered *adverse but less than significant* (Class III).

Diesel particulate matter is listed as a toxic air contaminant by the CARB (with no identified threshold). Diesel exhaust that would be produced by heavy duty construction

[2] The cancer risk was determined from the CARB "Hot Spots" stationary diesel engine screening risk assessment tables for a 100 hp generator at 50% load and an urban (worst case) setting (CARB 2010).

equipment, as well as diesel haul trucks, would occur within 320 feet of the nearest sensitive receptor; however, emissions would be temporary and short-term in nature. Therefore impacts from diesel particulate matter would be considered *adverse, but less than significant* (Class III).

Combustion emissions from construction activities would be generated primarily by diesel-powered heavy duty equipment and haul trucks as well as worker commuting and material deliveries (see Table 3.3-4). In particular, project site preparation and grading would extend over approximately a 3-month period, with export of excess soil requiring up to 18 haul truck trips per day over 2-3 months of the period of grading activities. The export of soil and associated haul truck traffic are expected to cause only a slight increase in construction emissions because most emissions would continue to be related to operation of heavy construction equipment that typically generates relatively high emission rates compared to trucks and other on-road vehicles. Due to the short-term nature of construction and the County's consideration of construction emissions as an insignificant contribution to regional emissions, impacts from construction emissions would be *adverse, but less than significant* (Class III). Nevertheless, to further reduce air quality impacts during construction, SBCAPCD-recommended measures will be enforced as conditions of approval for the project.

Table 3.3-4. Maximum Daily Estimated Construction Emissions

			Unmitigated (tons/yr)		Mitigated (lbs/day)
Year[1]	**Duration**	**Source**	**ROC**	**NO_x**	**PM_{10}**
Year 1	Short-term	Construction (site grading, cut/fill, ground disturbance, building of fire station)[2]	0.40	3.07	2.54
SBCAPCD Guidelines[3]			25.00	25.00	80.00
Significant			NO	NO	NO

[1] Summer emissions are displayed, as smog is more likely to form in this season than in the winter.
[2] Estimated emissions from soil export truck trips included the following assumptions: haul trips per day: 17.39; round trip distance: 20 miles.
[3]Quantitative thresholds of significance are not currently in place for short-term or construction emissions; however, the SBCAPCD uses 25 tons per year for ROC or NO_x as a guideline for determining the significance of construction impacts.

Standard Regulatory Conditions

MM AQ-2a *The measures listed shall be implemented to minimize fugitive dust emissions. These measures represent standard County conditions of*

approval for a project and would likely be required by the County as part of permit approval process.

- *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 shall include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency shall be required whenever the wind speed exceeds 15 mph. Reclaimed water shall be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.*
- *Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.*
- *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.*
- *Gravel pads must be installed at all access points to prevent tracking of mud on to public roads.*
- *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.*
- *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 SBCAPCD prior to land use clearance for map recordation and land use clearance for finish grading for the structure.*

Plan Requirements and Timing. Prior to land use clearance or map recordation, the applicant would be required to show all requirements on grading and building plans and as a note on a separate information sheet to be recorded with the map. The applicant would be required to adhere to conditions throughout all grading and construction periods.

Monitoring. Lead agency would ensure measures are on project plans and maps to be recorded. Lead Agency staff would ensure compliance onsite. APCD inspectors would respond to nuisance complaints.

MM AQ-2b *The measures listed below shall be implemented to minimize particulate emissions from diesel exhaust. These measures represent standard County conditions of approval for a project and would likely be required by the County as part of permit approval process.*

- *All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program or should obtain an SBCAPCD permit.*
- *Fleet owners of mobile construction equipment shall be subject to the 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 and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles.*
- *All commercial diesel vehicles shall be subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and truck during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.*
- *Diesel construction equipment meeting the CARB Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting Tier 2 or higher emission standards shall be used to the maximum extent feasible.*
- *Diesel powered equipment shall be replaced by electric equipment whenever feasible.*
- *If feasible, diesel construction equipment shall be equipped selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.*
- *Catalytic converters shall be installed on gasoline-powered equipment, if feasible.*
- *All construction equipment shall be maintained in tune per the manufacturer's specifications.*
- *The engine size of construction equipment shall be the minimum practical size.*
- *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 shall be minimized by requiring carpooling and by providing for lunch onsite.*

Plan Requirements and Timing. The applicant would be required to show measures on grading and building plans and adhere to measures throughout all grading, hauling, and construction activities.

Monitoring. Lead agency would perform periodic site inspections to ensure compliance with approved plans. SBCAPCD inspectors would respond to nuisance complaints.

Impact

AQ-3 The proposed project would be consistent with the 2013 Clean Air Plan (Class III).

The 2013 CAP updates the 2010 CAP and provides a long-range emissions estimate for the County that is consistent with regional growth and development plans. This project is consistent with growth projections and other plan elements within the established County Comprehensive Plan and Coastal Land Use Plan, and therefore is considered to be consistent with the 2013 CAP (SBCAPCD 2015). Impacts would be Class III, *less than significant*.

3.3.3.5 Cumulative Impacts

The cumulative projects listed in Table 2-3, as well as the proposed project, would incrementally affect ambient air quality standards for particulate matter and ozone within the South Central Coast Air Basin. However, development projects would be subject to air quality standards and rules contained in the SBCAPCD and policies within the MCP, Comprehensive Plan, Santa Barbara County Building Codes, and Ordinances. This would ensure less than significant cumulative impacts related to air quality.

The County of Santa Barbara Environmental Thresholds and Guidelines Manual and the SBCAPCD's Scope and Content Document requires a proposed project's contribution to cumulative air quality impacts, either regional or localized, to be evaluated based on existing programs and plans, and projects in the area. Short-term, temporary GHG emissions (CO_2 equivalents [CO_2e]) from the proposed project would be generated by preparation and grading activities (e.g., construction equipment, cut/fill operations, worker commuting, and material delivery). URBEMIS2007 version 9.2.4 was used to estimate GHG emissions from construction and operation of the proposed project (Table 3.3-5). Construction would be considered temporary, and as such GHG emissions from construction (398.8 CO_2e tons/year) would be considered *adverse, but less than significant*, as the County does not maintain emissions threshold for construction.

Table 3.3-5. Estimated GHG Emissions (tons/year)

Year	Duration	Project Phase	Unmitigated CO_2 [e]
Year 1	Short-term	Construction (site grading, cut/fill, ground disturbance, building of fire station)	**398.8**
	Long-term	Area Source[1]	1.7
		Indirect Emissions (electricity usage) [1]	38.4
		Operational (Vehicle)	25.1
		Point Sources[2]	23.0
		Total Long-Term	**88.2**

[1] Proposed building design will meet USGBC LEED Silver Certification Standards to reduce long-term energy use and associated electrical power demand and use of natural gas.
[2] Point Sources includes the emissions from the emergency generator.

Long-term emissions would result from vehicles trips and area sources (e.g., use of appliances, landscaping, and heating/cooling) associated with the operation of fire station. GHG emissions are estimated to be 88.2 CO_2e tons/year, and would be below the 10,000 CO_2e tons/year threshold. As such, operational GHG emissions resulting from the project would be *adverse, but less than significant*. Detailed emissions calculations are included in Appendix D.

The project, as proposed, would be constructed to United States Green Building Council (USGBC) LEED Silver certification standards[3] to incorporate energy efficient building design and construction such as passive heating, solar energy, use of recycled building materials, water-conserving design and water quality protection measures. These measures would reduce area source emissions of GHGs. In addition, the project is expected to generate only 32 ADT, along with emissions from periodic relatively small scale training exercises. Therefore, the cumulative impact on global climate change and GHGs would be less than significant and additional mitigation measures to reduce operational vehicle emissions have not been included.

3.3.3.6 Residual Impacts

The standard best management practices described above, which have been incorporated into the project design, and incorporated as mitigation measures would minimize the potential for adverse impacts by reducing dust generation during construction. The remaining construction emissions would remain less than significant.

[3] Although Station 3 would be constructed to LEED Silver certification standards, the MFPD is not proposing to pursue LEED Silver certification at this time.

Meeting the standards of LEED Silver certification for energy efficient building design and construction would not eliminate GHG emissions, but it would reduce the potential for adverse long-term cumulative impacts on global climate change. Residual impacts would remain less than significant.

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3.4 BIOLOGICAL RESOURCES

This section describes biological resources in the vicinity of the proposed project including local habitats, communities, and species, and evaluates the potential impacts project implementation may have on these resources. Grading, vegetation removal, construction activities and eventual development of a fire station could have the potential to impact biological resources onsite. In addition, operational characteristics, such as lighting, noise and site runoff from the proposed fire station, have the potential to impact biological resources.

This analysis is based on a review of information contained in the Montecito Community Plan (MCP), the California Natural Diversity Database (CNDDB), the MCP Environmental Impact Report (EIR) (1992), and Montecito Growth Management Ordinance (MGMO) EIR (2010). This baseline information has been supplemented by field work completed by Amec Foster Wheeler team members regarding onsite and area biological resources, with particular attention to the adjacent oak-lined drainage and the oak trees that line East Valley Road. Amec Foster Wheeler team members visited the site on six occasions between 2010 and 2014. The existing condition of the oak trees and possible effects on the trees from the proposed project were reviewed by Mr. Bill Spiewak, a Registered Arborist, during field surveys performed on June 25, 2010 and July 19, 2010. Amec Foster Wheeler staff visited the site on November 27, 2014 and December 5, 2014 to review and update site condition observations.

This section analyses potential project-related impacts to biological resources and provides corresponding mitigation measures to avoid or reduce significant impacts as defined by the California Environmental Quality Act (CEQA).

3.4.1 Existing Conditions

3.4.1.1 Regional Setting

Montecito supports a diversity of habitats in undeveloped areas, including woodlands, beaches, and mountains, as well as in areas of semi-rural development. The topography of Montecito varies greatly, with relatively level areas near the coast and, throughout most of the area, gently to moderately sloping hills that rise towards the steep, rugged southern slopes of the Sana Ynez Mountains. Mountain slopes and areas of the lower foothills are vegetated with the chaparral plant community. Chaparral habitats contain a diversity of plant species and provide habitat for a range of wildlife.

Several creeks originating in the Santa Ynez Mountains flow through Montecito, including Picay, Hot Spring, Cold Springs, Oak, Buena Vista, Romero, Coyote, and San Ysidro Creeks. The woodlands and forests of riparian corridors support a high diversity and abundance of wildlife, particularly bird species. Large areas of Montecito's chaparral, oak woodlands, and riparian corridors maintain substantial habitat connectivity and value due to a relatively low density and intensity of human occupation (County of Santa Barbara 2010). Low intensity uses that provide habitat in Montecito also include recreation areas (e.g., equestrian facilities, golf courses), pastures, and orchards. Montecito also has extensive non-native, ornamental flora consisting of exotic trees, shrubs, vines and hedges.

Habitat

Important native habitats in Montecito include oak woodlands, which are particularly extensive in eastern Montecito, as well as along the community's major drainages. Large areas of chaparral are intact in the northern foothill areas of Montecito. Riparian corridors along Coyote, Cold Springs, Hot Springs, San Ysidro, Buena Vista, Picay, and Romero Creeks provide habitat and migration corridors through urbanized areas, connecting the Santa Ynez Mountains and Los Padres National Forest with habitats lower in the foothills (County of Santa Barbara 2010). Designated Environmentally Sensitive Habitat Areas (ESHAs) are primarily concentrated along creek corridors (County of Santa Barbara 1995).

Throughout the community are ornamental gardens with a variety of native and non-native plant species. The community's homes and gardens include significant areas of "developed" habitats within California sycamore and central/southern coast live oak riparian forest canopy and coast live oak woodland canopy. In addition, non-native species such as eucalyptus provide canopy, understory, and winter flowers that support and attract migrant birds and other species. Eucalyptus groves within Montecito are also known to provide roosts for migrating monarch butterflies. Ornamental plantings do not typically support the diversity of wildlife observed in native habitats.

Within the project vicinity, biological habitats of note include coastal sage scrub, chaparral, and oak woodlands, which are located to the southeast of the project site on Ortega Ridge Road and along the eastern border of Rancho San Carlos as well as along the riparian corridors of Romero Creek to the west and Picay Creek to the east and south. The CNDDB indicates that the Sonoran maiden fern may potentially occur in the

northern portion of Rancho San Carlos, approximately 0.5 miles north of the project area; however, this sighting has not been confirmed (CDFW 2010).

Fauna

Montecito's habitats provide resources and corridors that support a diversity of wildlife species. Terrestrial species found in the area include a variety of rodents, bats, coyote, fox, raccoon, bobcat, and deer. Approximately 300 species of birds have been observed in the region. Common bird species include western meadowlark, horned lark, house finch, mourning dove, turkey vulture, Cooper's, red-shouldered and red-tailed hawks, falcons, owls, California quail, Anna's and Costa's hummingbirds, woodpeckers, crows, jays and sparrows. Various species of reptiles and amphibians in the area include western fence lizard, gopher snake, common kingsnake, rattlesnake, chorus frog, salamanders and turtles (County of Santa Barbara 2010).

3.4.1.2 Site-specific Setting

Habitat

The project site is located on approximately 2.55 acres in the southwest portion of the larger Rancho San Carlos. The project site consists primarily of actively cultivated lemon trees atop disturbed ground, and lemon orchards surround the site to the north and east. Active agricultural operations have left very limited understory on the site with weed management practices typical of active orchards, reducing most understory areas on the site to primarily bare ground. The lemon trees and bare understory that comprise the majority of the site likely provide limited roosting and foraging habitat for various bird species; however, particularly given ongoing orchard management and disturbance, this habitat would be considered of marginal quality.

Due to active agricultural management, understory vegetation in the drainage channel is minimal.

Adjacent to the western boundary of the site is a drainage channel that supports water flows only during and immediately after large rainfall events. The drainage channel is

lined with approximately 10 mature coast live oak trees along the project site western boundary, with these oaks forming a dense canopy in areas. Twelve mature oaks also line the western side of the drainage adjacent to the project site. Farther north beyond the project site the channel supports scattered oak trees as it extends to the northeast, bisecting Rancho San Carlos. Understory vegetation within and adjacent to this intermittent drainage is minimal; the ground is primarily bare. The channel appears to be maintained with similar vegetation management practices as the adjacent lemon orchard and is therefore largely devoid of understory; however, limited areas of poison oak, blackberries and non-native species such as German ivy may occur (Amec Foster Wheeler 2011). The project site does not exhibit natural plant communities considered rare by the CDFW and the existing oak-lined drainage corridor is largely devoid of a typical complement of native riparian or oak woodland understory species. As such, under existing conditions, the intermittent drainage may not qualify as ESHA as defined in the MCP (refer to Section 3.4.2, *Regulatory Framework*).

Forty-six coast live oaks occur on the project site concentrated along the East Valley Road frontage and the western drainage channel.

A total of 46 mature coast live oaks are present on the project site along the western and southern site boundaries adjacent to the intermittent drainage and East Valley Road, respectively. Within the project site there are 10 oak trees in good health along the drainage channel ranging from approximately 8 inches to more than 24 inches in diameter and from 15 to 30 feet in height. Oaks line along both sides of the drainage channel and form a closed canopy in some areas. In addition, there are 36 mature oak trees along East Valley Road within the project site ranging from approximately 6 inches to more than 44 inches in diameter. Immature oak saplings are also prevalent along the East Valley Road frontage and the western drainage. The larger oaks tend to be somewhat regularly spaced along the roadway, whereas the younger oaks tend to be clustered and less regularly placed. Oaks along the East Valley Road frontage are currently trimmed to protect utility lines.

Fauna

Agricultural areas can provide foraging and migration corridors for terrestrial species, particularly at night when human disturbance is most limited. Wildlife species expected to traverse or inhabit the site include common species such as raccoon, striped skunk, opossum, California ground squirrel, deer, and fox. Bird species that would likely utilize the site for foraging or roosting include those typically found in Montecito (refer to Section 3.4.1.1, *Regional Setting*) (County of Santa Barbara 2010). No Threatened, Endangered, or Special Status species have been identified or are expected to inhabit the site. Cooper's hawks are considered vulnerable in California while nesting; however, no nests have been identified on the site and nesting is considered unlikely due to the proximity and extent of human disturbance and availability of higher-quality nesting sites in the vicinity. The CNDDB indicates that a known Monarch butterfly roost is present in a eucalyptus grove approximately 2,500 feet northeast of the site (CDFW 2010).

3.4.2 Regulatory Framework

3.4.2.1 Federal Regulation

Code of Federal Regulations: The Code of Federal Regulations (50 CFR section 17.1 *et seq*.) includes provisions for the protection and management of federally listed Threatened or Endangered plants and animals and their designated critical habitats. Section 7 of the Endangered Species Act of 1973 (ESA), codified at 16 U.S.C. §§ 1531-1544, requires a permit to take Threatened or Endangered species during lawful project activities. The ESA provides the legal basis for protection. Section 3 of the ESA defines Threatened and Endangered categories as:

Endangered – a plant or animal species that is in danger of extinction throughout all or a significant portion of its range.

Threatened – a plant or animal species that is likely to become an Endangered species within the foreseeable future throughout all or a significant portion of its range.

The U.S. Fish and Wildlife Service (USFWS) is the administering agency charged with managing and enforcing the ESA for terrestrial, avian, and most freshwater aquatic species.

Migratory Bird Treaty Act (MBTA): The MBTA prohibits actions that would result in a "take" of migratory birds, their eggs, feathers, or nests. Take is defined in the MBTA to include any attempt at hunting, pursuing, wounding, killing, possessing, or transporting by any means or in any manner any migratory bird, nest, egg, or part thereof. More than

800 species of birds are protected under the MBTA. Migratory birds are also protected, as defined in the MBTA, under Section 3513 of the California Fish and Game Code.

The Clean Water Act Section 404: regulates the discharge of dredged or fill material into waters of the United States through the U.S. Army Corps of Engineers (USACE). Waters of the United States are those waters that have a connection to interstate commerce, either directly via a tributary system or indirectly through a nexus identified in USACE regulations. In nontidal waters, the lateral limit of jurisdiction under Section 404 extends to the ordinary high-water mark (OHWM) of a water body or, where adjacent wetlands are present, beyond the OHWM to the limit of the wetlands. Waters of the United States essentially include any body of water not otherwise exempted that displays an OHWM.

The Bald and Golden Eagle Protection Act (BGEPA): makes it illegal to import, export, take (which includes molest or disturb), sell, purchase, or barter any bald eagle or golden eagle or parts thereof. USFWS oversees enforcement of this act. The 1978 amendment authorizes the U.S. Secretary of the Interior to permit the taking of golden eagle nests that interfere with resource development or recovery operations.

3.4.2.2 State Regulation

California Fish and Game Code: The California Fish and Game Code provides specific protection and listing for several types of biological resources. These include:

- Fully protected species
- Streams, rivers, sloughs, and channels
- Significant natural areas
- Designated ecological reserves

Fully Protected Species are listed in Section 3511 (Fully Protected Birds), Section 4700 (Fully Protected Mammals), Section 5050 (Fully Protected Reptiles and Amphibians), and Section 5515 (Fully Protected Fishes). The California Fish and Game Code prohibits the taking of species designated as Fully Protected.

Sections 1600 through 1616 of the California Fish and Game Code regulate impacts to the natural flow, bed, channel and embankments of State waters including lakes and streams. These sections together describe the Lake and Streambed Alteration Program, which is administered by CDFW. Typical activities that require a Streambed Alteration Permit include excavation or fill placed within a channel, vegetation clearing, structures

for diversion of water, installation of culverts and bridge supports, cofferdams for construction dewatering, and bank reinforcement.

California Environmental Quality Act (CEQA): Species may qualify for formal protection under CEQA. CEQA Guidelines Section 15380 defines "Rare" and "Endangered" species as follows:

> A species of plant or animal is:
>
> "Endangered" when its survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, competition, disease , or other factors; or
>
> "Rare" when either:
>
> > Although not presently threatened with extinction, the species is existing in such small numbers throughout all or a significant portion of its range that it may become endangered if its environment worsens; or
> >
> > The species is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and may be considered "Threatened" as that term is used in the Federal Endangered Species Act.

A species of animal or plant is presumed to be Rare or Endangered when it is listed in 14 California Code of Regulations section 670.2 or 670.5 or under federal law at 50 Code of Federal Regulations at Section 17.11 or 17.12.

Under certain circumstances, species may be protected by CEQA even if they are not registered under federal or state programs. These include most plants on the California Native Plant Society (CNPS) List 1B as well as others that are identified as Rare, Threatened, or Endangered, regardless of recognition by the USFWS, CDFW, or CNPS. CEQA Guidelines section 15380 also states that "[a] species not included in any listing identified in subsection (c) [federal or state listing] shall nevertheless be considered to be rare or endangered if the species can be shown to meet the criteria in subsection (b) [CEQA definition of 'rare' or 'endangered']."

The California Native Plant Protection Act (CNPPA): CNPPA preserves, protects, and enhances endangered and rare plants in California. Specifically, it prohibits import, take, possession, or sale of any native plant designated by the CDFW Commission as rare or endangered, except under certain circumstances designated by the act.

Clean Water Act Section 401: The Clean Water Act states that the State Water Resources Control Board must certify all activities requiring a Section 404 permit. The Regional Water Quality Control Board (RWQCB) regulates these activities and issues water quality certifications for those activities requiring a Section 404 permit. In addition, the

RWQCB has authority to regulate the discharge of "waste" into waters of the state pursuant to the Porter-Cologne Water Quality Control Act (Porter-Cologne Act).

3.4.2.3 Applicable County Policies

Santa Barbara County Comprehensive Plan, Land Use Element: The County's Comprehensive Plan Land Use Element includes the following policy that applies to potential development sites with significant native vegetation:

> *Hillside and Watershed Protection Policy 2:* All developments shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited to development because of known soil, geologic, flood, erosion or other hazards shall remain in open space.

Montecito Community Plan (MCP): The MCP has several policies and development standards that relate to biological habitats, in particular the protection of ESHA. The MCP defines significant habitat resources as meeting one of the following criteria to qualify for ESHA designation:

- Unique, rare, or fragile communities which should be preserved to strive to ensure their survival in the future;
- Habitats of rare and endangered species habitats that are also protected by state and federal law;
- Plant communities that are of significant interest because of extensions of ranges, or unusual hybrid, disjunct, and relict species;
- Specialized wildlife habitats which are vital to species survival, e.g., White-tailed Kite habitat, butterfly trees;
- Outstanding representative natural communities that have values ranging from a particularly rich flora and fauna to an unusual diversity of species;
- Areas with outstanding educational values that should be protected for scientific research and educational uses now and in the future;
- Areas that are important because of their high biological productivity, such as wetlands; and
- Areas that are structurally important in protecting natural landforms and species, e.g., riparian corridors that protect stream banks from erosion and provide shade.

Policy BIO-M-1.2: The following biological resources and habitats shall be identified as environmentally sensitive and shall be protected and preserved to the extent feasible

through the ESH overlay: Riparian woodland corridors; Monarch butterfly roosts; sensitive native flora; and, coastal sage scrub.

Policy BIO-M-1.6: Riparian vegetation shall be protected and restoration of degraded riparian areas shall be encouraged.

Policy BIO-M-1.8: The minimum buffer strip for development near streams and creek shall be 100 feet in rural areas and 50 feet in urban areas, adjustable on a case-by-case basis.

Policy BIO-M-1.14: Significant biological communities shall not be fragmented into small non-viable pocket areas by development.

> *Development Standard BIO-M-1.14.1:* In rural areas and where major wildlife corridors are present in urban areas, new development shall not interrupt major wildlife travel corridors within the Community Plan Study Area.

Policy BIO-M-1.15: To the maximum extent feasible, specimen trees shall be preserved.

> *Development Standard BIO-M-1.15.1:* All existing specimen trees shall be protected from damage or removal by development to the maximum extent feasible.

Policy BIO-M-1.16: All existing native trees regardless of size that have biological value shall be preserved to the maximum extent feasible.

> *Development Standard BIO-M-1.16.1:* Where native trees of biological value may be impacted by new development, a Tree Protection Plan shall be required.

Policy BIO-M-1.17: Oak trees shall be protected to the maximum extent feasible. Regeneration of oak trees shall be encouraged.

Policy BIO-M-1.19: Oak Woodlands shall be protected as a collective entity, rather than as individual trees, with emphasis on preservation and enhancement.

Policy BIO-M-1.20: Pollution of streams, sloughs, drainage channels, underground water basins, estuaries, the ocean and areas adjacent to such waters shall be minimized.

Policy BIO-M-1.22: The use of native landscaping shall be encouraged, especially in parks and designated open space.

3.4.3 Environmental Impacts

3.4.3.1 Thresholds of Significance

Appendix G of the CEQA Guidelines states that a project is considered to have a significant impact on Biological Resources if it is found to:

(1) Conflict with adopted environmental plans and goals of the community where it is located;

(2) Substantially affect a rare or endangered species of animal, plant or the habitat of the species;

(3) Interfere substantially with the movement of any resident or migratory fish or wildlife species; or

(4) Substantially diminish habitat for fish, wildlife or plants.

Santa Barbara County's Environmental Thresholds and Guidelines Manual includes guidelines for the assessment of biological resource impacts (County of Santa Barbra 2015). The following thresholds are applicable to this project:

Riparian Habitats: Project impacts may be considered significant due to: direct removal of riparian vegetation; disruption of riparian wildlife habitat, particularly animal dispersal corridors and/or understory vegetation; or intrusion within the upland edge of the riparian canopy leading to potential disruption of animal migration, breeding, etc. through increased noise, light and glare, and human or domestic animal intrusion; or construction activity which disrupts critical time periods for fish and other wildlife species.

Oak Woodlands and Forests: Project impacts may be considered significant due to habitat fragmentation, removal of understory, alteration to drainage patterns, disruption of the canopy, removal of a significant number of trees that would cause a break in the canopy, or disruption in animal movement in and through the woodland.

Individual Native Trees: Project impacts may be considered significant due to the loss of 10 percent or more of the trees of biological value on a project site.

Other Rare Habitat Types: The Manual recognizes that not all habitat-types found in Santa Barbara County are addressed by the habitat-specific guidelines. Impacts to other habitat types or species may be considered significant, based on substantial evidence in the record, if they substantially: (1) reduce or eliminate species diversity or abundance; (2) reduce or eliminate the quality of nesting areas; (3) limit reproductive capacity through losses of individuals or habitat; (4) fragment, eliminate, or otherwise disrupt foraging areas and/or access to food sources; (5)

limit or fragment range and movement; or (6) interfere with natural processes, such as fire or flooding, upon which the habitat depends.

3.4.3.2 Impact Assessment Methodology

Impacts to biological resources were evaluated in terms of the proposed project's effects on vegetation, wildlife habitat, and individual species occurrences. As noted above, Amec Foster Wheeler staff visited the site in 2014 to confirm existing conditions. Impacts can result from conversion or loss of native habitat and incidental wildlife mortality during site grading and development, habitat fragmentation, and operational use. Impacts are considered short-term if limited to the construction phase of the proposed project. Long-term impacts are those with permanent effects or that carry into the operational phase of the project.

3.4.3.3 Mitigation Measures Contained in the Proposed Project

The applicant has proposed a series of mitigation measures to reduce potential adverse project effects, which have been incorporated into the project design. Impacts to biological resources would be kept to a minimum through the following measures:

- Installation of a 50-foot habitat restoration buffer from the top of the bank of the drainage channel along the western side of the site. Restoration would include planting of native oaks and riparian species, and would adhere to a detailed Habitat Restoration Plan to be approved by the County.
- Replanting of native oaks removed by the project within project landscaped areas along with additional native species.
- Exterior building and site lighting would use hooded fixtures to shield and reduce the spread of light.
- Retention of all but up to four ~~three~~ of the mature oaks along East Valley Road, and all mature oaks elsewhere within the project site. Trees would be removed only for construction of the eastern driveway and for safety reasons, i.e., to provide adequate line-of-sight for vehicles entering from and exiting to East Valley Road.
- Limiting the washing of concrete, paint, or equipment during construction to areas where polluted water and materials can be contained for subsequent removal from

the site. Washing would not be allowed near sensitive biological resources, and a designated area for washing functions would be identified.

- Incorporating water quality protection measures into site design, including use of porous paving in parking areas to reduce runoff and increase infiltration and treatment of runoff in a graded vegetated swale prior to offsite discharge.
- Thirty days prior to the initiation of project activities, a qualified biologist with experience in conducting breeding bird surveys would begin to conduct weekly bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors). The surveys would continue on a weekly basis, with the last survey being conducted no more than three days prior to the initiation of project activities. If a protected native bird is found, MFPD would delay all project activities within 300 feet of on and off-site suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31 of that calendar year.
- Alternatively, the qualified biologist may continue the surveys in order to locate any nests. If an active nest is located, project activities within 300 feet of the nest (within 500 feet for raptor nests), or as determined by a qualified biological monitor, would be postponed until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. The biological monitor would be present on site during all grubbing and clearing of vegetation to ensure that these activities remain within the project footprint (i.e., outside the demarcated buffer) and to minimize the likelihood that active nests are abandoned or fail due to project activities. The biological monitor would send weekly monitoring reports to MFPD during the grubbing and clearing of vegetation and would notify MFPD immediately if project activities damage active avian nests.

3.4.3.4 Project Impacts and Mitigation Measures

Impact

BIO-1 The proposed project would result in adverse, but less than significant, impacts from the removal of approximately 2.55 acres of lemon orchard and associated loss of habitat (Class III).

The project would result in the conversion of approximately 2.55 acres containing approximately 206 lemon trees to the proposed fire station, related structures, associated

paved surfaces, and landscaped areas. The loss of existing lemon trees on the project site would remove limited roosting and foraging habitat for native or migratory bird and bat species; however, given existing human disturbance associated with ongoing cultivation, the habitat is considered of marginal value. The project site is located in the southwestern area of the approximately 237-acre Rancho San Carlos. Rancho San Carlos extends north into the Santa Ynez foothills towards Romero Canyon, and project development would not fragment this contiguous rural, unlit area and its associated habitat values. In addition, the project includes approximately 1 acre of landscaping with native species, particularly coast live oaks and native understory. Given the limited habitat value associated with orchard operations on the site, the loss of 2.55 acres of lemon orchard is considered Class III, *adverse but less than significant*.

Impact

BIO-2 **The proposed project would result in potentially significant (but mitigable) adverse effects to coast live oaks as a result of project grading, detention basin development and other construction activities causing damage to existing oaks, the removal of up to four ~~three~~ mature oaks, and routine trimming of oaks fronting East Valley Road (Class II).**

An Oak Tree Assessment (Appendix E) was prepared for the project site in July 2010 to assess the condition of and potential impacts to oak trees from proposed construction (Spiewak 2010). Amec Foster Wheeler staff visited the site in 2014 to evaluate conditions, including the number and condition of existing oak trees. The project site includes 46 mature coast live oak trees concentrated linearly along the western drainage channel and East Valley Road, and project development is expected to cause both direct and indirect impacts to and disturbance of these oak trees. The project has been designed to limit potential impacts to oaks to the greatest extent feasible; however, development of project driveways along East Valley Road would require the removal of one mature oak ~~that is the smallest specimen tree on the site~~. Project design would include planting of numerous oaks within the landscape buffer and habitat restoration areas.

The two to three additional oak trees that would potentially be removed during project development are located adjacent to the single mature oak tree requiring removal along East Valley Road. These oak trees have trunk diameters of between 6 and 14 inches, and are relatively young and small compared to other oaks occurring along the East Valley Road frontage. The removal of ~~three~~ four mature oaks would constitute a loss of

approximately ~~6~~ 8 percent of mature oak trees on the project site and would therefore not exceed County thresholds, which consider project impacts significant if a loss of 10 percent or more were to occur. Project design also includes the replanting of oaks throughout landscaped areas, and recommended mitigation measure MM BIO-2 requires development and implementation of a Tree Protection and Replacement Plan to mitigate oak tree removal in accordance with the Oak Tree Assessment and County of Santa Barbara standard conditions (County of Santa Barbara 2011). Oaks would be required to be replaced at a 10 to 1 ratio if 1-gallon trees are planted along the drainage channel, or a 3 to 1 ratio if 15-gallon trees are planted within the proposed landscaped areas. This Plan would potentially include the application of permethrin to the bases of oak trees to repel oak bark beetles. Because permethrin is toxic to aquatic invertebrates, application of permethrin would be used only under conditions approved by the County Agricultural Commissioner's Office, typically during droughts and summer season.

In addition, site grading and construction has the potential to impact a number of the remaining oaks to be preserved onsite through inadvertent damage to trunks, branches, and root zones during operation of heavy equipment, trenching, and other construction activities. Site rough grading would potentially intrude into the drip line of the oak trees along the drainage channel and East Valley Road. In addition, construction of a proposed 10-foot-wide drainage swale in the site's northwestern corner and rip-rap rock energy dissipater at this structure's terminus in the existing drainage channel could directly impact the root zones of oak trees in this area. Excavation of an approximately 4,000-square foot (sf) detention basin, and placement of the associated 18-inch diameter storm drain and in-channel energy dissipater in the site's southwest corner would partially underlie the drip lines of several oak trees, potentially damaging the root zones of these trees. Similarly, excavation of a second detention basin/bioswale along the site's East Valley Road frontage could impact root zones of oak trees in this area. Finally, potential changes in soil moisture within the drip lines of oaks trees surrounding the detention basins and vegetated swale may create additional long-term health impacts to multiple oak trees. However, the western swale would be located largely outside the drip lines of existing oak trees, and the detention basin would contain water only during storm events and for 2 to 3 hours after peak flow storm events. The basins are expected to be entirely dry during most of the spring, summer and fall seasons.

Construction of the proposed driveways would also result in encroachment to the drip lines of three mature oaks that are in the Caltrans right-of-way, although this construction is not expected to result in impacts to the health of these trees. Oaks that front on East

Valley Road would be trimmed to maintain adequate visibility from driveway entries and exits. All oaks would be protected and maintained according to measures included in mitigation measure MM BIO-2, and would continue to provide roosting, forage, and nesting habitat.

With implementation of measures included in MM BIO-2, the impact is considered Class II, *potentially significant but feasibly mitigated*.

Mitigation Measures

MM BIO-2 *The applicant shall implement a Tree Protection and Replacement Plan, including the following tree protection measures to address potential adverse effects on oak trees:*

- *A pre-construction meeting shall be held with contractors, prior to commencement of work, to discuss tree protection measures.*
- *Chain link or other acceptable fencing shall be installed, to establish tree protection zones (TPZs) at the outside edge of the drip lines or work areas (if drip lines are encroached upon). Fences must be maintained in upright positions throughout the duration of the project. Tree protection fencing shall also remain upright during landscape installation. Oaks in the drainage channel shall be protected with fencing at the buffer zone and at the edge of the road where it bisects the row of trees.*
- *The TPZs shall be void of all activities, including parking vehicles, operation of equipment, storage of materials and dumping (including temporary spoils from excavation).*
- *All excavation and grading near trees shall be monitored by the project arborist with particular attention to construction of the drainage swale in the site's northwestern corner and of the vegetated swale and detention basin on the southern portion of the site.*
- *Excavation within the drip lines but outside of the TPZs shall be done by hand where reasonable. Any roots encountered that are 6 inches and greater shall be cleanly cut.*

- *Tree pruning, where limbs may conflict with equipment and proposed structures, shall be done prior to excavation and grading.*
- *Pruning shall be performed or supervised by a qualified certified arborist. The project arborist shall review the goals with workers prior to commencement of any tree pruning. Tree workers shall be knowledgeable of American National Standards Institute (ANSI) A-300 Pruning Standards and ISA Best Management Practices for Tree Pruning.*
- *Results of the soil analysis shall be reviewed and soil shall be treated if necessary, or additional diagnostic protocol shall be performed on stressed trees and treated accordingly.*
- *Trees that are impacted from root damage (even minimally) shall be sprayed in the early spring and late summer with permethrin (Astro) to help resist attack of oak bark beetles. The application of the chemical shall be applied to the lower 6 inches of trunk. Treatments shall be repeated for at least two years after completion of the project or if drought prevails for longer periods. All application of permethrin shall be approved by the County Agricultural Commissioner's Office and, if applicable, by the state Department of Pesticide Regulation to avoid secondary impacts to aquatic species; spraying of oaks along the bank of the drainage shall not be permitted unless it includes best management practices or mitigation measures specifically pre-approved by the County Agricultural Commissioner's Office.*
- *If determined necessary by the project arborist, supplemental irrigation shall be used to aid trees that incur root loss and/or during hot and dry periods.*
- *Removal of oaks shall be mitigated by planting at a ratio of 10 to 1 with 1-gallon saplings along the drainage channel, or at a ratio of 3 to 1 with 15-gallon oaks in landscaped areas.*
- *The project arborist shall monitor activities on the site throughout the duration of the project. This shall be more frequent during fencing installation, excavation and grading, and less frequent as the project progresses, provided fences remain upright and TPZs are not violated.*

- *All in-channel energy dissipaters shall minimize or void the use of grouting.*
- *Final engineering design of and landscaping within the proposed detention basin and vegetated swale on the southern portion of the site shall account for the location of these two facilities partially within the drip lines of oak trees. Final design of these drainage features shall be subject to review by the project arborist to ensure that that their construction minimizes oak tree root damage and changes in soil moisture and drainage which may damage these oaks over the long-term.*

Plan Requirements and Timing. Tree protection measures shall be implemented during pre-construction, project construction, and upon completion of project development, as indicated above. Additional site-specific and plan-specific tree protection measures and landscaping plans shall be submitted and approved, as necessary, prior to issuance of the Development Permit for the project.

Monitoring. County of Santa Barbara Planning and a registered arborist shall review reports and plans. A County-approved arborist and Permit Compliance shall ensure compliance with plans, as required above.

Impact

BIO-3 The proposed project would result in the protection and improvement of habitats associated with the adjacent intermittent drainage channel (Class IV).

While the drainage channel and associated oak trees along the western boundary of the project site are not designated as ESHA, and do not appear to qualify for ESHA designation due to lack of habitat continuity with adjacent habitats and the lack of any understory, the project would include measures to protect and improve the potential habitat value provided by the drainage. Project design would preserve all native trees associated with the drainage and would include a minimum 50-foot habitat restoration buffer from the drainage channel to proposed facilities. In addition, a Habitat Restoration Plan would be implemented. Any non-native naturalized vegetation associated with the drainage on the western portion of the site would be removed during proposed habitat restoration efforts, recognizing that even though such habitat is minimal, restoration

activities over the long-term would benefit soil stabilization and drainage control, and would result in increased biological value and function within the drainage channel. Outdoor lighting on proposed facilities would be hooded to shield and reduce the spread of light. The 50-foot buffer surrounding the site would also limit noise impacts associated with project operation. Therefore, proposed restoration would substantially enhance the habitat qualities of the drainage channel, resulting in a Class IV *beneficial impact*.

3.4.3.5 Cumulative Impacts

The proposed project would result in the net loss of 1.5 acres of lemon orchard with low habitat value and one mature oak tree. This loss would be offset by habitat restoration along the drainage channel and the planting of native species throughout proposed landscaped areas. Since the project would not significantly impact biological resources onsite, it would not have a cumulatively considerable effect on the County's biological resources.

3.4.3.6 Residual Impacts

Impact BIO-1 would be Class III, *adverse, but less than significant* and would not require mitigation. Implementation of mitigation measure MM BIO-2 would reduce Impact BIO-2 to *adverse, but less than significant* levels. As no significant impacts to biological resources would occur as a result of the proposed project after mitigation, residual impacts would be less than significant after project implementation.

3.5 CULTURAL RESOURCES

This section describes existing known cultural resource sites in the vicinity and on the subject site. This section also examines the potential impact of the proposed project on cultural resources and discusses measures to avoid or reduce potential adverse impacts. This section was developed using information from the Montecito Community Plan (MCP), a Phase I Cultural Resources Investigation for the project site (Appendix F), a Phase 1-2 Historical Resources Survey (Appendix N), and consultation with County staff.

Cultural resources represent and document the activities, accomplishments, and traditions of past and present cultures and link current and former inhabitants of an area. Archaeological resources include areas where prehistoric or historic activity measurably altered the earth, and include physical remains (e.g., arrowheads, bottles, or dietary refuse), environmental indicators such as pollen or other plant remains, and the soils or sediments in which they are deposited. Historical resources may include an object, building, structure, site, area, place, record, or manuscript of historical, architectural, or aesthetic significance. ~~Architectural resources include standing buildings, districts, bridges, and other structures of historic or aesthetic significance.~~

3.5.1 Existing Conditions

3.5.1.1 Prehistoric Setting

The local prehistoric chronology is divided into four major periods – Paleoindian, Early Period, Middle Period, and Late Period. It is generally accepted that humans entered the New World during the latter part of the Wisconsin glaciation between 40,000 and 20,000 years before present (B.P.). The earliest unquestioned evidence of human occupation in southern Santa Barbara County is dated to between 10,000 to 8,000 B.P. (Erlandson and Colten 1991). Paleoindian groups during this time likely focused on hunting Pleistocene megafauna, including mammoth and bison, and included plants and smaller animals as part of their diet as well.

Post-Pleistocene changes in climate and environment are reflected in the local archaeological record by approximately 8,000 B.P., the beginning of the Early Period, as defined by Chester King (1981, 1979, 1974). The diagnostic feature of this period is the mano and metate milling stones, which were used to grind hard seeds such as sage for consumption.

The Middle Period (3,350 to 800 B.P.) is characterized by larger and more permanent settlements, related to a generally wetter environment. Materials from Middle Period sites reflect a greater reliance on marine resources and include marine shells, fish remains, and fishhooks and development of the plank canoe made ocean fishing and trade with the Channel Islands safer and more efficient (Arnold 1987). A major shift in vegetable food exploitation occurred, as the mano and metate milling stones were replaced by stone mortars and pestles. This indicates a transition from seed gathering to oak tree acorn gathering and processing.

The Late Period (approximately A.D. 1150 to 1800) was a time of increased social and economic complexity. Increases in the number of permanent and semi-permanent villages clustered along the Santa Barbara Channel and on the Channel Islands in the archaeological record indicate a substantial increase in population. Intensification of terrestrial as well as marine use of resources occurred. Acorns continued to be processed, and land mammals were hunted with the bow and arrow, rather than exclusively by spear as in previous periods. The protohistoric culture of the Chumash was terminated by the arrival of a Spanish expedition led by Gaspar de Portola in 1769. Chumash culture changed dramatically with the establishment of the Missions of Santa Barbara, Santa Ynez, and La Purísima.

3.5.1.2 Historical Setting

The historic occupation of the project vicinity can be divided into three settlement periods: the Mission Period (A.D. 1769 – 1830), the Rancho Period (ca. A.D. 1830 - 1865), and the American Period (ca. A.D. 1865 – 1915). Construction of Mission Santa Barbara in 1786, Mission la Purísima Concepcíon in 1787, and Mission Santa Ynez in 1804, altered both the physical and cultural landscape of the region. The missions were the center of Spanish influence in the region and affected native patterns of settlement, culture, trade, industry, and agriculture. Following the secularization of the Missions by the Mexican Government in 1821, California became part of the Republic of Mexico.

Secularization of lands and a focus on cattle raising marked the Rancho Period, where large land grants of Mission lands were ceded to wealthy, prominent Spanish families. Native Americans continued to work as laborers on ranchos during this period. With California statehood in 1850 and the advent of the American Period, farming and more intensive land uses steadily replaced cattle stock raising. Cattle ranching was substantially curtailed by a prolonged drought in the 1860s. Since statehood, major forces

of regional change during the last 150 years have been railroads, maritime shipping, agribusiness concerns, the oil industry, and the college institutions.

3.5.1.3 Occupation of Rancho San Carlos

By early 1900, most of the future Rancho San Carlos property consisted of several smaller properties owned by multiple farmers and ranchers. In 1916, Charles B. and Mary Raymond purchased a total of 193 acres of ranch and agricultural lands from prior owners and renamed their property Rancho San Carlos. Charles H. "Pete" Jackson, Jr., and his wife Ann later purchased the now 230-acre Rancho San Carlos from Charles B. and Mary Raymond in 1927. Following purchase of the property, Pete Jackson went on to contract with influential designers, including architect Reginald D. Johnson and landscape architect Lockwood De Forest, Jr., to design the California Monterey Revival Style estate house, several outbuildings and surrounding landscaped grounds present at Rancho San Carlos today.

Located along the 0.5 mile frontage of the Rancho San Carlos property, the 2.55- acre project site consisting of historic orchards is set back from East Valley Road and is obscured by large oak tree and native shrubs.

Though not originally included as part of the 1927 purchase, the land containing the 2.55-acre project site was a part of 23-acre parcel purchased by Christian R. Holmes, owner and establisher of the adjacent Feather Hill Ranch. Holmes had incorporated the subject parcel into his ranch in 1924 and established an orchard on the eastern portion of this property, including the 2.55-acre project site. The Jackson family purchased the 23-acre parcel around 1937, and the orchards within the project site were integrated into the operations of Rancho San Carlos and have since remained relatively unaltered. As such, the 2.55-acre project site and the surrounding 100 acres of orchards are a part of the historic character of the greater Rancho San Carlos property and contribute to the visual historic landscape of the estate.

3.5.1.4 Site Characterization

Archaeological Records Searches and Field Studies

An archaeological records search of the project site was conducted at the Central Coastal Information Center (CCIC) as part of a Phase I Cultural Resources Survey in March 2010 (MFPD 2010) (Appendix F). The records search included a review of all cultural resource investigations and recorded prehistoric and historic archaeological sites located within the project site and a 0.5-mile radius.

The records search indicated that no previous cultural resource investigations have been completed within project area; however, 12 investigations have been completed within a 0.5 mile radius of the project site. The records search identified no recorded archaeological resources within the project area, but one prehistoric site and five historic sites exist within a 0.5-mile radius (Table 3.5-1). The six cultural resource sites are summarized in Table 3.5-1, below. The prehistoric site, CA-SBA-15, appears to be a temporary habitation site located adjacent to a permanent fresh water source. The historic sites are all related to 20th century drainage infrastructure and public works improvements. One historic culvert, CA-SBA-3789, is located within 1,000 feet of the project location.

Table 3.5-1. Recorded Archeological Sites within 0.5 miles of the Project Site

Trinomial	Component	Description
SBA-15	Prehistoric	Groundstone and lithic scatter
SBA-3788	Historic	Historic bridge
SBA-3789	Historic	Unnamed drainage culvert
SBA-3790	Historic	Historic culvert
SBA-3791	Historic	Unnamed drainage culvert
SBA-3792	Historic	Unnamed drainage culvert

An intensive archaeological surface survey of the project area, including the Caltrans right-of-way, was conducted in June 2010. Methods for the survey were developed in accordance with requirements of the *County of Santa Barbara Regulations Governing Archaeological and Historical Projects Undertaken in Conformance with the California Environmental Quality Act (CEQA) and Related Laws: Cultural Resource Guidelines* (revised January 1993). All ground surfaces within the project area were inspected in 5-meter (15-feet) parallel north-south transects, roughly following the rows of lemon trees

within the property. Ground surface visibility throughout the project area was excellent (between 90-100 percent). No evidence of prehistoric or historic archaeological resources was identified as a result of the intensive archaeological survey. As ground surface visibility was excellent throughout the project area, the negative survey results for cultural resources are considered highly reliable. As no known cultural resource sites occur within project boundaries, and no surface indication of historic or prehistoric resources was encountered, no shovel test pits were included in the Phase I survey. It is important to note that the systematic survey methods were much more intensive than the 15-meter (45-foot) transect intervals required by the Santa Barbara County Cultural Resource Guidelines (MFPD 2010).

Historical Resources Survey

A Phase 1-2 Historical Resources Survey of the site was prepared in May 2016 to identify historical resources present at the project site and greater Rancho San Carlos property. The survey included a review of all historical and architectural resources, including a review of building permits, historical maps, property surveys, address files, news clippings, and oral histories for the Rancho San Carlos property. This survey has been included as Appendix N of this EIR.

Located approximately 0.5 mile from the Rancho San Carlos estate house, the project site is located on the southwestern extent of the ranch's extensive orchards.

This survey found the Rancho San Carlos property as potentially eligible for listing as a County of Santa Barbara Landmark, as well as potentially eligible for listing as a historic resource on the California Register of Historic Resources (CRHR) and the National Register of Historic Places (NRHP). In addition, the property potentially qualifies as a historic district, for which Rancho San Carlos meets all criteria under National Park Service (NPS) guidelines. For a detailed discussion as to why the property does or does not meet county, state, or federal criteria as a historic resource, refer to Appendix N.

3.5.2 Regulatory Framework

Several state preservation laws guide actions that concern cultural resources. These include CEQA (Public Resources Code section 21000 *et seq.*), Public Health and Safety Code (HSC), and Public Resources Code. At the local level, the County of Santa Barbara

and the Montecito Community Plan require protection of archaeological and historical resources to the greatest extent feasible. All of the following regulations apply to the proposed project.

3.5.2.1 Federal Policies and Regulations

The proposed project does not include any federal lands. No federal permits or authorizations are required for its implementation, and federal funds will not be used. Therefore, the proposed project is not subject to the National Historic Preservation Act (NHPA) and no federal laws or regulations governing cultural resources apply.

3.5.2.2 State Policies and Regulations

CEQA: Section 15064.5(a)(3) of the CEQA Guidelines (as amended) states that a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the ~~California Register of Historical Resources~~ CRHR (Pub. Res. Code § 5024.1, 14 CCR § 4852). Criteria of eligibility for the CRHR include the following:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Cultural resources meeting one or more of these criteria are defined as "historical resources" under CEQA. Resources included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code), also are considered "historical resources" for the purposes of CEQA.

Codes Governing Human Remains: The disposition of human remains is governed by Section 7050.5 of the California HSC and Sections 5097.94 and 5097.98 of the Public Resources Code, and falls within the jurisdiction of the Native American Heritage Commission (NAHC). If human remains are discovered, the County Coroner must be notified immediately and there should be no further disturbance to the site where the remains were found. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the NAHC within 24 hours. The NAHC,

pursuant to Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased Native Americans so they can inspect the burial site and make recommendations for treatment or disposal.

Assembly Bill 52: Assembly Bill 52, effective as of July 1, 2015, amends PRC section 5097.94 (CEQA), adding eight new sections relating to Native Americans. This law establishes a new category of resource called tribal cultural resources and establishes a process for consulting with Native American tribes and groups regarding those resources (PRC sections 21074 and 21080.3.1).

3.5.2.3 Local Polices and Regulations

County of Santa Barbara Cultural Resource Guidelines: According to the Santa Barbara County Historic Preservation Ordinance, in order for a resource to be eligible for designation as a County Landmark or Place of Historic Merit, it must meet the designation criteria defined in Section 18A-3 of the Santa Barbara County Municipal Code under consideration by the Historic Landmarks Advisory Commission and the Board of Supervisors. The Commission has bylaws which provide additional guidance on eligibility for establishing landmarks and places of historic merit (Ord. No. 4425, § 1).

Montecito Community Plan (MCP): Policy goals of the MCP are intended to 1) preserve and protect properties and structures with historic importance in the Montecito community to the maximum extent feasible, and 2) preserve and protect those cultural resources deemed of special significance to the maximum extent feasible without interfering with the rights of the property owners (Section F; CR-M-1, 2). Appropriate preservation and restoration measures are determined and implemented for properties 50 years of age or older if it is found to be significant (refer to CR-M-2.1.1).

3.5.3 Environmental Impacts

3.5.3.1 Thresholds for Determining Significance

If a project may cause a substantial adverse change in the characteristics of a resource that convey its significance or justify its eligibility for inclusion in the CRHR or a local register, either through demolition, destruction, relocation, alteration, or other means, then the project is judged to have a significant effect on the environment (CEQA Guidelines § 15064.5(b)). Direct impacts may occur if the project:

(1) Causes a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. Specifically, substantial adverse

changes include physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired

(2) Causes a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5;

(3) Directly or indirectly destroys a unique paleontological resource or site or unique geologic feature; or

(4) Disturbs any human remains, including those interred outside of formal cemeteries.

Direct impacts can be assessed by identifying the types and locations of proposed development, determining the exact locations of cultural resources within the project area, assessing the significance of the resources that may be affected, and determining the appropriate mitigation.

Indirect impacts primarily result from the effects of project-induced population growth. Removal, demolition, or alteration of cultural resources can destroy the historic fabric of an archaeological site, structure, or historic district. Due to their nature, indirect impacts are much harder to assess and quantify.

CEQA provides guidelines for mitigating impacts to historical resources in Guidelines section 15126.4. For architectural resources, maintenance, repair, stabilization, restoration, preservation, conservation, or reconstruction in a manner consistent with the Secretary of the Interior's Standards and Guidelines (Weeks and Grimmer 1995) generally will constitute mitigation of impacts to a less-than-significant level. Avoidance is the preferred manner of mitigating impacts to significant archaeological resources.

Santa Barbara County's Environmental Thresholds and Guidelines Manual (County of Santa Barbara 2008) provides local criteria for determining whether a project may have a significant effect on cultural resources. Accordingly, a project may create a significant environmental impact if it would result in:

Cultural Resources

a. Disruption, alteration, destruction, or adverse effect on a recorded prehistoric or historic archaeological site.

b. Disruption or removal of human remains.

c. Increased potential for trespassing, vandalizing, or sabotaging archaeological resources.

d. Ground disturbances in an area with potential cultural resource sensitivity based on the location of known historic or prehistoric sites.

e. Disruption of or adverse effects upon a prehistoric or historic archaeological site or property of historic or cultural significance to a community or ethnic group.

f. Increased potential for trespassing, vandalizing, or sabotaging ethnic, sacred, or ceremonial places.

g. The potential to conflict with or restrict existing religious, sacred, or educational use of the area.

Historic Resources

a. Adverse physical or aesthetic impacts on a structure or property at least 50 years old and/or of historic or cultural significance to the community, state, or nation.

In addition, a project may result in a beneficial impact if it would provide:

b. Rehabilitation or protection in a conservation/open easement, etc.

3.5.3.2 Impact Assessment Methodology

For cultural resources, impact assessment is based on a comparison of known resource locations with the placement of ground disturbing project activities that have the potential to remove, relocate, damage, or destroy the physical evidence of past cultural activities. If such ground disturbance overlaps recorded site locations, then a direct impact may occur. As required by CEQA regulations, the historical significance of the Rancho San Carlos property has been evaluated in terms of its eligibility as a County of Santa Barbara Landmark or Place of Historic Merit, and for listings on the CRHR and the NRHP (see Appendix N). Historical buildings and structures may be directly impacted if the nearby setting and context is modified substantially, even if the building or structure itself is not physically affected. Indirect impacts may occur if activities occur near, but not directly on, known cultural resources.

3.5.3.3 Mitigation Measures Contained in the Proposed Project

The applicant has proposed a series of mitigation measures to reduce potential adverse project effects, which have been incorporated into the project design. Potential impacts to cultural resources shall be kept to a minimum by following the measure listed below:

- There are no known ~~cultural~~ archaeological resources on the project site; however, in the event archeological remains are encountered during grading, work would be stopped immediately or redirected until a County qualified archeologist and Native American representative are retained by the applicants to evaluate the significance of the find pursuant to Phase 2 investigations of the County Archaeological Guidelines. If remains are found to be significant, they would be subject to a Phase 3 mitigation program consistent with County Archaeological Guidelines and funded by the applicant.

3.5.3.4 Project Impacts and Mitigation Measures

Impact

CR-1 Construction of fire station, pavements, buffers, and associated infrastructure would result in adverse, but less than significant impacts to cultural resources (Class III).

Based on the excellent ground surface visibility and intensive survey strategy, and the absence of any prehistoric or significant historic archaeological deposits as summarized in the Phase I Cultural Resources Survey, the potential for the proposed project to encounter unknown but potentially significant subsurface prehistoric remains (intact and not subject to previous ground disturbance) is considered unlikely. As the project site is located on fairly level topography and is not within the influence of a major drainage or alluvial fan hillside, it is very unlikely that the existing project area surface soils are a function of alluvium associated with flooding runoff over the past several thousand years that would otherwise have the potential to bury unknown prehistoric site living surfaces.

Therefore, project impacts on prehistoric and historic archaeological resources are considered to be less than significant. Any potential impacts to historic drainages would be avoided by ensuring that required energy dissipaters are set back from the existing culvert. In the highly unlikely event that potentially important cultural resources are identified during construction, artifacts and particularly features, if identified, could be capable of indicating when prehistoric use of the area occurred. Contemporary Chumash individuals generally consider all prehistoric artifacts and food remains (e.g., shellfish, animal bone) to be important heritage resources. Any isolated human remains would be protected by Public Resource Code 5098.98 and are considered important heritage resources by the contemporary Native American community. The proposed project would implement procedures to follow in the event that prehistoric or historic resources are discovered during project construction. This would ensure that the unlikely potential for

impacts to unknown cultural resources during proposed project construction activities would remain Class III, *adverse, but less than significant*.

Impact

CR-2 Implementation of the proposed Project would result in adverse, but less than significant impacts to eligible historic resources (Class III).

The Phase 1-2 Historic Resources Survey performed for the project site and Rancho San Carlos found the ranch be potentially eligible for listing as a County of Santa Barbara Landmark, as well as potentially eligible for listing as a historic resource on the CRHR and the NRHP. In addition, the Phase 1-2 Historic Resources Survey found that Rancho San Carlos may qualify as a historic district under NPS guidelines.

As described in the Phase 1-2 Historic Resources Survey, impacts to historic resources are considered negligible due to the relatively minimal loss (approximately 3 percent) of existing historic orchards present at Rancho San Carlos, and the minimal changes to the ranch's distinctive materials, features, and spatial relationships as a result of development of the Station No. 3 project. In addition, project implementation would not result in substantially adverse impacts to other resources contributing to the eligibility of historic Rancho San Carlos resources given the spatial discontinuity between the project site and contributing historic resources, the fleeting views of the project site from East Valley Road, and the retention of existing Rancho San Carlos character-defining features.

As the project would result in relatively limited alterations to existing historic orchards and would not affect the preservation of the visual character of the Rancho San Carlos property or the preservation of historic structures, the proposed MFPD Fire Station No. 3 Project conforms to the standards established by the Secretary of the Interior's Standards for the Treatment of Historic Properties. Therefore, the project's potential to result in a significant impact to eligible historic resources is considered Class III, *less than significant*.

3.5.3.5 Cumulative Impacts

As no archaeological resources are known to exist on the project site, the project would not contribute to regional loss of prehistoric resources. In addition, although the County's land use and zoning designations for Rancho San Carlos would permit eventual development of up to 95 homes on the property, no development is currently proposed or pending for the site. Further, although projects such as the Casa Dorinda retirement home could impact historic resources (e.g., a historic bridge), such resources are not linked to

those at the project site. Therefore, the project's contribution to cumulative impacts to historic resources are considered less than significant.

3.5.3.6 Residual Impacts

As no significant impacts to cultural or historical resources would occur as a result of the proposed project, no residual impacts would remain after project implementation.

3.6 FIRE PROTECTION

The following section describes fire protection resources and issues for the existing conditions of the subject site and vicinity, and evaluates impacts of the proposed project on these resources. Fire protection resources include the entities tasked with combating fires, infrastructure that assists those entities, and site conditions that contribute to or diminish the danger of fire. Fire protection issues in the eastern Montecito area consist of high fire hazards related to wildfires and the distance of existing residences from fire stations, as well as the length of emergency response times.

Assessment of fire protection issues is based upon a range of sources. These include the National Fire Protection Association (NFPA) 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments. In addition, information and standards were ~~also~~ obtained from the California Department of Forestry and Fire Protection (CAL FIRE), ~~as well as~~ the Santa Barbara County Fire Department (SBCFD) and the U.S. Forest Service (Los Padres National Forest). Montecito Fire Protection District (MFPD) staff was consulted regarding fire protection and response time issues. Finally, this section also includes updated information from the MFPD's 2014 Standards of Coverage Study and Risk Assessment (MFPD 2014).

3.6.1 Existing Conditions

3.6.1.1 Regional Fire Danger

On average, a major wildland fire occurs in the Santa Barbara area approximately every 3.5 years (Table 3.6-1). As a result of weather conditions, plant types, and past fire management policies, the Santa Ynez Mountains and surrounding area have a very high risk of fire.

The native chaparral plant community that covers the slopes within the community has various chemical, physical, and physiological characteristics that make it flammable. Some chaparral species even require a "fire cue" such as intense heat, smoke or charring of bark before germination can occur, or have reproductive systems that allow for fast germination after fire.

Table 3.6-1. Historic Fires in the Santa Ynez Mountains and Surrounding Area

Date	Name of Fire	Acres Burned	Structures Burned	Fatalities
1964	Coyote Fire	67,000	106 homes	1 person
1966	Wellman Fire[1]	97,120	None	None
1971	Romero Canyon Fire	14,500	4 homes	4 persons
1977	Sycamore Canyon Fire	805	195 homes	None
1977	Hondo Canyon Fire	10,000	None	None
1979	Eagle Canyon Fire	4,530	5 homes	None
1990	Painted Cave Fire	4,900	440 homes, 28 apartments, 30 other structures	1 person
1993	Marre Fire[1]	43,864	None	None
2002	Sudden Fire	7,160	None	None
2004	Gaviota Fire	7,440	1 home, 3 other structures	None
2007	Zaca Fire[1]	240,207	1 other structure	None
2008	Gap Fire	9,443	4 other structures	None
2008	Tea Fire	1,940	210 homes	None
2009	Jesusita Fire	8,733	80 homes, 80 other structures	None
2013	White Fire	1,984	None	None

[1]These fires remained on the northern side of the Santa Ynez Mountains and did not directly threaten the South Coast.
Source: (CAL FIRE 2015, Santa Barbara Wildfires 2013).

Weather is the single most important component affecting wildfire. In particular, specific weather events known as "sundowner" winds can drastically alter the normally temperate Santa Barbara coastal plain climate to create catastrophic wildfire conditions. These winds bring very warm, dry air onto the coastal plain and can reach gale force levels. Many of the most destructive wildfire events in the Santa Barbara region have occurred during one of these sundowner wind episodes, including the Painted Cave Fire of June 1990, which was one of the more devastating fires in California history (losses in public and private buildings totaled almost $250 million) (Blier 1998).

Inadequate or unreliable water supply, inadequate ingress and egress, inadequate structural safeguards, and inadequate vegetation management are the factors that lead to major fire losses in areas adjacent to wildlands. The cumulative effect of unprotected development in these areas leads to large property losses and potential loss of life. The inability for residents to shelter in place in their homes can create an evacuation and fire department access problem in these areas. Regional fire dangers can also be heightened during drought conditions. Although firefighting water supply is not yet impacted by the currently ongoing drought, dry vegetation and bush is inherently more flammable under drought conditions (NOAA 2013).

3.6.1.2 Fire Danger in the Project Vicinity

Montecito is a semi-rural, heavily-wooded community with extensive estate development along the urban-wildland interface with the front country of the Santa Ynez Mountains, creating substantial exposure to wildland fires originating within the Los Padres National Forest. Although Montecito has some densely populated portions, extensive areas of the community consist of estates scattered among mature oak woodlands and groves of non-native trees. Many homes, particularly in the foothills and the eastern areas of the community, are located on or in close proximity to steep hillsides vegetated with dense stands of native chaparral known to be susceptible to wildland fires. As noted above, the ongoing drought can incrementally increase fire hazards as both wildland and landscape vegetation dries out under such conditions. As noted in the recent MFPD Standards of Coverage Study and Risk Assessment, Montecito is a difficult community to provide fire protection services due to a small number of existing fire stations, a mix of lower suburban and mountainous rural areas, and a rectangular community configuration. This study also noted that Montecito has a moderate to very high risk of wildfire occurrences (MFPD 2014).

The project site is located within a State Responsibility Area (SRA) Very High Fire Hazard Severity Zone (CAL FIRE 2012). Additionally, the site and surrounding vicinity is within a Very High Fire Hazard Severity Zone (VHFHSZ), which indicates a high risk of wildfire from the presence of bio fuel, topography, and climate (CAL FIRE 2008). The project site is located in an area of eastern Montecito that currently lacks response times that meet the MFPD's adopted comprehensive performance measures (MFPD 2014).[1] Due to inadequacies in response-time coverage, the MFPD passed and adopted Resolution 2004-10 which made the identification of a parcel that could accommodate a new station the MFPD's highest priority (MFPD 2004).

3.6.1.3 Fire Protection Services

Fire protection services for the project vicinity are provided by the MFPD. The District is bordered on the west by City of Santa Barbara limits, on the east by the Carpinteria-Summerland Fire Protection District (CSFD), on the north by the Los Padres National Forest, and on the south by the Pacific Ocean. The District is served by two stations: Station 1, located at 595 San Ysidro Road, serves as the MFPD administrative

[1] The MFPD Standards of Coverage Study and Risk Assessment contains Response Time Recommended Benchmark Goals that include a 7-minute response time for the first-due unit, and an 11 minute response time for multi-unit response. See Section 3.6.1.4.

headquarters; Station 2 is located at 2300 Sycamore Canyon Road. Combined, the stations provide advanced life support (ALS) emergency medical services, and rescue and hazardous material response services with 33 emergency response personnel and 13 administrative staff. This provides the MFPD with a total of two Type 1 structural fire engines, two Type 3 wildland fire engines, one Type 4 rescue apparatus, one Type 6 brush patrol (and one additional Type 6 to be received in summer of 2016), one Type 7 brush patrol, one utility search and rescue (USAR) apparatus, one reserve Type 1 structural fire engine, one reserve ambulance, one mechanic service vehicle, three command vehicles, and five staff vehicle (MFPD 2014). The District receives approximately 2,800 to 3,000 calls for service each year in the categories of Medical Emergency/Rescue; Fire; Hazardous Conditions; Service; Good Intent; and False Alarm (MFPD 2014).

MFPD Station 1 located at 595 San Ysidro Road

The MFPD also has Automatic and Mutual Aid Agreements with nearby jurisdictions including the City of Santa Barbara Fire Department (SBFD), the CSFD, the SBCFD, and the U.S. Forest Service. These agreements provide a response that supplements the District's response capabilities described above. In addition, the MFPD is a participant of the Santa Barbara County Mutual Aid Plan and California Fire Mutual Aid Plan (MFPD 2014).

3.6.1.4 Response Times

In January 2015, the MFPD Board of Directors adopted the following comprehensive performance measures as recommended in the Standards of Coverage Study and Risk Assessment (2014):

- Distribution of Fire Stations: To treat medical patients and control small fires, the first-due unit should arrive within 7 minutes, 90 percent of the time from the receipt of the 9-1-1 call in the fire dispatch center. This equates to 1-minute call

handling time, 2 minutes company turnout time[2], and 4 minutes travel time in the most populated areas.

- Multiple-Unit Effective Response Force for Serious Emergencies: To confine fires near the room of origin, to stop wildland fires to under three acres when noticed promptly, and to treat up to five medical patients at once, a multiple-unit response of at least 15 personnel should arrive within 11 minutes from the time of 9-1-1 call receipt in fire dispatch, 90 percent of the time. This equates to 1-minute call handling time, 2 minutes company turnout time, and 8 minutes travel time spacing for multiple units in the most populated areas.

- Hazardous Materials Response: Provide hazardous materials response designed to protect the community from the hazards associated with uncontrolled release of hazardous and toxic materials. The fundamental mission of the District's response is to minimize or halt the release of a hazardous substance so it has minimal impact on the community. The first company capable of investigating a hazardous materials release at the operations level should be able to respond within 7 minutes total response time, or less than 90 percent of the time. After size-up and scene evaluation is completed, a determination will be made whether to request additional resources from the District's multi-agency hazardous materials response partnership.

- Technical Rescue: Respond to technical rescue emergencies as efficiently and effectively as possible with enough trained personnel to facilitate a successful rescue. Achieve a travel time for the first company in urban to suburban areas for size-up of the rescue within 7 minutes total response time, or less than 90 percent of the time. Assemble additional resources for technical rescue capable of initiating a rescue within a total response time of 11 minutes, 90 percent of the time. Safely complete rescue/extrication to ensure delivery of patient to a definitive care facility.

The MFPD Standards of Coverage Study and Risk Assessment included deployment pattern maps for both the 7-minute Dispatch to Arrival Time and 11-Minute Dispatch to Arrival Time (including mutual aid stations.) (Figure 3.6-1 and Figure 3.6-2a/b). Both maps indicate that the east end of the community is beyond the capabilities of the existing station locations.

[2] Turnout time refers to the time required for emergency service personnel to 'suit up' and exit the station.

The Santa Barbara County *Comprehensive Plan, Seismic Safety and Safety Element*, most recently amended in August 2010, does not contain a specific fire response time goal policy. However, the Montecito Growth Management Ordinance (MGMO), adopted in 1991, and the District's Agreement between the District and the County of Santa Barbara for Implementation of Advanced Life Support (ALS) Services, adopted in 1993, reference a five-minute response time. Further, the NFPA 1710 Standard calls for a first-due unit response within 6 minutes and 20 seconds for fire and emergency medical services, and 10 minutes and 20 seconds for multi-unit response (NFPA 2010).

Prior to the District contracting Citygate to complete the Standards of Coverage Study and Risk Assessment, the MFPD Station 3 Site Identification Study (August 2008) had identified four zones in Montecito with measurable response and deployment patterns. Zone I generally includes the area east of the Santa Barbara City limits to the existing Station 2 on Sycamore Canyon Road. Zone II generally includes the area east of Station 2 to Station 1. Zone III includes the area east of Station 1 to approximately Romero Canyon Road. Zone IV includes the area east of Romero Canyon Road to the MFPD boundary.

Of the four zones, Zone II has the highest level of service with regard to deployment and emergency response. This is because Zone II is located between the two MFPD stations and response time analysis shows that all of the District's equipment will arrive, on average at any location in Zone II, within a 5-minute response time (MFPD 2008). Zones I and III are similar in that the first engine from their respective MFPD stations will arrive on average within a 5-minute response time. Zone IV is determined to be outside of a 5-minute response time.

Portions of eastern Montecito lie outside of the MFPD's 5-minute response time area.

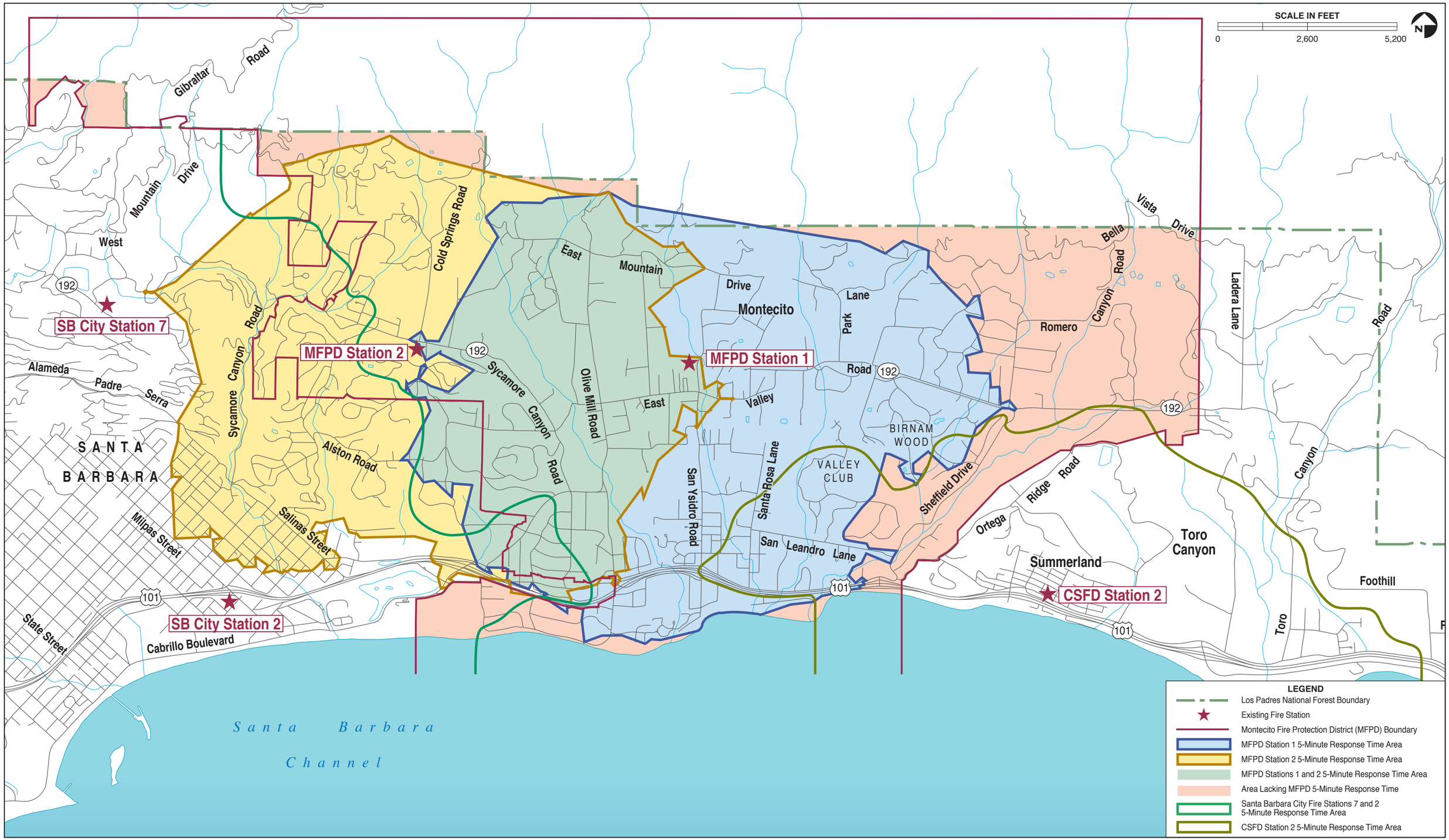

Figure 3.6-1. Existing Response Time Service

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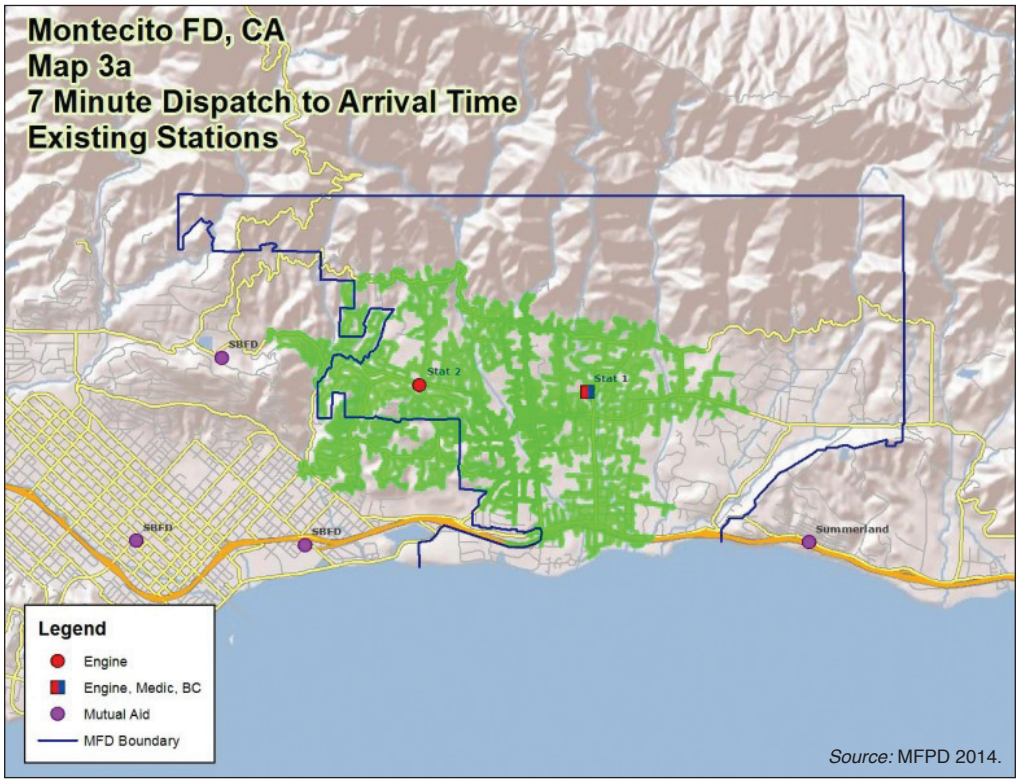
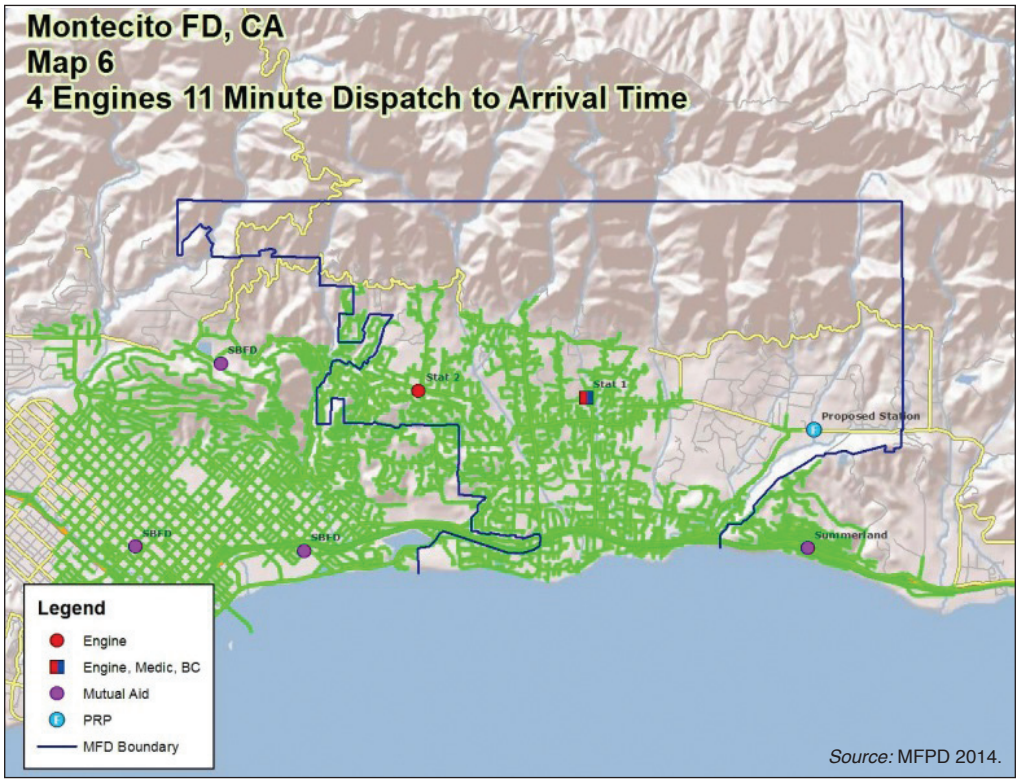


2a



2b

Figure 3.6-2a/b. Existing Response Times within the MFPD

Additionally, there are other areas of the MFPD depicted in the Site Selection Study Response Time Map that are also not located within a 5-minute response time area. These areas are typically much more rural in nature than the rest of the District and contain lower population and structure densities. Areas such as Gibraltar Road and other properties off Mountain Drive, Romero Canyon, Sheffield and Bella Vista Drive cannot be provided the same standard of response as the rest (MFPD 2008). Some areas along the coast near Fernald Point Lane and Butterfly Beach are also located outside of 5-minute response time areas due to obstacles in the road network that slow response times, such as U.S. Highway 101. The project site is located in the underserved area in the eastern end of the District referred to as Zone IV (MFPD 2008).

Both the 2014 Standards of Coverage Study and Risk Assessment and the 2008 MFPD Station 3 Site Identification Study conclude that two-thirds of the District have best practice first unit-due fire station coverage for suburban fire and emergency medical service (EMS) incidents[3], while the eastern portion of Montecito is underserved and not provided equitable levels of service (MFPD 2014, MFPD 2008).

3.6.2 Regulatory Framework

3.6.2.1 Federal and State Authorities and Administering Agencies

Los Padres National Forest: Los Padres National Forest is part of a larger group of agency cooperators that combine and share resources to accomplish wildfire suppression and management on National Forest Service lands and lands managed by U.S. Forest Service partners (U.S. Forest Service 2015). They have a mutual aid agreement with SBCFD for wildland fire protection services during the high fire hazard season (County of Santa Barbara 2015). The closest U.S. Forest Service station to the project site is located at 6115 Casitas Pass Road.

State Board of Forestry: The State Board of Forestry designates fire protection responsibility areas for federal, state, and local agencies. Federal agencies such as the U.S. Forest Service have responsibility to provide wildland resource fire protection on all Federal Responsibility Area (FRA) lands, including U.S. Forest Service land within MCP Area. To more efficiently provide protection over a more contiguous land base, federal agencies trade protection areas with CAL FIRE. The resulting lands are called State Direct Protection Areas or Federal Direct Protection Areas.

[3] Best management practices for urban to suburban population density area recommend that the first-due fire unit should arrive within 7 minutes of dispatch, 90 percent of the time.

California Department of Forestry and Fire Protection (CAL FIRE): CAL FIRE has legal responsibility to provide wildland resource fire protection on all SRA lands, including the financial responsibility for preventing and suppressing fires. Within Santa Barbara County, the SBCFD is a contract county for CAL FIRE, and under contract, provides wildland resource fire protection and prevention efforts on SRA land (excluding structures). The project site is within an SRA; therefore, CAL FIRE serves as one of many secondary wildland responders, along with the U.S. Forest Services, under the California Firefighting Assistance Agreement.

National Fire Protection Association (NFPA) 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments: The NFPA has developed criteria for fire department response time standards applicable to the project site within a semi-rural community. NFPA 1710 is a voluntary set of operating standards for professional fire protection services which includes a 5-minute emergency response time standard comprised of 1 minute of turnout time and 4 minutes of travel time (NFPA 2010).

3.6.2.2 Local Authorities and Administering Agencies

Santa Barbara County Comprehensive Plan – Seismic Safety and Safety Element: The Santa Barbara County Comprehensive Plan, Seismic Safety and Safety Element establishes policies to protect the community from natural and manmade hazards, including fire hazards (County of Santa Barbara 2015).

Montecito Community Plan (MCP): The MCP provides goals and policies that address fire facilities and hazards. Goals F-M-1 and -2 include ensuring that adequate fire protection services are available in High Fire Hazard Areas prior to permitting new development and reducing fire hazards throughout the community. Specifically, the MCP states that ". . . if development in the eastern portion of [Montecito] was to continue at higher levels, the [MFPD] might have the need for a new fire station in the eastern area" (County of Santa Barbara 1995).

Montecito Fire Protection District Goals: The MFPD is organized for the purpose of saving the lives of anyone who may be in danger due to fire, smoke, gases, etc.; to extinguish fires with the least possible damage to property from fire or water; to prevent fires by fire prevention ordinances; and to perform such other acts for public safety as may arise in event of disaster or other emergency (MFPD 2008). The MFPD strives to

meet all accepted standards applicable to its delivery of fire and rescue services to the community.

Montecito Growth Management Ordinance (MGMO): The intent of the MGMO is to pace growth within the MCP Area in a manner that balances development with available resources. MGMO Service and Resource Constraints, Finding 2.3.7 recognizes that a substantial portion of the Montecito Planning Area lies outside the 5-minute response time for fire protection and restricts growth by implementing a point allocation system based on criteria including a maximum 3-mile distance to the nearest fire station and a 5-minute response time (County of Santa Barbara 2010).

3.6.3 Environmental Impacts

3.6.3.1 Thresholds of Significance

Santa Barbara County does not have a specific threshold of significance for fire protection, but MFPD standards and other County standards and regulations would apply to the development. Impacts to fire protection services would be significant if the proposed project would:

- Not meet development standards presented in the adopted Montecito Fire Protection Plan.
- Significantly increase the population in an area insufficiently served by fire protection services.
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands area adjacent to urbanized areas or where residences are intermixed with wildlands.
- Significantly increase the flammable fuel load on the property, including vegetation, flammable liquids or gases.

The following MFPD standards are applied in evaluating impacts associated with the proposed development:

- The MFPD has adopted performance measures as outlined above in Section 3.6.1.4;
- Is located beyond the response time reach that is considered a best practice for suburban fire and EMS incidents (7-minute response time for the first-due unit).

3.6.3.2 Impact Assessment Methodology

The effects of constructing a fire station in an area of elevated fire danger and currently substandard response times were considered. Data provided in the MFPD Standards of Coverage Study and Risk Assessment (2014) and Station 3 Site Identification Study (2008) for current and projected population, number of underserved homes, resources, and emergency response capabilities were assessed for adequate emergency response time service, based on NFPA and MFPD standards.

3.6.3.3 Project Impacts and Mitigation Measures

Impact

FP-1 The proposed project would result in a beneficial impact to fire protection service in the eastern Montecito area (Class IV).

With the addition of a staffed third fire station, the MFPD would experience a higher level of emergency response service throughout the District. Overall, the MFPD would have additional resources on duty to respond to multiple calls and to provide a more powerful response to both local emergency calls and major incidents when they occur. In addition, Station 3 would also provide a Fire Station Building for the community to provide resources such as ~~shelter~~ temporary refuge, food, and support of emergency equipment during disasters. Further, the eastern portion of Montecito would benefit from improved response times and would be within a response time reach that is considered a best practice for suburban fire and EMS incidents. The project vicinity, including Zone III of the 2008 Station 3 Site Identification Study, would benefit from overlapping response service from Stations 1 and 3, similar to current conditions in central Montecito. Most importantly, the underserved area of eastern Montecito would receive service that would be within reach of response goals adopted by the Board of Directors. The addition of Station 3 would ensure that a large majority of current and future residences in the underserved area of eastern Montecito would be within acceptable response times. This would consequently result in the great majority of the District meeting compliance with the NFPA Response Time Standard (MFPD 2008) and lying within a response time reach that is considered a best practice for suburban fire and EMS incidents (MFPD, 2014).

In the event of a large wildfire occurring within the area, the entire Station 3 building could serve as a temporary refuge location for evacuees for the eastern Montecito community. During an evacuation, emergency response vehicles and equipment would be relocated as appropriate to provide adequate refuge and emergency services. Although it

is noted that while all District facilities could be used for emergency evacuation operations, this has never occurred in the past and the proposed project is not intended to serve as a designated evacuation center.

The proposed project is designed to address current deficiencies in MFPD response coverage. The project would allow for increased staff and fire protection equipment required for the MFPD to reduce areas that currently lack a ~~5~~7-minute total response time in Montecito. Therefore, the project would have a *beneficial* (Class IV) impact on fire protection.

3.6.3.4 Cumulative Impacts

Since the project would function to reduce significant fire hazards, it would have a cumulatively beneficial effect on fire safety within the County.

3.6.3.5 Residual Impacts

Because no significant impacts would occur, mitigation is not required and no residual impacts would result.

3.7 GEOLOGIC PROCESSES

The geologic resources of an area consist of all soil and bedrock materials. For the purpose of this section, the terms soil and rock refer to unconsolidated and consolidated earth materials, respectively, regardless of depth. Geologic resources can include mineral deposits, important landforms, and tectonic features. These resources can present hazards or obstacles to new development, and may also have scientific, economic, and recreational value. In the case of the proposed Station 3 Site Acquisition and Construction Project, tectonic features, particularly local and regional faults are a potentially important Geologic Processes issue.

A site-specific geotechnical evaluation was conducted for the proposed project site (Campbell Geo 2011, Appendix G) and provides much of the information for this section.

3.7.1 Existing Conditions

3.7.1.1 Regional Geologic Setting

The project site is located in a geologically complex and seismically active region. This region is within the Transverse Ranges Geomorphic Province, a generally mountainous region that extends some 310 miles in an east-west direction which is in contrast to the prevailing northwesterly structural grain of California. These ranges, stretching from Point Arguello on the west to the Pinto and Eagle Mountains in eastern California, are in aggregate only 10 to 63 miles wide in a north-south direction (Dibblee 1966). The point Arguello and Santa Ynez faults are generally considered the boundary between the Transverse Ranges Province and the Coast Ranges Province to the north. Santa Barbara County is situated southwest of the San Andreas Fault, a major dislocation of the earth's crust that extends roughly 750 miles from the east side of the Salton Sea to its offshore intersection with the Mendocino Fracture near Eureka, California. The Santa Ynez Mountains and northern Channel Islands form the westernmost part of the Transverse Ranges and are actively rising as a result of the oblique plate collision process associated with the San Andreas Fault.

Regional Faulting, Seismicity, and Earthquakes

The project site is located in a seismically active area, though the level of seismicity is not unusual for Southern California. No major fault zones cross the project site (Campbell Geo 2011), but potentially active and active fault lines in the vicinity of the project site include:

- the Mission Ridge/Arroyo Parida/More Ranch Fault (MRIAP Fault), which is less than 1 mile from the site (Figure 3.7-1); and
- the southwest trending Fernald Point Fault that splays off the Arroyo Parida (Figure 3.7-1).

The location of these fault lines in Figure 3.7-1 are approximate or inferred. The nearest active fault mapped in accordance with Alquist-Priolo Earthquake Fault Zoning Act is the Red Mountain Fault in the Pitas Point Quadrangle in Ventura County. The fault surface expression shown on the State of California Special Studies Zone Map (1991) is located more than 10 miles east of the project site, but the map does not show the trace of the fault offshore where the fault trends to the west towards the Santa Barbara area. Computer modeling the closest subsurface portion of the Red Mountain Fault is estimated to be 4.2 miles offshore from the project site (Campbell Geo 2011).

Other investigators (Namson and Davis 1990) have stated the opinion that the region is underlain by a large 'blind thrust' fault and fold structure. Although this blind thrust fault does not break the ground surface, it may have larger seismic shaking potential than the faults considered existing by the California Geologic Survey, according to studies by these investigators.

Between 1800 and 1999, 15 earthquakes of greater than magnitude 5.0 occurred in the immediate Santa Barbara area. The largest historical quakes occurred in 1812 (three events with estimated magnitudes of 7.1, 7.5, and 6.8) and 1925 (magnitude 6.8). The epicenter of the 1812 quakes is still uncertain.

3.7.1.2 Site Geologic Setting

The proposed project site is located on an alluvial fan formed by the erosion and deposition of detritus from Romero Canyon and the south face of the Santa Ynez Mountains, located approximately 0.5 miles north of the site.

The geologic formations encountered in boreholes or exposed on the site are, from oldest to youngest, the Casitas formation (Qca), older, intermediate alluvial or fanglomerate deposits (Qia), and Artificial Fill (Qat) (Campbell Geo, Inc. 2011).

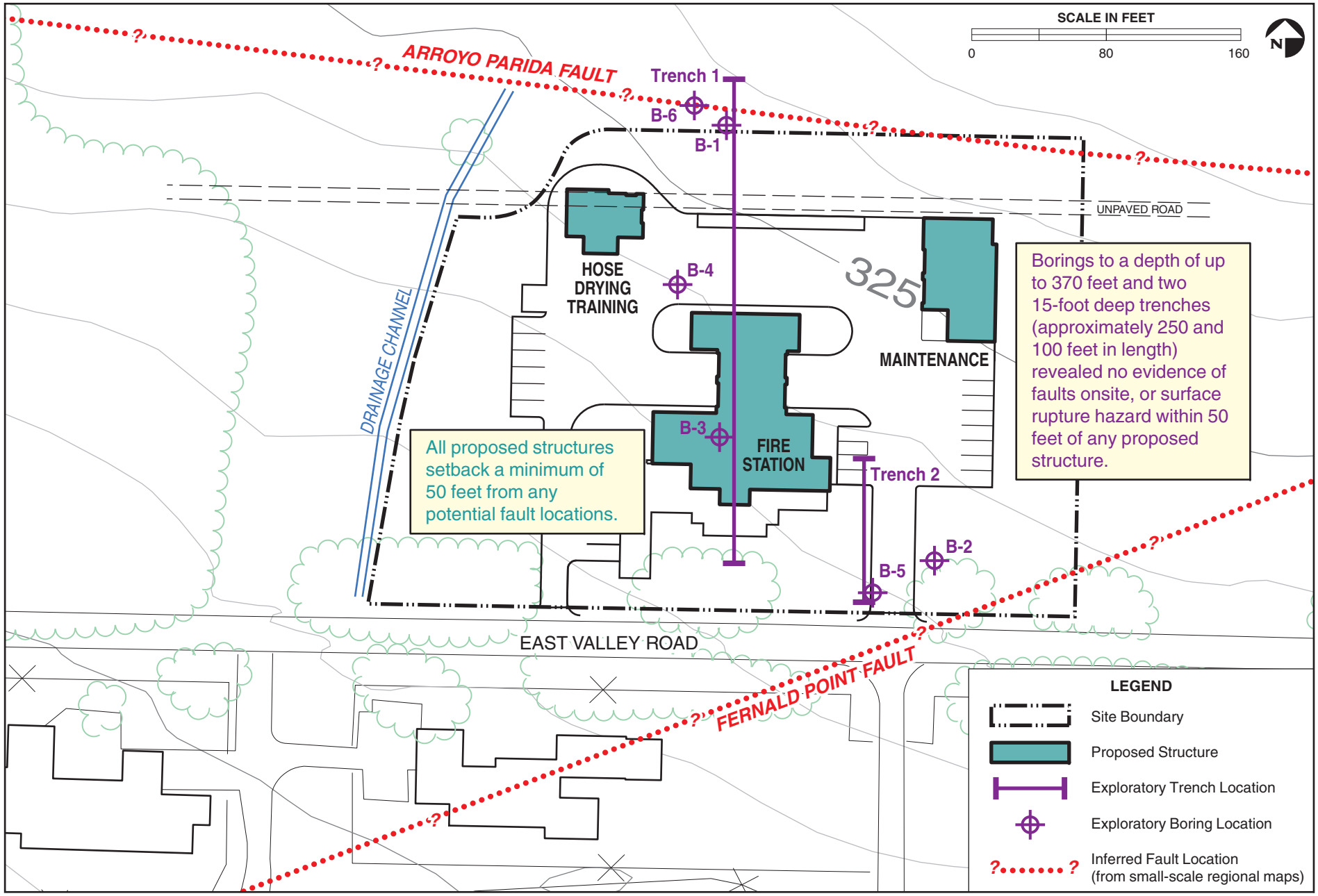


Figure 3.7-1 Potentially Active and Active Faults in the Vicinity of the Project Site

3.7.1.3 Site Topography

The proposed building footprint is on flat to gently sloping ground. Based on the County of Santa Barbara Flood Control Department topographic map (Sheet 19, July 1990), the site elevation varies from approximately 330 feet to 305 feet above sea level. The surface grade slopes to the southwest at approximately 7 percent. Runoff of surface water at the site is to the south and west, by sheet flow to East Valley Road. A drainage ditch that is less than 5 feet deep is located on the western boundary of the proposed site.

3.7.1.4 Site Soils

The underlying soil association at the site consists of Ballard fine sandy loam occurring on 2 to 9 percent slopes. The soil in the area is characterized by moderately well drained fine sandy loams. The USDA indicates that this soil is favorable for building site development and would not pose a geotechnical limitation to project construction (U.S. Department of Agriculture [USDA] 1981).

3.7.1.5 Site Geologic Hazards

Surface Rupture

Surface rupture involves the displacement and cracking of the ground surface along a fault trace. Surface ruptures are visible instances of horizontal or vertical displacement, or a combination of the two, typically confined to a narrow zone along the fault. Surface rupture is more likely to occur in conjunction with active fault segments where earthquakes are large, or where the location of the movement (earthquake hypocenter) is shallow. No evidence of surface rupture has been observed on the project site.

Expansive Soils

Expansive soils tend to swell with seasonal increases in soil moisture and shrink during the dry season as soil moisture decreases. The geotechnical evaluation for the proposed project site found that the near surface soils had a low expansion potential (Campbell Geo 2011).

Liquefaction

Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. The potential for liquefaction at the site is considered low due to the absence of shallow groundwater and dense nature of the sandy soils (Campbell Geo 2011).

Landslides and Slope Instability

The stability of slopes is affected by a number of factors including rock and soil type, amount of water present, and amount of vegetation present. The US Geological Survey has identified this area to have a "low landslide potential" (Bezore and Wills 1999).

Radon Gas

Radon is an odorless and colorless radioactive gas produced by the natural decay of minerals found in many types of earth materials. The California State Geological Survey's Radon Zone Map for Santa Barbara County indicates a low potential for excessive indoor radon levels in the general vicinity of the project site (CDMG 2000).

3.7.2 Regulatory Framework

3.7.2.1 Federal Regulations

Federal Soil Conservation Law (16 USC 590a): By Congressional policy, this law provides permanently for the control and prevention of soil erosion by preventive measures, including but not limited to engineering operations, methods of cultivation, growing of vegetation, and changes in land use.

Clean Water Act Section 402 (National Pollutant Discharge Elimination System [NPDES] Program): This act mandates that certain types of construction activity comply with the requirements of the USEPA's NPDES program. Under State Water Resources Control Board (SWRCB) enforcement, the Central Coast Regional Water Quality Control Board (RWQCB) implements the NPDES program in Santa Barbara County. The program requires a General Construction Activities Permit, including implementation of established Best Management Practices (BMPs) for management of stormwater, erosion control, and/or siltation. More information regarding this regulation is provided in Section 3.11, *Water Resources, Supply, and Service*.

International Building Code (IBC): Development under the project would be required to comply with appropriate seismic design criteria in the IBC, adequate drainage facility design, and preconstruction soils and grading studies. Seismic design standards have been established to increase structural resilience to major earthquakes. In 2000, the IBC replaced the Uniform Building Code in the United States to ensure consistency and standardized requirements throughout the nation.

3.7.2.2 State Policies and Regulations

Alquist-Priolo Earthquake Fault Zoning Act (1972): The purpose of this act is to regulate types of development near active faults to mitigate the hazard of surface rupture. Under this act, the State Geologist is required to delineate earthquake fault zones along known active faults in California. The State Mining and Geology Board is tasked with establishing regulations regarding development near known active faults. Under current California Code of Regulations Section 3603(a), the minimum setback from an active fault as generally applied is 50 feet. The relevant text states:

> *No structure for human occupancy, identified as a project under Section 2621.6 of the Act, shall be permitted to be placed across the trace of an active fault. Furthermore, as the area within fifty (50) feet of such active faults shall be presumed to be underlain by active branches of that fault unless proven otherwise by an appropriate geologic investigation and report prepared as specified in Section 3603(d) of this subchapter, no such structures shall be permitted in this area.*

Seismic Hazards Mapping Act of 1990: In accordance with Public Resources Code sections 2690 through 2699.6, the California Department of Conservation, Division of Mines and Geology [now the California Geological Survey (CGS)] is directed to delineate Seismic Hazard Zones. The purpose of the act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards, such as those associated with strong ground shaking, liquefaction, landslides, other ground failures, or other hazards caused by earthquakes. Cities, counties, and state agencies are directed to use seismic hazard zone maps developed by CGS in their land-use planning and permitting processes. In accordance with the Seismic Hazards Mapping Act, site-specific geotechnical investigations must be performed prior to permitting most urban development projects within seismic hazard zones.

California Building Code (CBC) (2013): The State of California provides a minimum standard for building design through the CBC, which is based on the IBC but has been modified to account for California's unique geologic conditions. The CBC is selectively adopted by local jurisdictions, based on local conditions. Chapter 16 of the CBC contains specific requirements for seismic safety. Chapter 18 of the CBC regulates excavation, foundations, and retaining walls. Chapter 33 of the CBC contains specific requirements pertaining to site demolition, excavation, and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction

materials. Appendix J of the CBC regulates grading activities, including drainage and erosion control. Under definitions in the most current CBC, the project is considered to be an essential services facility, with the same occupancy category as hospitals, law enforcement facilities, airport control towers, etc. (CBC Table 1604A.5). Engineering geologic reports are required by CBC Section 1803A.6. Specific hazards, including seismic/fault-related hazards, are required to be evaluated.

3.7.2.3 Local Policies and Standards

Santa Barbara County Comprehensive Plan - Seismic Safety and Safety Element: The County's Seismic Safety and Safety Element includes goals and policies intended to protect the community from risks associated with the effects of seismic hazards and other known geologic hazards. Policies include minimizing the potential effects of geologic, soil, and seismic hazards through the development review process and preparation of preliminary soils and geological reports, if necessary (County of Santa Barbara 2014).

Montecito Community Plan (MCP) Policies and Development Standards: The MCP consists of goals, policies, and standards specific to the Montecito Planning Area. These policies are used in place of those in the County Comprehensive Plan for development occurring in Montecito. Relevant policies from this plan are listed below:

> *Policy GEO-M-1.1:* Mountainous watershed areas shall be protected to the maximum extent feasible from development which would interfere with their watershed function and would intensity fire and flood danger.
>
> *Policy GEO-M-1.2:* Grading from future ministerial and discretionary projects in Montecito shall be minimized to the extent feasible in order to prevent unsightly scars in the natural topography due to the grading, and to minimize the potential for earth slippage, erosion, and other safety risks.
>
> *Policy GEO-M-1.4:* Construction within fifty feet of Historically Active and Active Fault traces shall be avoided. The County shall require special engineering features to minimize potential structural damage from fault rupture for any structure which cannot avoid faults.
>
> *Policy GEO-M-1.5:* Development standards shall be required to decrease the potential for soils or slope hazards.

County of Santa Barbara Building Code: Chapter 10 of the County Code is the Santa Barbara County Building Code (Ord. No. 4822, 1-17-2012). The Board of Supervisors finds that in certain areas of Santa Barbara County there are conditions and situations that require modification of California codes for buildings and related construction, and, further, that these conditions and situations require specific legislative action to provide

for the safety and health of the populace of the County. The code addresses geological, topographical, and climatic conditions in the County including extreme weather conditions, firefighting resources, flammable vegetation, High Hazard Areas, extreme wind conditions, and seismic shaking and the minimum standards to safeguard and protect life, buildings, and structures within the County.

3.7.3 Environmental Impacts

3.7.3.1 Thresholds of Significance

Appendix G of the State CEQA Guidelines states that the project would be considered to have a significant impact related to geology and soils if it would result in any of the following:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving the following.
    - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
    - Strong seismic ground shaking.
    - Seismic-related ground failure, including liquefaction.
    - Landslides.
- Result in substantial soil erosion or the loss of topsoil.
- Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater.

Thresholds of significance are also taken from the County of Santa Barbara Environmental Thresholds and County Guidelines Manual, most recently revised in 2015. According to the manual, a geologic impact would be considered significant if:

- The project site or any part of the project is located on land having substantial geologic constraints, as determined by the County. Areas constrained by geology include those located near active or potentially active faults and property underlain by rock types associated with compressible/collapsible soils or

susceptible to landslides or severe erosion. "Special Problem" areas designated by the Board of Supervisors have been established based on geologic constraints, flood hazards and other physical limitations to development;

- The project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1 vertical;
- The project proposes construction of a cut slope over 15 feet in height as measured from the lowest finished grade; or
- The project is located on slopes exceeding 20 percent grade.

3.7.3.2 Impact Assessment Methodology

The impact assessment methodology used in this analysis consisted of evaluating two types of impacts: (1) impacts to the proposed project resulting from local and regional geologic conditions (e.g., fault rupture, seismic shaking, liquefaction, landslides, expansive soils); and (2) potential impacts to local and regional geologic conditions resulting from the proposed project (e.g., soil erosion or loss of top soil). To accomplish this, existing conditions, including the configuration of the project site, current operations, and present geologic environment, were established based on site-specific information obtained from several sources, as described in Section 3.7.1. Significance criteria were then developed and used to evaluate potential impacts.

3.7.3.3 Mitigation Measures Contained in the Proposed Project

The applicant has proposed a series of mitigation measures to reduce potential adverse construction and operational effects of the project, which have been incorporated into the project design and future operation as listed below:

- A minimum 50-foot setback from the nearest potential or inferred location of the Arroyo Parida and Fernald Point Faults as derived from regional maps and any evidence of fault surface rupture hazard as demonstrated by past onsite geologic testing.
- Preliminary grading and foundation plans would be subject to review and approval by a registered geologist (e.g., Campbell Geo, Inc.) to ensure consistency with recommendations of the project geologic study and to address any potential seismic safety issues.
- During project construction, a local geotechnical lab (e.g., Pacific Materials) would be retained to perform field observations and testing during grading and foundation work.

3.7.3.4 Project Impacts and Mitigation Measures

Impact

GEO-1 **The proposed project would expose people or structures to adverse, but less than significant effects from seismicity or seismically induced hazards including earthquakes, seismic shaking, surface rupture landslides, or liquefaction (Class III).**

The mapped locations of the Fernald Point and Arroyo Parida Faults are understood to be more than 50 feet horizontally from the project site, based on regional geologic work conducted by Dibblee (1986), Hoover (1979), and Gurrola (2006) (see Appendix G). However, the 2009 USGS map shows queried, inferred or uncertain locations for both the Fernald Point and Arroyo Parida Faults in close proximity to the site. In order to investigate the potential for occurrence of onsite faults, the MFPD commissioned extensive geologic testing which included review of existing maps, literature and local well records as well as two forms of onsite testing including borings to a depth of up to 370 feet and excavation of two 15-foot deep trenches across the site of approximately 250 and 100 feet in length (refer to Figure 3.7-1 and Appendix G). This testing and follow-up laboratory work revealed no evidence of faults onsite (Campbell Geo, Inc. 2011).

State of California regulations and policies (CCR Title 14 and State Mining and Geology Board policy, with reference to the Alquist-Prolo Earthquake Fault Zoning Act) state that "the area within 50 feet of such active faults shall be presumed to be underlain by active branches of that fault unless proven otherwise." The results of onsite geologic testing were utilized to locate proposed structures a minimum of 50 feet from any potential fault locations and thus avoid potential for surface rupture hazards.

The project site is located in a seismically active region of Southern California. The levels of ground acceleration that might result from a moderate-to-large earthquake on local and regional faults have the potential to cause severe damage to buildings and infrastructure. Such impacts are common throughout California and nothing can be done to absolutely ensure that structures do not fail during significant seismic events. Through the incorporation of proper engineering measures in accordance with existing regulations, impacts would be Class III*, adverse, but less than significant*

Impact

GEO-2 **The proposed project would expose people or structures to potentially significant (but mitigable) adverse effects as a result of project**

development on soil that is unstable or that could become unstable as a result of the project, and potentially result in expansion, differential settlement, or collapse (Class II).

The potential for project development to occur on unstable soils and result in significant subsidence, landslides, liquefaction, or differential settlement at the project site was determined to be low (Campbell Geo 2011). Nonetheless, the site-specific geotechnical evaluation included recommendations that address differential settlement, including a program of over-excavation, scarification, moisture conditioning, and compaction of the upper soils in the building and surface improvement areas.

Therefore, impacts related to development on expansive soils and soils subject to differential settlement are considered to be potentially significant; however, impacts would be reduced through the implementation of recommendations outlined in the site-specific geotechnical evaluation report. Therefore, this impact would be considered Class II*, potentially significant but feasibly mitigated*.

Mitigation Measures

MM GEO-2 *Soils engineering design recommendations addressing expansive soils and differential settlement in the site-specific geotechnical evaluation report shall be incorporated into the project design in accordance with applicable sections of the California Building Code and County of Santa Barbara Building Code.*

Plan Requirements and Timing. Recommendations from the geotechnical evaluation shall be incorporated into grading and foundation designs as appropriate. Additional site-specific and plan-specific geological and/or soils engineering reports shall be submitted and approved, as necessary, prior to issuance of the Development Permit for the project.

Monitoring. Santa Barbara County's Building and Safety Division and Public Works Department shall review reports and plans. Permit Compliance shall ensure compliance with plans. Grading inspectors shall monitor technical aspects of the grading activities.

Impact

GEO-3 The proposed project would result in adverse, but less than significant impacts from soil erosion or the loss of topsoil during construction and excavation activities (Class III).

Because the site slopes to the southwest at approximately a seven percent grade, development of Station 3 would require grading to establish level areas for building pads and paved surfaces. Grading would include the excavation of approximately 8,000 cubic yards (cy) of soil and 600 cy of fill, with export of up to 7,400 cy to a site determined to be acceptable at the time of construction Grading for site development is expected to expose existing undocumented fill, and underlying alluvium. Therefore, during construction, undocumented fill and the underlying alluvium would temporarily be exposed and subject to erosion. Excavation would be localized to the proposed project site, providing a natural containment of soils. Thus, any potential erosion would be contained within the project site and not affect surrounding areas. Because more than one acre of land would be disturbed during the construction phase, the project would require a NPDES storm water permit. Compliance with permit conditions would require implementation of erosion control BMPs. In addition, the receiver site for fill would be an acceptable site with any required permissions and associated BMPs in place. Therefore, the potential for significant erosion hazards during the construction phase is considered to be low. Additional information on storm water permit requirements and erosion control measures is included in Section 3.11, *Water Resources, Supply, and Service*.

Following construction, the disturbed soils would be developed or would contain landscaping with very little exposed soil. Therefore, future operations would have a low potential for soil erosion hazards. Based on the relatively short period of time that soils would be susceptible to erosion, and because implementation of standard erosion control measures would be enforced as conditions of approval for proposed construction activities (see *MM GEO-3* below*)*, impacts associated with erosion are considered to be Class III, *adverse, but less than significant*.

Standard Regulatory Conditions

The proposed project would adhere to the following standard regulatory requirements as part of the permit approval process, which would ensure that impacts would be less than significant.

MM GEO-3 *Grading and erosion and sediment control plans, including the measures listed below, would be required to be designed to minimize erosion. These measures represent standard County conditions of approval for a project and would likely be required by the County as part of permit approval process.*

1. *Except for approved access roads, drives and trails, grading shall be prohibited within 50 feet of the top of bank of the intermittent drainage along the western boundary of the project site. The protected areas would be required to be designated with orange construction fencing or other barrier to prevent entry by equipment or personnel.*
2. *The applicant shall be required to limit excavation and grading to the dry season of the year (i.e., April 15 to November 1) unless a Building and Safety-approved erosion and sediment control plan is in place and all measures therein are in effect. All exposed graded surfaces would be required to be reseeded with ground cover vegetation to minimize erosion.*
3. *Methods such as geotextile fabrics, erosion control blankets, retention basins, drainage diversion structures, siltation basins and spot grading shall be required to reduce erosion and siltation into adjacent water bodies or storm drains during grading and construction activities.*
4. *Any sediment or other materials tracked offsite shall be required to be removed the same day as they are tracked using dry cleaning methods.*
5. *Storm drain inlets shall be required to be protected from sediment-laden waters by the use of inlet protection devices such as gravel bag barriers, filter fabric fences, block and gravel filters, and excavated inlet sediment traps.*
6. *Grading on slopes steeper than 5:1 shall be required to be designed to minimize surface water runoff.*
7. *Temporary storage of construction equipment shall be limited to a 50 by 50-foot area located along existing paved or dirt road on the property; equipment storage sites shall be located at least 100 feet from any water bodies.*

Plan Requirements and Timing. Grading and erosion and sediment control plan(s) shall be submitted for review and approval by County P&D prior to issuance of a Development Permit for the project. The plan(s) shall be designed to address erosion and sediment control during all phases of development of the site.

The requirements to limit grading to the dry season or to implement an erosion and sediment control plan, and to revegetate exposed graded surfaces would be required to be noted on all grading and building plans.

The applicant shall notify Permit Compliance prior to commencement of grading.

Erosion and sediment control measures shall be in place throughout grading and development of the site until all disturbed areas are permanently stabilized.

Graded surfaces shall be reseeded within four weeks of grading completion, with the exception of surfaces graded for the placement of structures. These surfaces would be required to be reseeded if construction of structures does not commence within four weeks of grading completion.

Components of the grading plan shall be implemented prior to final inspection.

Monitoring. Permit Compliance would photo-document revegetation and ensure compliance with plan(s). Grading inspectors shall monitor technical aspects of the grading activities. County P&D shall site inspect during grading to monitor dust generation and four weeks after grading to verify reseeding and to verify the construction has commenced in areas graded for placement of structures.

3.7.3.5 Cumulative Impacts

Mitigation measures associated with the proposed project would avoid or minimize individual significant impacts. Future housing and structural development projects would incrementally contribute to cumulative impacts related to the exposure of persons to geologic hazards. However, grading and seismic issues resulting from any of the projects listed in Table 2-3 would be addressed on a case-by-case basis to mitigate impacts resulting from individual projects. Development projects would be subject to seismic standards contained in the IBC, the CBC, and mitigating policies within the Comprehensive Plan. For these reasons, the project's contribution to the cumulative impact of erosion and sedimentation would be less than significant.

3.7.3.6 Residual Impacts

After incorporation of proper engineering measures in accordance with existing regulations, some risk of personal injury or structural damage would remain (GEO-1). These are consistent with the risks seen throughout California and other seismically active areas and are unavoidable. This risk would be adverse, but less than significant.

With the incorporation of specified mitigations, the risk of damage from expansive soils would be reduced to less than significant (GEO-2).

With the incorporation of standard erosion control requirements, the risk of erosion or loss of topsoil would be considered less than significant (GEO-3).

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3.8 LAND USE

This section provides information on the existing and planned uses of the project site, and existing land uses in the project vicinity. It also summarizes the land use policies and regulations applicable to the project site and assesses land use impacts of the proposed project. Land use in the community is governed by Santa Barbara County's comprehensive Plan, particularly the Montecito Community Plan (MCP), as well as the Montecito Land Use Development Code (MLUDC).

3.8.1 Existing Conditions

3.8.1.1 Project Vicinity

The 2.55-acre project site is located at 2500 East Valley Road, on the north side of the road, east of Sheffield Drive and Romero Canyon Road, and west of Ortega Ridge Road. The project site is located in the semi-rural eastern end of the community of Montecito, an area generally characterized by larger residential estate uses, major private recreation facilities such as the Valley Club of Montecito, and some of the larger tracts of undeveloped land remaining within the community. The area's semi-rural character is also reflected in land use and zoning designations, which generally allow for parcels ranging from 2 to 10 acres in size (Figure 3.8-1).

Several residences are located within 1,000 feet to the north of the site on Rancho San Carlos, as well as on the adjacent Featherhill Ranch. Approximately 100 feet west of the site is an undeveloped parcel owned by the Archdiocese of Los Angeles. The nearest residential neighborhood proximate to the site consists of eight estate homes off Stonehouse Lane, located across Romero Creek, approximately 600 feet west of the site. Farther west are homes on smaller lots along Romero Canyon Road and off Orchard Avenue and Tabor Lane. The Valley Club of Montecito golf course is located approximately 500 feet southwest of the site.

South of the site, across East Valley Road are three existing estate residences and a large equestrian facility, including stables, barns and paddocks, and an apartment, with one of these residences directly across East Valley Road opposite the site. This site is currently be remodeled as a vehicle storage facility. Land uses within the vicinity are designated within the MCP as Semi-Rural Residential (SRR) with allowable densities generally ranging from one unit per 2 or 3 acres on the project site and adjacent

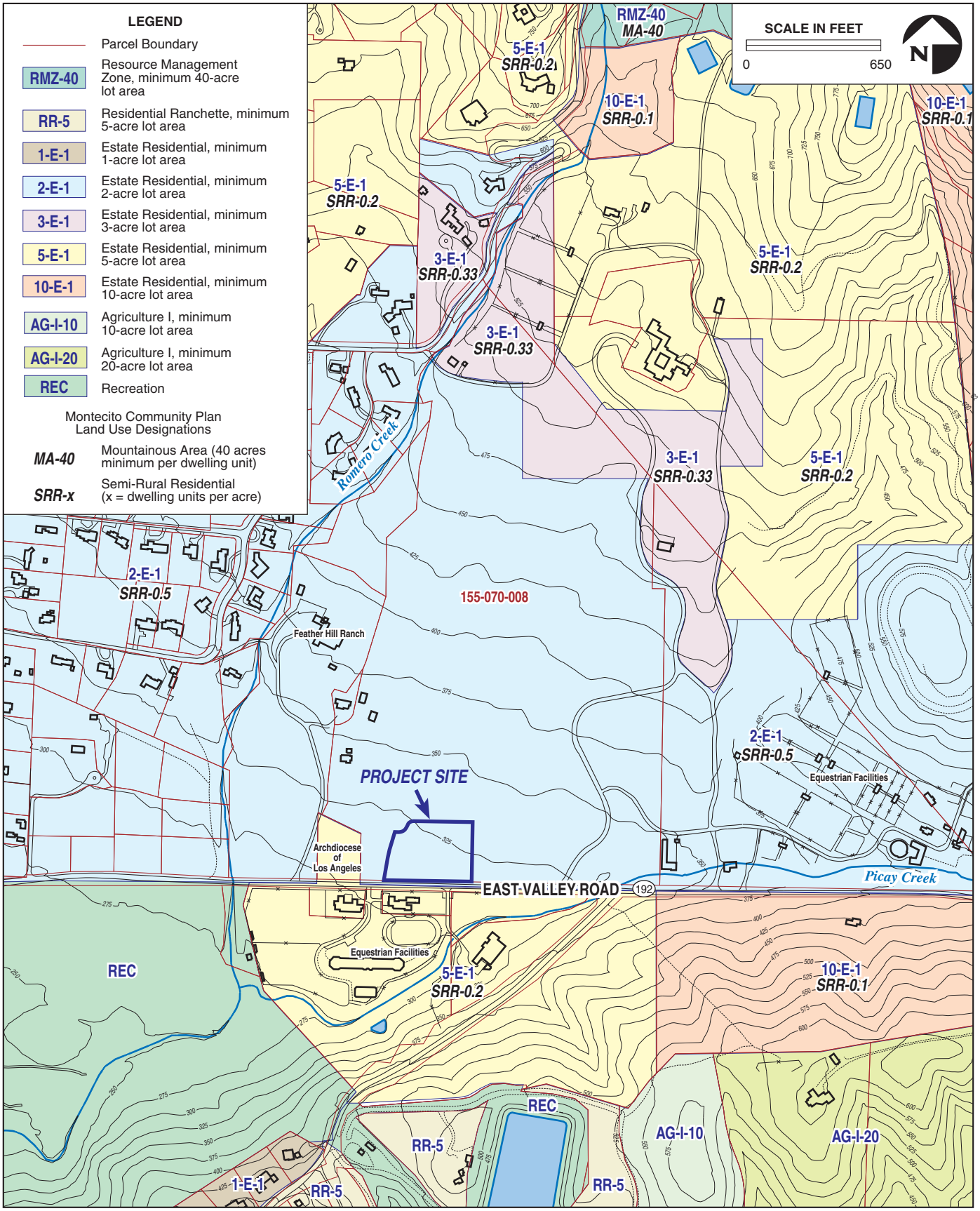

Figure 3.8-1. Land Use and Zoning in the Vicinity of the Project Site

areas north of East Valley Road (SRR- 0.33; SRR 0.5), to one unit per 5 or 10 acres south of East Valley Road (SRR-0.1 to SRR-0.2), with corresponding Estate Residential zoning of 2, 3, 5, and 10 acre minimum parcel sizes (2-E-1, 3-E-1, 5-E-1 and 10-E-1) in accordance with MLUDC. Farther to the south lie areas of 20-acre agricultural land use and zoning on the north slopes of Ortega Ridge and Recreational land uses and zoning on the Valley Club property (County of Santa Barbara 1995).

3.8.1.2 Project Site

The project site is currently a part of the 235-acre Rancho San Carlos, and is bounded by this larger holding to the west, north, and east, with land use consisting primarily of lemon and avocado orchards, a number of existing scattered residences, and large, currently unutilized equestrian facilities. As part of the MCP update in 1992 and subsequent Comprehensive Plan amendments, Rancho San Carlos was designated SRR with corresponding Estate Residential zoning for 2 , 3, and 5 acre minimum parcel sizes (2-E-1; 3-E-1, and 5-E-1), in accordance with the MLUDC (County of Santa Barbara 1995, County of Santa Barbara 2014).

3.8.2 Regulatory Framework

This section presents applicable land use policies and regulations, including the State Government Code, the County Comprehensive Plan elements, the MCP, the Montecito Growth Management Ordinance (MGMO), and the *Montecito Architectural Guidelines and Development Standards* (Montecito Design Guidelines). A detailed policy analysis is presented in Section 4.0, *Consistency with Plans and Policies.*

3.8.2.1 State Policies and Requirements

State Government Code: The State of California Government Code, Title 7, Division 1 – *Planning and Zoning* includes planning and land use statutes that govern the physical development of land statewide. Section 65402(c) requires that a local agency that acquires and/or constructs a public building or structure in a county that has an adopted general plan must submit the proposed project to the county and report upon the project's conformity with the adopted general plan. The proposed project includes a determination of general plan consistency as summarized in Section 4.0, *Consistency with Plans and Policies*.

The State of California Government Code, Title 7, Division 2 – *Subdivisions* includes provisions for a waiver to Parcel Map requirements. Section 66428 provides for a waiver

of a parcel map for land conveyed to a governmental agency, public entity, or a public utility. The proposed project parcel of approximately 2.55 acres would be conveyed to MFPD from 03-CC-037, a 20.69-acre legal parcel created in 2003, and part of APN 155-070-008, from its current private ownership. The proposed parcel is eligible to receive a waiver from the County of the Parcel Map requirements given the public entity status of the MFPD. An accompanying ~~CC~~ Certificate of Compliance shall be prepared by the County to ~~would~~ ensure that the remainder parcel maintains its legal lot status, and that the existing property owner is not burdened with a violation of local and state subdivision regulations.

3.8.2.2 Applicable County Policies

Santa Barbara County Comprehensive Plan: A number of County policy and planning documents address land use and development. The guiding element that defines the blueprint for physical development is the Land Use Element. Other State-mandated elements include the Coastal Land Use Plan, Circulation, Conservation, Noise, Open Space, Scenic Highways, Housing, Seismic Safety, and Safety Elements. In addition, aside from area plans, the County of Santa Barbara has elective elements that carry the same weight, and also require internal consistency between all adopted elements. These include the Agricultural, Environmental Resource Management (ERME), Scenic Highway, Hazardous Waste, and Energy Elements. The County's *Comprehensive Plan* provides general goals, policies, and programs which are applicable to the proposed project.

Montecito Community Plan (MCP) and Implementing Programs: Community plans are also part of the County Comprehensive Plan and establish the goals, policies, objectives, actions and development standards relating to the physical development of land within a geographically-based region composed of set neighborhoods and districts with a commonly-shared sense of place. The MCP provides this framework for development and includes the project site. Additionally, the MGMO implements the rate of growth established in the MCP, and the Montecito Design Guidelines recommend standards to assure that project designs are harmonious with the goals and objectives of the MCP to preserve the semi-rural character of Montecito.

Montecito Growth Management Ordinance No. 4763: The purpose of the MGMO is to pace residential growth with resources and services such as water, fire, wastewater systems, and transportation. The MGMO is a stand-alone ordinance that has been in

effect since 1991. On October 5, 2010, the Board of Supervisors amended the ordinance and extended the expiration date to December 31, 2030 (County of Santa Barbara 2010a).

Public facilities and services such as the proposed fire station project are not subject to the MGMO, as such public services typically improve required and available public services. Commercial and residential development is subject to the MGMO in order to promote a well-paced rate of community growth.

Montecito Architectural Guidelines and Development Standards: While the Montecito Design Guidelines do not apply specific design standards (e.g., floor-to-area ratios, setbacks, etc.) to institutional, public and quasi-public uses, the proposed project would be required to adhere to the general guideline of ensuring neighborhood compatibility (County of Santa Barbara 1995).

Montecito Land Use Development Code (MLUDC): The MLUDC regulates zoning in the Montecito Community Planning area. The proposed project parcel, the underlying legal lot (CC-03-037), and assessor parcel (APN 155-070-008) are zoned 2-E-1 under the MLUDC. Under Section 35.423.030, Table 2-7, conditionally permitted uses include public safety facilities, which may include paramedic services associated with a fire station, and accessory structures and uses customarily incidental to the primary use (Sec. 35.423.030.E). The project would be processed in compliance with Sec. 35.472.060, Conditional Use Permits and Sec. 35.472.070, Design Review, which requires Montecito Board of Architectural Review (MBAR) approval (County of Santa Barbara 2014).

Santa Barbara County Code, Chapter 21, County of Santa Barbara Subdivision Regulations: The *County of Santa Barbara Subdivision Regulations* 21.4(h) provides an exemption to the regulations for divisions of land conveyed to a governmental agency, public entity, or a public utility, consistent with the State Government Code, Title 7, Division 2, *Subdivision* provisions.

3.8.3 Environmental Impacts

3.8.3.1 Thresholds of Significance

With respect to land use, Appendix G of the CEQA Guidelines states that a project would normally have a significant impact on the environment if it would:

(a) Physically divide an established community;

(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan,

specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;

(c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

In addition, the following five thresholds of significance for "Quality of Life," as outlined in Section 14 of the County's Environmental Thresholds and Guidance Manual (County of Santa Barbara 2015), are also relevant and used herein to determine project impacts:

1. Loss of privacy
2. Neighborhood incompatibility
3. Nuisance noise levels (not exceeding noise thresholds)
4. Increased traffic in quiet neighborhoods (not exceeding traffic thresholds)
5. Loss of sunlight/solar access

The County interprets the CEQA mandate for maintaining a high quality environment strictly, and considers the maintenance of a high quality human environment an important responsibility. The State CEQA Guidelines clearly support the use of local standards in determining what constitutes a significant effect on the environment. Therefore, on a case by case basis, the elements comprising "quality of life" shall be considered.

3.8.3.2 Impact Assessment Methodology

The proposed project would not physically divide an established community or conflict with any conservation plans; therefore, thresholds (a) and (c) do not apply. Potential conflicts with plans and policies associated with threshold (b) are addressed in Section 4.0, *Consistency with Plans and Policies*. Where such conflicts closely correspond with physical environmental impacts, they may be identified as potentially significant impacts and are discussed in individual resource sections of this EIR. With regard to the County of Santa Barbara quality of life thresholds, project-related quality of life impacts are addressed in terms of land use and neighborhood compatibility below in Impact LU-1, and throughout Section 3, *Environmental Impact Analysis and Mitigation Measures*. A loss of privacy would not occur under the project as the project includes a landscaped buffer that would screen the project from the roadway and adjacent properties. Threshold 3, nuisance noise levels, is addressed in Section 3.9, *Noise.* Threshold 4, neighborhood traffic is addressed in Section 3.10, *Transportation and Traffic.* Threshold 5 is addressed in Section 3.1, *Aesthetics*. Land use impacts related to the project's potential to induce growth in nearby areas are discussed in Section 5.2, *Growth-Inducing Impacts*.

3.8.3.3 Mitigation Measures Contained in the Proposed Project

The applicant has proposed a series of mitigation measures to reduce potential adverse effects of the project, which have been incorporated into the project design and future operation as listed below:

- A densely landscaped buffer of generally 50 feet in width on the northern and eastern sides of the site, separating support buildings and structures from agricultural operations.
- A 100-foot buffer (which includes the 30- to 50-foot landscape buffer described above) between agricultural operations and the primary use areas on the site (main fire station and apron areas).
- A 50-foot habitat restoration buffer from the top of the bank of the drainage along the western side of the site. Restoration would include planting of native oaks and riparian species, and would adhere to a detailed Habitat Restoration Plan to be approved by the County.
- A 50-foot setback of all structures from the edge of East Valley Road.
- Partial undergrounding of the hose tower, in order to maintain a maximum height above ground of 35 feet.
- Exterior building and site lighting would use hooded fixtures to shield and reduce the spread of light.
- Emergency floodlights would be strategically placed in locations on the site that minimize glare and lighting impacts to the adjacent neighbors. Lighting to be used in an emergency situation only.
- Construction activities for site preparation would be limited to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday. No construction would occur on State holidays (e.g., Thanksgiving, Labor Day). Construction equipment maintenance would be limited to the same hours. Non-noise generating construction activities such as interior painting are not subject to these restrictions.
- Volume controls would be installed with the exterior address system.
- Intermittent noise generating activities such as emergency generator testing would be limited to daytime hours on the weekdays for 15-minute durations once a week and for a 1-hour full load test once a year.

- Retention of all but up to four ~~three~~ of the mature oaks along East Valley Road, and all mature oaks elsewhere within the project site. Trees would only be removed to allow for construction of the eastern driveway and for safety reasons, to provide adequate line-of-sight for vehicles entering from and exiting to East Valley Road.

3.8.3.4 Project Impacts and Mitigation Measures

Impact

LU-1 The proposed project would introduce a conditionally permitted fire station providing emergency-related services into a semi-rural, residential zone district with predominantly low density estate residential and agricultural land uses (Class III).

The proposed project would introduce an institutional use into a residential area. Institutional uses such as schools, churches, retreat centers, or other destinations such as Casa Dorinda or Lotus Land or retirement homes with skilled nursing facilities such as Casa de Maria are all conditionally permitted in residential zones. In order to reduce or eliminate any potential incompatibilities between the proposed fire station and surrounding uses, the proposed project includes multiple design features and proposed mitigation measures, including use of landscape buffers of 30 to 60 feet around the project perimeter, use of dense landscape screening, inclusion of agricultural buffers, oak tree protection and replacement measures, riparian restoration along the site's western boundary, use of hooded lighting fixtures to reduce the spread of night lighting, and noise restrictions to avoid individual significant impacts. For these reasons, the project's contribution to the impacts of neighborhood compatibility and community character would be Class III, *adverse, but less than significant*.

3.8.3.5 Cumulative Impacts

Since the project would not create significant neighborhood compatibility and community character land use impacts, it would not have a cumulatively considerable effect upon land use. As previously discussed in Section 3.2, *Agricultural Resources*, the project site and the adjacent parcels that comprise the remainder of Rancho San Carlos and the Featherhill Ranch have been zoned for residential use, and a Statement of Overriding Considerations was adopted regarding the County's decision to designate prime soils for eventual development. Further, the MGMO EIR found that ongoing development consistent with the MGMO guidelines would not result in a regionally considerable loss

of agricultural resources, and impacts to regional agriculture would be insignificant (County of Santa Barbara 2010b). Given that the project would be consistent with MCP and MGMO development guidelines and zoning, the project's contribution to the reduction of prime soils and Prime Farmland in Santa Barbara County is considered insignificant. In addition, as the project would not have a significant impact to land use or zoning, and there is limited development pending within the project area, the project's contribution to cumulative land use impacts would be insignificant.

3.8.3.6 Residual Impacts

As no significant impacts to land use would occur as a result of the proposed project, no residual impacts would remain after project implementation.

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3.9 NOISE

This section addresses the noise impacts associated with construction and operation of the proposed project. Noise is generally defined as unhealthful sound levels or unwanted sound that substantially interferes with normal activities or otherwise diminishes the quality of the environment. Noise is usually measured as sound level on a logarithmic decibel (dB) scale. Long-term exposure to higher noise levels (i.e., continuous, involuntary exposure for many hours per day over a long period of time) may affect human health through sleep deprivation, nervous conditions, etc. Relevant scientific literature indicates that prolonged exposure to elevated sound levels could increase the risk of certain health conditions, including hypertension and other cardiovascular conditions. Therefore, in the context of an analysis of potential noise impacts, significant noise impacts are primarily associated with the potential for constant exposure to higher noise levels, such as high interior noise levels during sleeping hours. Exposure to ongoing high noise levels in exterior living areas would typically involve shorter exposure times, and higher noise levels may not represent a significant environmental impact. In addition, residences are usually insulated and typical construction since the 1970s can reduce interior noise levels substantially.

Noise has three properties that can be described and measured: *magnitude*, *frequency* and *duration*. The magnitude of variations in air pressure associated with a sound wave results in the quality commonly referred to as "loudness." This property is typically measured in the dB scale. Frequency refers to the number of times per second the object producing the sound vibrates, or oscillates. Duration refers to the length of time for any given noise exposure.

Since environmental noise at any location is usually fluctuating from quiet one moment to loud the next, it is necessary to describe a noise level over time. The most common approach to describe varying noise levels is to define the Equivalent Noise Level (L_{eq}) for a specified period of time. The L_{eq} is a single value that represents the total sound energy of a time-varying noise. L_{eq} is defined as the continuous steady-state noise level that would have the same total acoustical energy as the real fluctuating noise measured during the same time duration. Although L_{eq} can be measured or computed for any duration, it is typically specified for one hour (L_{eq}[h]) or 24 hours (L_{eq}[24h]). L_{eq} values and the other noise metrics described below are expressed as decibels on the "A" weighted frequency scale (dBA). The A-weighted frequency filter de-emphasizes the very low and very high

frequency components of sound in a manner similar to the frequency response of human hearing.

Noise within California communities is evaluated in terms of the Community Noise Equivalent Level (CNEL) metric. CNEL is the same as a 24-hour L_{eq} except that 5 dBA is added to levels measured during the evening hours (7:00 p.m. to 10:00 p.m.) and 10 dBA to levels measured during the nighttime hours (10:00 p.m. to 7:00 a.m.). These penalties account for the increased community noise sensitivity during the evening and nighttime. A similar scale is the Day-Night Average Noise Level (L_{dn}), which includes a penalty of 10 dBA for the nighttime period only. Results of CNEL and L_{dn} generally agree to within 1 dBA. Most California noise ordinances specify levels using the CNEL metric, while most Federal laws use the L_{eq} metric.

Different sources and types of noise can affect communities in different ways. Ambient noise refers to background noise. It is the composite of noise from all sources that impact a given location and represents the normally existing noise environment at a particular place. Ambient noise levels are measured using weighted noise measurement systems, such as CNEL. Nuisance noise refers to sounds that are intentionally created, but are of relatively short duration.

Table 3.9-1 identifies noise levels associated with some common indoor and outdoor activities and settings. This table also indicates the subjective human judgments of noise levels, specifically the perception of noise levels doubling or being halved. For reference purposes, a baseline noise level of 70 dB is described as moderately loud. Humans perceive an increase of 10 dB as a doubling of loudness, while an increase of 30 dB corresponds with an eight-fold increase in perceived loudness.

3.9.1 Existing Conditions

The principal contributor to the ambient noise environment at the project site is East Valley Road (State Route 192). East Valley Road is a two-lane east-west primary arterial road, which carries approximately 2,620 average daily trips (ADT) in the project vicinity (California Department of Transportation, 2014). This level of traffic is thought to generate noise levels of approximately 64 dBA 50 feet from the road centerline (Santa Barbara County 1992; 2010). Other noise sources in the area include yard or golf course maintenance activities, distant noise from passing trains, construction activities, and other typical noise sources found in a lower density residential community. Occasional

Table 3.9-1. Sound Levels of Typical Noise Sources and Noise Environments

Noise Source (at a given distance)	A-Weighted Sound Level Scale (dBA)
Commercial Jet Takeoff (200 feet)	120
Pile Driver (50 feet)	110
Emergency Vehicle Siren (100 feet)	100
Power Lawn Mower (3 feet)	
Motorcycle (25 feet)	90
Prop. Plane Flyover (1,000 feet)	
Garbage Disposal (3 feet)	80
Passenger Car, 65 mph (25 feet)	70
Vacuum Cleaner (3 feet)	
Normal Conversation (5 feet)	60
Air Conditioning Unit (100 feet)	
Light Traffic (100 feet)	50

Source: Branch et al. 1970.

emergency vehicle traffic along East Valley Road associated with existing Montecito Fire Protection District (MFPD) stations in Montecito also contribute to existing noise in this area of the community. East Valley Road currently serves as a primary emergency vehicle access route to eastern Montecito neighborhoods from MFPD Stations 1 and 2. The MFPD responds to approximately 2,800 to 3,000 emergency calls per year (MFPD 2014), a portion of which use the East Valley Road corridor. However, the current numbers of responses to emergencies which utilize East Valley Road in the project vicinity is unknown.

3.9.2 Regulatory Framework

3.9.2.1 Federal Regulations

Federal Noise Control Act (1972): Public Law 92-574 regulates noise emissions from operation of all construction equipment and facilities; establishes noise emission standards for construction equipment and other categories of equipment; and provides standards for the testing, inspection, and monitoring of such equipment. This Act gives states and municipalities primary responsibility for noise control.

3.9.2.2 State Regulations

State of California's Guidelines for the Preparation and Content of Noise Element of the General Plan (1987): These guidelines reference land use compatibility standards for community noise environments as developed by the California Department of Health Services, Office of Noise Control. Sound levels up to 60 L_{dn} or CNEL are determined to be normally acceptable for low density, single-family, duplex, and mobile home residential land uses. Sound levels up to 70 L_{dn} or CNEL are considered conditionally acceptable (where new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design).

California Noise Control Act (1973): This Act declared that excessive noise is a serious hazard to the public health and welfare, and established the now defunct Office of Noise Control, which had the responsibility to set standards for noise exposure in cooperation with local governments or the State Legislature. The California Office of Noise Control land use compatibility guidelines defined a 70 dBA CNEL noise level as the upper limit of "normally acceptable" noise levels for sensitive uses such as schools, libraries, hospitals, nursing homes, churches, parks, offices, and commercial and professional businesses. Although the Office of Noise Control is defunct, its guidelines still apply under the Act.

3.9.2.3 Local Regulations

The Santa Barbara County Comprehensive Plan Noise Element (2009): The County's Noise Element provides a thorough background discussion of noise and its effects on human health and quality of life. The Noise Element is a mandatory component of the General Plan that includes general community noise guidelines developed by the State Department of Health. The Noise Element also contains specific planning guidelines for noise relating to land use compatibility. This information was reviewed and updated in 1993 when the County adopted its Environmental Thresholds and Guidelines.

The County of Santa Barbara Environmental Thresholds and Guidelines Manual (2015): This manual provides significance thresholds for noise impacts. In general, a project would have a significant impact if it results in long-term exposure of noise-sensitive receptors to exterior noise levels greater than 65 CNEL. A significant impact may also occur when ambient noise levels affecting sensitive receptors increase substantially but remain less than 65 CNEL, as determined on a case-by-case basis. CNEL is a weighted

measurement for a given location and significant long-term impacts are established as an average measurement over a 24-hour period.

Noise associated with construction activity generally has a potentially significant effect on noise-sensitive receptors located within 1,600 feet of a proposed project, including residential development. This is based on the assumption that average peak construction noise levels of 95 dBA measured at 50 feet from the source would require a distance of 1,600 feet to be reduced to levels below 65 dBA. A decrease of about 6 dB occurs with every doubling of distance from a stationary noise source. Construction within 1,600 feet of sensitive receptors is limited to weekdays between the hours of 8 a.m. and 5 p.m. and noise attenuation barriers and muffling of grading equipment may also be required (County of Santa Barbara 2015).

Montecito Community Plan (MCP) (1992): The MCP establishes policies and development standards which guide development projects within the community of Montecito. Under the MCP, noise-sensitive land uses, such as residential facilities and other uses defined in the Noise Element are protected from significant noise impacts. It recommends that all site preparation and associated exterior construction activities should take place between 7:00 a.m. and 4:30 p.m. on weekdays only. Also, sound shielding and sufficient noise attenuation in the design of construction projects are required, where necessary, to avoid significant noise impacts to noise sensitive land uses.

3.9.3 Environmental Impacts

3.9.3.1 Thresholds of Significance

Thresholds of significance are defined by the *County of Santa Barbara Environmental Thresholds and County Guidelines Manual* (County of Santa Barbara 2015). Sound levels for the proposed project must also comply with relevant noise policies, standards, and ordinances. Thresholds are intended to be used with flexibility, on a case-by-case basis, but would generally consider an impact significant if:

- a proposed development generates noise levels in excess of 65 dBA CNEL and affects sensitive receptors;
- outdoor living areas of noise sensitive uses are subject to noise levels in excess of 65 dBA CNEL, or if interior noise levels cannot be reduced to 45 dBA CNEL or less;

- ambient noise levels would increase substantially for noise-sensitive receptors in adjoining areas; or
- noise from grading and construction is proposed within 1,600 feet of sensitive receptors. To mitigate this impact, construction within 1,600 feet of sensitive receptors shall be limited to weekdays between 8:00 a.m. and 5:00 p.m. Noise attenuation barriers and muffling of grading equipment may also be required. Construction equipment generating noise levels above 95 dBA may require additional mitigation.

In addition, according to CEQA standards, a project is considered to have a potentially significant adverse impact if it would:

- Result in exposure to or generation of excessive groundborne vibration or groundborne noise levels;
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

3.9.3.2 Impact Assessment Methodology

Anticipated construction sound levels were assumed based on standard construction vehicle requirements, distance between sensitive receptors and construction activities, and proposed daytime operational levels. Standard noise generation levels for typical construction equipment were used to estimate construction sound levels, taking into consideration applicable noise-control measures that have been incorporated into the proposed project design. Impacts were assessed based on County thresholds defined for construction projects within 1,600 feet of sensitive receptors, as private residences do occur within this distance.

Long-term impacts associated with anticipated operations at the proposed fire station were estimated for the existing and future noise environment. Currently the MFPD receives 2,800 to 3,000 calls per year, and the proposed fire station is anticipated to take an average of 400 calls per year, which would result in an average of 1.1 emergency responses per day. However, as noted in Section 3.9.1 above, this project increase represents a worst-case scenario as East Valley Road already serves as an emergency vehicle access route to eastern Montecito.

Since emergency vehicle siren use may be necessary for some responses, impacts for a periodic mobile noise source were evaluated. A decrease of about 3 dB occurs with every doubling of distance from a mobile noise source (County of Santa Barbara 2009). Impacts were assessed based on potential changes to ambient noise levels and potential nuisance noise, especially exposure for residences and noise-sensitive receptors to exterior noise levels greater than 65 CNEL.

3.9.3.3 Mitigation Measures Contained in the Proposed Project

The applicant has proposed a series of mitigation measures to reduce potential adverse project effects, which have been incorporated into the project design.

- Construction activities for site preparation would be limited to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday. No construction would occur on state holidays (e.g., Thanksgiving, Labor Day). Construction equipment maintenance would be limited to the same hours. Non-noise generating construction activities such as interior painting are not subject to these restrictions.
- Volume controls would be installed with the exterior address system.
- Intermittent noise generating activities such as emergency generator testing would be limited to daytime hours on weekdays for 15-minute durations once a week and for a 2-hour full load test once a year.

3.9.3.4 Project Impacts

Impact

NO-1 Short-term construction activities would generate adverse, but less than significant noise levels for noise-sensitive receptors (Class III).

The grading and site preparation phase of the project would generate the highest construction sound levels due to the operation of heavy equipment. Peak sound levels associated with heavy equipment typically range between 75 and 95 dBA at 50 feet from the source (USEPA 1971). Typical major sources of noise during the project's grading and earthwork period and their estimated sound levels at 50 feet are: excavators (85 to 95 dBA), tractors (75 to 95 dBA), loaders (75 to 85 dBA), compactors (75 dBA), trucks (75 to 95 dBA), and backhoes (75 to 95 dBA) (USEPA 1971). While construction would occur during normal workday hours, not all construction equipment would be operated

simultaneously. Peak sound levels associated with construction equipment would occur sporadically throughout the work day.

The County's *Environmental Thresholds and Guidelines Manual* addresses construction noise and identifies typical restrictions to help reduce this potential impact. These Guidelines generally consider construction noise impacts to be potentially significant to any residence or sensitive receiver located within 1,600 feet (County of Santa Barbara 2015). Since residential land uses occur within a distance of at least 200 feet, the highest anticipated peak construction-related noise levels at the project site would be reduced to levels near 83 dBA near current residences (a decrease of about 6 dB occurs with every doubling of distance from a stationary noise source). However, per established County guidelines, construction for this project would be limited to weekdays between the hours of 8:00 a.m. to 5:00 p.m. only. Therefore, this impact would be considered *adverse, but less than significant* (Class III).

Impact

NO-2 **Long-term noise impacts associated with the project would incrementally increase the frequency of very short duration peak nuisance noise occurrences for area residents, but would not result in the exceedance of established County noise thresholds (Class III).**

The potential adverse effect of noise associated with the use of emergency vehicle sirens on the quality of life of nearby residents is often a concern in development of new fire stations. Part of this concern is related to the perception that fire stations would typically respond to many emergencies with multiple emergency vehicles leaving the site daily. Another perception is that emergency sirens are intentionally loud and such loud noise could disrupt quiet residential neighborhoods. These concerns are reflected in Montecito where neighboring property owners of the proposed project site have expressed concerns over the effects of noise during the EIR Notice of Preparation (NOP) review process (see Appendix C, *NOP Comments and Responses*). The daily ongoing and emergency operation noise characteristics of the proposed MFPD Station 3 are discussed more fully below.

While the proposed station would be occupied and operated on a 24-hour/7-day a week schedule, the majority of routine operations at the proposed fire station would occur within the typically defined daytime hours (7:00 a.m. to 7:00 p.m.). Volume controls would be installed with the proposed exterior address system, and the exterior address system would be programmed to shut down between the hours of 7:00 p.m. and 8:00 a.m.

except in the case of emergency. Intermittent noise from emergency generator testing would be limited to daytime hours on the weekdays for 15-minute durations once a week and for a 2-hour full load test once a year. The routine daily operations of the proposed new fire station would not substantially increase ambient noise levels in the area or expose nearby residents or sensitive noise-receptors to exterior noise levels in excess of adopted County standards (i.e., greater than 65 CNEL). With regard to noise from sirens and emergency vehicle use, responding to emergency calls is an integral part of the operations anticipated at the proposed fire station. State law requires that certain response times for emergency vehicles be upheld, so emergency siren usage cannot be restricted under particular emergency circumstances. As stated, the proposed fire station is anticipated to respond to an average of 400 emergency calls per year, which would result in an average of 1.1 emergency responses per day. This estimate of the *frequency* of siren use does not account for existing use of East Valley Road by MFPD emergency vehicles, which involves ongoing use of the road by emergency vehicles from existing Stations 1 and 2. In addition, the potential exists for multiple emergency calls to occur in one day or for several days to pass without an emergency response. Also, periodic training exercises, particularly those with two to three engines from Stations 1 and 2 and/or up to 3 engines from neighboring agencies, would occasionally raise noise levels from the use of engines or fire protection equipment; such noise levels from training activities would be periodic and would not be daily.

In addition to these sources of noise, typical station operation would include the use of an exterior loudspeaker system, which may create additional nuisance noise. Use of the exterior loudspeaker systems would coincide most with responses to emergency calls, but could include use during training activities. Recent loudspeaker measurements taken at the Cate School property in Carpinteria show a reading of 90 dBA at 50 feet (County of Santa Barbara 2016). Similar loudspeaker measurements would result from use of the exterior loudspeaker system for the Station 3 facility. However, because infrequent use of the loudspeaker system would be restricted to daytime hours described above, noise levels resulting from this operational aspect of the project would likely not result in significant levels of nuisance noise on adjacent land uses.

Residents or other sensitive-noise receptors in the immediate vicinity of the proposed fire station would experience periodic exposure to sirens. In terms of the *magnitude* of noise exposure, a typical siren emits approximately 100 dB at 100 feet (refer to Table 3.9-1 for comparisons of different noise levels). Since a decrease of about 3 dB occurs with every doubling of distance from a mobile noise source (County of Santa Barbara 2009), the

three residences within approximately 400 feet of proposed Station 3 would experience peak short-duration *exterior* noise levels in the 95 to 100 dB range an average of once per day (refer to Figure 3.9-1). It should be noted that typical older residential construction would reduce typical short duration *interior* noise exposure to 75 to 80 dB, while more recently constructed or remodeled homes would have reduced interior noise effects.

Because emergency vehicle response is by nature rapid, the *duration* of exposure to these peak noise levels in the 95 to 100 dB range is estimated to last for a maximum of 10 seconds as emergency vehicles pause at the driveway exit, engage the siren and turn onto East Valley Road and accelerate rapidly away from the proposed Station 3. Thus, residents of existing nearby homes would be exposed to very short-duration high noise levels for approximately 10 seconds an average of once per day. Further, the typical practice for emergency vehicle use at the MFPD is to use sirens to break traffic at intersections or warn drivers of the emergency vehicle approach when traffic is congested. Responses to nighttime emergency calls, when nuisance noise is most noticeable, routinely occur without the use of sirens. It should be noted that other homes and residents along East Valley Road and other routes used for emergency access would also be exposed to such noise levels, although the *magnitude* and *frequency* of this exposure would vary by distance from the road and proximity to Station 3. The *duration* of such exposure would likely be less than the projected 10 seconds for homes near proposed Station 3 as the emergency vehicles would generally be assumed to be passing at full speed, with no time required for turning out of the driveway or accelerating.

A key focus of analysis with regard to noise is the potential for long-term exposure to higher noise levels (i.e., continuous, involuntary exposure for many hours per day over a long period of time) that may adversely affect human health. Because of this emphasis, adopted Federal, State and County regulations and standards typically focus on increases in long-term exposure to ongoing average noise levels rather than infrequent short-duration peak effects (refer to Section 3.9.2). Under these adopted standards, the increase of an average of one emergency vehicle trip per day would not be considered a significant impact because:

- Average long-term noise levels in the neighborhood would not substantially change and the CNEL for the vicinity would not exceed 65 dBA, the accepted level for exterior noise in adopted County standards as a result of emergency vehicle and siren use at the proposed station;

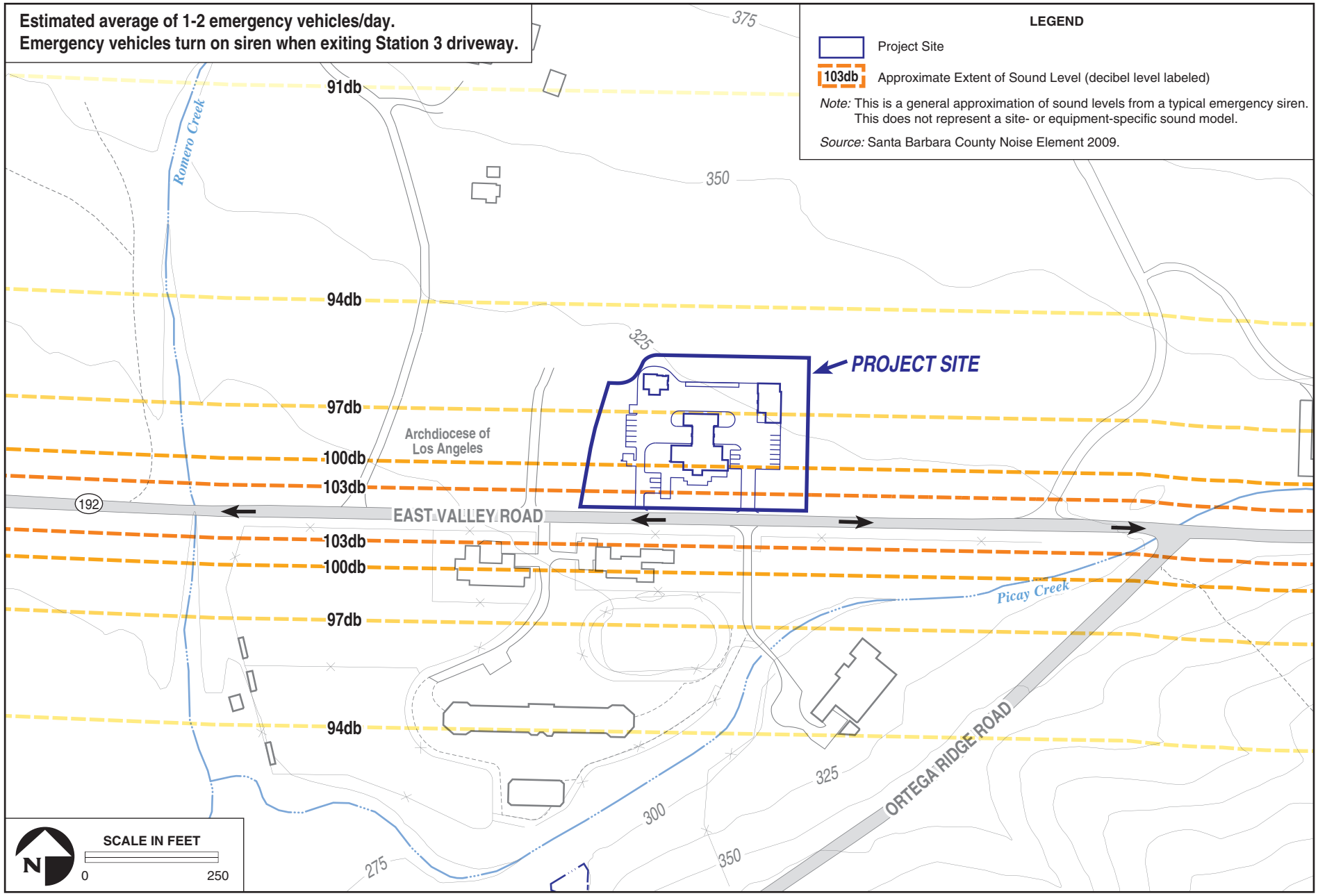

Figure 3.9-1. Projected Short Duration (10 seconds) Peak Noise from Emergency Vehicles

- The low *frequency* of siren use (an average of once per day) would not constitute a significant change in the existing noise environment;
- The relatively short *duration* of the noise events (i.e., generally less than 10 seconds) would not substantially alter the existing noise environment; and
- The *magnitude* of noise, while briefly very high in exterior living areas, would be substantially reduced in interior living areas through existing construction.

Therefore, noise impacts to residents and other sensitive receptors resulting from the station's long-term operation and response to emergencies would be *adverse, but less than significant* (Class III).

3.9.3.5 Cumulative Impacts

The proposed project would include the development of approximately 2.55 acres to accommodate a new fire station. Overall, the project would introduce some changes to ambient noise levels in the project vicinity, mostly during construction phases of the proposed project. While construction phases of this project may coincide with other projects planned in the vicinity, the noise-control measures that have been incorporated into the proposed project design discussed above in Section 3.9.3.3 would guide development of the proposed project and would ensure that standards defined by the County and discussed in the MCP are maintained. Additionally, long-term noise impacts in the project vicinity would be of low frequency and short-duration in nature; therefore, anticipated long-term noise impacts would be unlikely to contribute to the cumulative effects of other pending and ongoing projects. Given that all anticipated short- and long-term noise impacts would comply with noise thresholds by the County and the MCP, the project's effects on the cumulative noise environment in the project vicinity is considered insignificant.

3.9.3.6 Residual Impacts

As no significant noise impacts would occur as a result of the proposed project, no residual impacts would remain after project implementation.

3.10 TRANSPORTATION AND TRAFFIC

This section describes existing known transportation and traffic issues in the project vicinity, particularly along East Valley Road fronting the subject site. Potential project impacts and the resulting adequacy of roadway, intersection, pedestrian, bicycle, and public transit facilities are identified. Cumulative impacts are also addressed in Section 3.10.3.5.

This section was developed using information from the Montecito Community Plan (MCP), the Final Supplemental Environmental Impact Report (SEIR) for the extension of the Montecito Growth Management Ordinance (MGMO) (County of Santa Barbara 2010), the Traffic Impact and Sight-Distance analyses (Appendix I) prepared by Associated Transportation Engineers (ATE) for the proposed project, and roadway traffic counts, including recent updates for East Valley Road at the Project site taken in April 2016 (ATE 2009; 2010; 2016). These studies contain detailed analyses of local and project-related traffic and circulation issues, including existing and future traffic conditions, cumulative impacts, an analysis of site access and visibility, and an analysis of consistency with the Santa Barbara County Association of Governments (SBCAG) Congestion Management Program (CMP). Information regarding regional and cumulative conditions was also obtained from the Final SEIR for the extension of the MGMO. ATE staff also visited the project site to observe traffic operations, speeds, and line-of-sight at the project driveway locations. Traffic volumes on East Valley Road as measured in 2016 have changed very little since preparation of the 2010 Traffic Study for the project because development in the project vicinity has been limited. In light of very low levels of new traffic associated with the project, the EIR team determined that no new traffic studies were needed for this EIR. However, the EIR team performed field reconnaissance to observe traffic operations and consider other issues on several occasions, most recently on April ~~27, 2015~~ 21, 2016.

In order to ensure the accuracy of data and analysis, the project team reviewed available updated information on traffic in eastern Montecito and recent studies, such as the South Coast 101 Highway Occupancy Vehicle Lanes Project Final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact (Caltrans 2014a), Draft Mitigated Negative Declaration for the Casa Dorinda Master Plan Update (County of Santa Barbara 2015), the Traffic, Circulation and Parking Study for the Montecito YMCA (ATE 2012), ~~along with the~~ 2013 Traffic Volumes on the California State Highway System (Caltrans 2013), and 2014 traffic volumes on the California State Highway System (Caltrans 2014). Available data from these studies is included as appropriate in the discussion and analysis below.

3.10.1 Existing Conditions

3.10.1.1 Surrounding Roadway Network

The circulation system serving the project site is comprised of regional highways, arterial streets, and collector roads (Figure 3.10-1). Access to the project site is from East Valley Road. The roadways in the project vicinity are briefly described below. Based on review of all available data, traffic volumes in the vicinity appear relatively stable when compared to those identified in the County's 2010 MGMO EIR and 2010 Traffic Study. This conclusion is supported by traffic counts taken in April 2016 and the fact that very limited development has been approved in the area, leaving traffic volumes substantially the same as identified in the 2010 Traffic Study. County Public Works Department transportation planning staff and ATE have confirmed that due to lack of development in this area of the community, traffic volumes are unlikely to have changed substantially. The following discussion reflects this research.

East Valley Road

East Valley Road (State Route [SR] 192) is a two-lane State Highway that runs east-west through the Montecito area, providing an alternative east-west route to U.S. Highway 101 between the City of Santa Barbara and the communities of Summerland/Carpinteria. In Montecito, each lane of East Valley Road is 11 feet wide with no more than a 2-foot paved shoulder in most places. This roadway is under the jurisdiction of and designed and maintained by the California Department of Transportation (Caltrans). The posted speed limit along East Valley Road fronting the project site is 35 miles per hour (mph), but speeds are typically nearer 45 mph (ATE 2010). Parking is not generally permitted on the shoulders of East Valley Road, but some limited roadside parking is present to the south of the project site. As described in the MCP, East Valley Road is designated by the County of Santa Barbara as a Primary 3 with a Design Capacity of 15,700 Average Daily Trips (ADT) and an Acceptable Capacity of 10,990 ADT. This road currently carries approximately ~~2,620~~ 2,690 ADTs in the immediate vicinity of the project site ~~and 4,150 ADTs east of Sheffield Drive,~~ and it operates at Level of Service (LOS) A ~~(Caltrans 2014b)~~.[1] [A1]

[1] A new count was collected in April 2016 that shows 2,690 ADT immediately adjacent to the project site. ~~These numbers are based on~~ Caltrans 2014 Traffic Volumes on the California State Highway System shows 2,100 ADT on the segment just east of Sheffield Drive ~~(Caltrans 2014b)~~. The 2010 ATE traffic study in Appendix I identified approximately 3,900 ADTs on East Valley Road near the project site, which was in error and actually represented volumes west of Sheffield Drive. Current volumes west of Sheffield Drive ~~have~~ were measured at 3,900 ADT (Caltrans 2014), indicating that volumes have not changed for this segment ~~increased incrementally from 3,943 to 4,150 ADTs, or by about 5 percent~~.

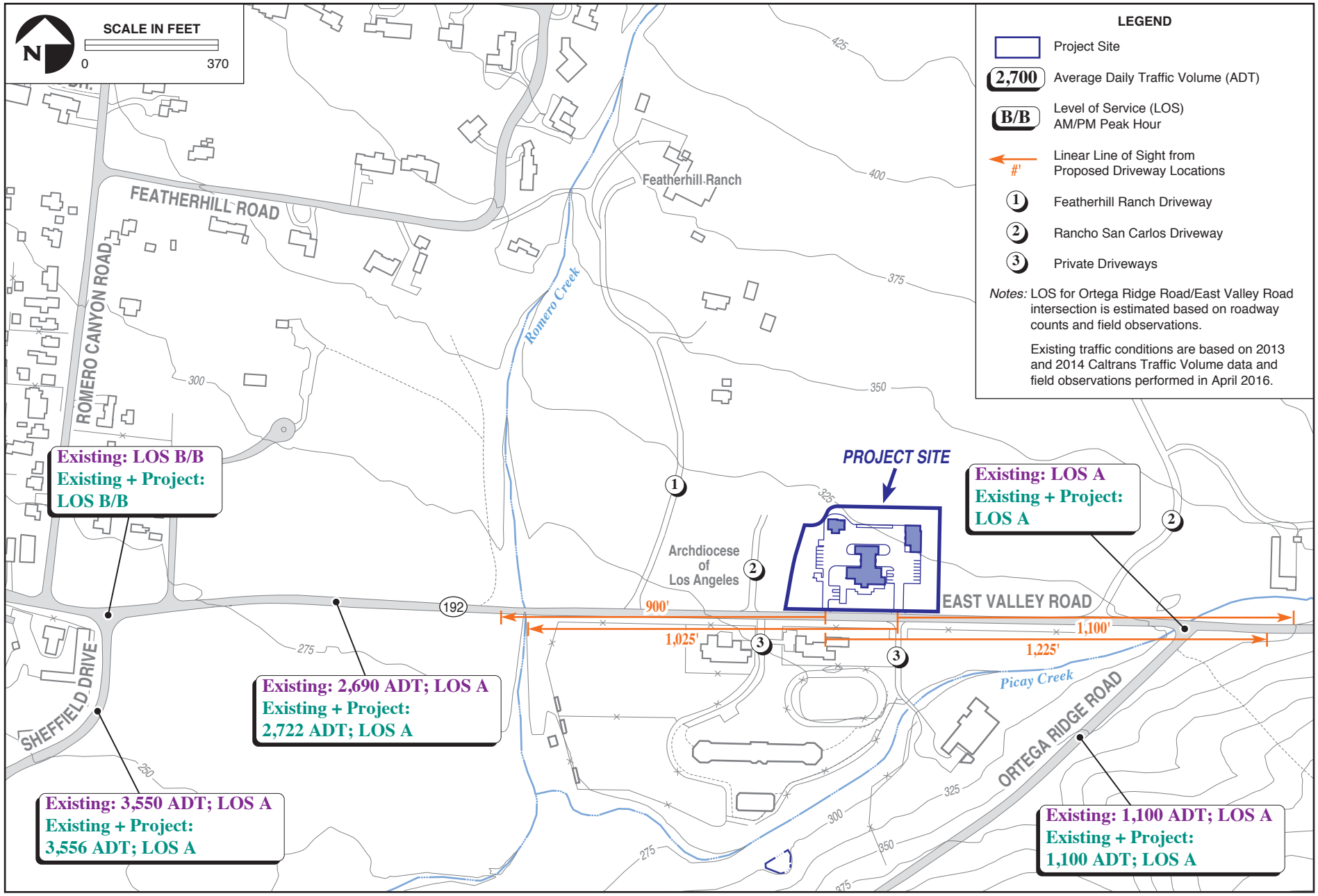

Figure 3.10-1. Existing and Proposed Traffic Conditions in the Vicinity of the Project Site

Three homes and an equestrian complex are located south of East Valley Road generally across from the project site. Access to these homes and the equestrian facility is provided by three primary driveways and a secondary equestrian access driveway. One of these driveways is located directly across from the project site and the remaining three are located between 50 and 300 feet west of the site. Two additional driveways and one agricultural access road on the north side of East Valley Road provide access to the Featherhill and San Carlos Ranches and are located approximately 50 and 300 feet west of the site and 450 feet east of the site, respectively (refer to Figure 3.10-1).

Sheffield Drive

Sheffield Drive is a two-lane County road that extends in a north-south direction between East Valley Road and U.S. Highway 101. The travel lanes are 11 feet wide with a shoulder of 2 feet or less. It is divided by double yellow centerline median striping and has a speed limit of 35 mph. Sheffield Drive is classified as a Secondary 3 with a Design Capacity of 7,900 ADT and Acceptable Capacity of 5,530 ADT; this road carried 3,550 ADT in 2010 (County of Santa Barbara 2010). Caltrans data indicates that volumes along East Valley Road west of Sheffield Drive have increased by roughly 207 ADT, while volumes west of the intersection remain low or unchanged, since recorded in 2010, most of these trips likely travel along Sheffield Drive (Caltrans 2014b), and Sheffield Drive continues to operate well within the acceptable capacity of this road and LOS A during A.M. and P.M. peak hours. ~~Even if all of these new ADTs are from Sheffield Drive, this would increase traffic volumes to up to 3,757 ADT, well within the acceptable capacity of this road.~~

Ortega Ridge Road

Ortega Ridge Road is a two-lane local north-south road that extends for approximately one mile from Ortega Hill Road to East Valley Road. It is an unclassified road in the MCP, so it has no designated Design Capacity or Acceptable Capacity. This road currently carries approximately 1,100 ADTs and operates at LOS A (County of Santa Barbara 2010).

East Valley Road/Sheffield Drive Intersection

This intersection is controlled by a stop sign on the Sheffield Drive approach. The intersection was estimated to operate at LOS B during the A.M. and P.M. peak hour periods (Santa Barbara County 2010). ~~The minor increase in traffic~~ Traffic at this

intersection has not changed since 2010 and it therefore continues to operate at LOS B. ~~has not altered LOS because both roads operate well within LOS A capacity and with the resultant traffic volumes intersection operations would continue to be acceptable.~~ This intersection is located approximately 2,000 feet west of the project site. The intersection of Romero Canyon Road with East Valley Road is located approximately 185 feet farther to the west, creating an offset intersection which can complicate turning movements.

East Valley Road/ Romero Canyon Road Intersection

This intersection is controlled by a stop sign on the southbound Romero Canyon Road approach; Romero Canyon Road terminates at East Valley Road. This intersection is located approximately 2,185 feet west of the project site. The intersection was estimated to operate at LOS A during the A.M. and P.M. peak hour periods in 2010 (Santa Barbara County 2010). Since traffic ~~The minor increase in traffic~~ along East Valley Road has not changed substantially since 2010, the intersection continues to operate at LOS A. ~~will not have altered LOS as both roads operate well within LOS A capacity and with the resultant traffic volumes intersection operations would continue to be acceptable.~~ The intersection of southbound Sheffield Road with East Valley Road is located approximately 185 feet to the east, creating an offset intersection which can complicate turning movements.

East Valley Road/ Ortega Ridge Road Intersection

This intersection is controlled by a stop sign on the Ortega Ridge Road approach. The intersection is estimated to operate at LOS A during the A.M. and P.M. peak hour periods. Traffic volumes remain largely unchanged in this area since 2010 as no substantial new development has occurred in this vicinity. This intersection is located approximately 650 feet east of the project site.

3.10.1.2 Transit, Bicycle, and Pedestrian Facilities

The Santa Barbara Metropolitan Transit District (MTD) provides bus service along East Valley Road and Sheffield Drive with Route 14 (MTD 2011). The stop nearest the project site is at the East Valley Road/Sheffield Drive intersection. No bus service is provided east of the intersection of East Valley Road with Sheffield Drive in the area that fronts the project site.

There are no existing designated bikeways in the project vicinity. While not a designated bikeway, East Valley Road receives a moderate level of bicycle traffic. Bicycling hazards

in the project vicinity include right-of-way encroachments (mailboxes, utility poles, vegetation, or other impediments), winding and narrow roads, lack of shoulders, and sudden width changes, particularly along East Valley Road. Sheffield Drive is proposed in the MCP as a Class II Bikeway from North Jameson Lane to East Valley Road, but there are no plans at this time to formally designate it as such.

No sidewalks are present in the proposed project area, and the MCP discourages concrete sidewalks. However, an on-road shoulder trail is proposed along East Valley Road as shown in the County of Santa Barbara's Parks, Recreation, & Trails (PRT) maps for the Montecito area.

3.10.1.3 Levels of Service

The MCP road classifications system is the Circulation Element for the community, providing guidance on acceptable standards for operation of roadways and intersections in Montecito. These road classifications use a LOS grading system to evaluate traffic operations for roadways and intersections. Service levels range from LOS A indicating free flow operations to LOS F indicating congested operations. Roadway LOS is calculated based on the roadway classification and corresponding design and acceptable capacity established by the MCP.

The roadway classification system is divided into two main designations, Primary and Secondary roadways. Each of these designations is further subdivided into three subclasses dependent on roadway size, function, and surrounding uses. Montecito roadways include a select number of Primary and Secondary roadways, and several of the smaller roads in Montecito remain unclassified.

Design capacity is defined in the MCP as the maximum daily traffic volume that a given roadway can accommodate. Design capacity usually equates to LOS E/F. Acceptable capacity for a given roadway is expressed as a percent of the design capacity based on the LOS threshold to reflect the specific roadway conditions in the study area (such as narrow pavement, roadway grade, slopes, presence of curves, sight distance, and prevalence of driveways and intersections or other access points that produce substantial turning movement conflicts in the study area, or prevalence of on-street parking).

The Transportation Research Board (TRB) *Highway Capacity Manual* (HCM) (2010) is the standard used for evaluating all types of LOS (e.g., signalized, unsignalized, freeway intersections). Santa Barbara County, as stated in the MCP, has established LOS B as the minimum acceptable LOS for street segment operations in the Montecito plan area

(including the project site frontage), with a few exceptions including East Valley Road from Buena Vista to Sheffield Drive (west of the project site), where LOS C is considered acceptable. Because East Valley Road (SR 192) is under Caltrans jurisdiction, the acceptable LOS for intersections is set by Caltrans and is currently LOS C~~D~~.

LOS was calculated for the A.M. and P.M. peak hour for the nearby portions of East Valley Road and Sheffield Drive using HCM methodology. Measured against the County's LOS standards, East Valley Road and Sheffield Road near the proposed project driveways are acceptable and currently operate at LOS A during the A.M. and P.M. peak hours.

3.10.2 Regulatory Framework

3.10.2.1 State

California Department of Transportation

The Caltrans *Highway Design Manual* (HDM) provides standards for roadway design and use (Caltrans 2010). The following topic and chapter are applicable to the proposed project:

Chapter 400, Topic 405 – Intersection Design Standards. At design speeds of 50 mph, which is the 85th percentile speed along East Valley Road (ATE 2010), the sight distance standard for stopping is 550 feet (Table 405.1A). This is applicable to Public Road Intersections, a designation chosen over the Private Driveway category in an effort to be conservative with regards to sight distance.

Caltrans Encroachment Policies. Encroachment Permit Application Guide, January 2009 which applies to SR 192 (East Valley Road), requires activity that may encroach onto the State's property to obtain an encroachment permit, including for:

- *Advertising Displays, holiday decorations, banners, or signs.*
- *Frontage improvements: sidewalk, curb and gutter, mailbox, fencing, driveways, new road intersections, drainage facilities and erosion control.*
- *Landscaping, planting, or modifying vegetation.*
- *Miscellaneous activities: mowing, grading, excavations.*
- *Utility installations.*

Senate Bill (SB) 743

To further the state's commitment to the goals of SB 375, Assembly Bill (AB) 32, and AB 1358, SB 743 adds Chapter 2.7, Modernization of Transportation Analysis for Transit-Oriented Infill Projects, to Division 13 (Section 21099) of the Public Resources Code. Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of greenhouse gas (GHG) emissions, creation of multimodal networks, and promotion of a mix of land uses.

Pursuant to SB 743, the Office of Planning Research (OPR) released a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in January 2016. OPR's Draft of Updates proposes vehicle miles traveled (VMT) as the replacement metric for LOS in the context of CEQA. While OPR emphasizes that a lead agency has the discretionary authority to establish thresholds of significance, the *Draft of Updates* suggest criteria that indicate when a project may have a significant, or less than significant, transportation impact on the environment. For instance, a project that results in VMTs greater than the regional average for the land use type (e.g., residential, employment, commercial) may indicate a significant impact. Alternatively, a project may have a less than significant impact if it is located within 0.5 mile of an existing major transit stop, or results in a net decrease in VMTs compared to existing conditions.

3.10.2.2 Local Plan Policies and Development Standards

Montecito Community Plan: The MCP Circulation Element policies govern transportation planning and analysis in the Montecito Planning Area. Relevant policies from this plan include the following:

> *Policy CIRC-M-1.6:* The minimally acceptable LOS on roadway segments and intersections in the Montecito Planning Area is "B." Exceptions to this are:
>
> Roadways:
>
> - East Valley Road/Buena Vista to Sheffield - LOS C is acceptable
> - Sycamore Canyon Road - LOS C is acceptable
> - Hot Springs Road/Sycamore Canyon to Coast Village - LOS D is acceptable
> - Olive Mill Road/Coast Village to Channel Drive - LOS C is acceptable
> - San Ysidro Road/East Valley Road to North Jameson - LOS C is acceptable
> - San Ysidro Road/North to South Jameson - LOS D is acceptable

Intersections:

- Hot Springs Road/East Valley Road - LOS C is acceptable

Policy CIRC-M-1.4: The County shall strive to permit reasonable development of parcels within the community of Montecito based upon the policies and land use designations adopted in this Community Plan, while maintaining safe roadways and intersections that operate at acceptable levels.

Policy CIRC-M-3.2: Land uses and densities shall reflect the desire of the community to maintain minor local roads (i.e., roads not classified in the Circulation Element) below acceptable capacities and LOS for designated roads.

Policy CIRC-M-3.3: If, at any time, a traffic count accepted by the County Public Works Department determines that a local road (i.e., a road not designated on the Circulation Element) has an ADT count which exceeds 5,530 ADT, a review of land use densities and intersecting roadways of the surrounding area shall be conducted for possible inconsistencies with Circulation and Land Use goals and policies. (If appropriate, a road classification may be assigned to such a road after review and approval by the Board of Supervisors).

Policy CIRC-M-3.6: It is the intent of the community to preserve and maintain mature landscaping within the road rights-of-way to the extent that it does not interfere significantly with motorized and non-motorized transportation safety.

Policy CIRC-M-3.9: The County Public Works Department shall not grant new encroachment permits allowing the installation of structures, fences, walls, landscaping, etc. where the placement of such structures, fences, walls, landscaping, etc. would preclude safe pedestrian access and/or adequate site distance in the public right-of-way.

Policy CIRC-M-3.10: New Major Conditional Use Permits shall be required to demonstrate that the proposed use would not potentially result in traffic levels higher than those anticipated for that parcel by the Community Plan and its associated environmental documents. If higher traffic levels could potentially result from the proposed Major Conditional Use Permit, in order to approve the project, a finding must be made that:

(1) The increase in traffic is not large enough to cause the affected roadways and/or intersections to exceed their designated acceptable capacity levels at build-out of the Community Plan, or
(2) Road improvements included as part of the project description are consistent with the community plan and are adequate to fully offset the identified potential increase in traffic.

Congestion Management Plan (CMP): The Santa Barbara Commission of Governments (SBCAG) is responsible for administration of the CMP. The CMP establishes a minimum level of service along roadways and intersections that are included in the CMP network, including all state highways. Construction vehicle trips are exempt from the evaluation of CMP LOS deficiencies. 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 CMP roadway system.

3.10.3 Environmental Impacts

3.10.3.1 Thresholds of Significance

Significance thresholds for determining transportation and traffic impacts were identified using the MCP, Santa Barbara County's Environmental Thresholds of Significance, and the CEQA Guidelines. Because of project size and low traffic volumes, applicable thresholds are related more to safety and access rather than congestion. According to Appendix G of the CEQA Guidelines, a project would normally have a significant impact on the environment if it would result in any of the following:

1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

4. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

5. Result in inadequate emergency access.

According to relevant County thresholds, a significant traffic impact would occur when:

- Project access to a major road or arterial road would require a driveway that would create an unsafe situation or require a new traffic signal or major revisions to an existing traffic signal.

- Project adds traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with substantial increases in traffic (e.g., rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that will become potential safety problems with the addition of project or cumulative traffic.

- Exceedance of the roadway's designated Circulation Element Capacity may indicate the potential for the occurrence of the above impacts.

Because East Valley Road is a CMP roadway, the following threshold also applies:

- A significant traffic impact on a CMP network occurs if project-added traffic results in a decrease of two levels of service for any roadway or intersection operating at LOS A or B.

Based on the MCP:

- A significant traffic impact occurs on a roadway segment when the future-with-project daily volume exceeds the acceptable capacity or when a roadway does not meet the minimum LOS threshold.

3.10.3.2 Impact Assessment Methodology

The roadways and intersections included in the Traffic Impact Analysis were identified jointly by Amec Foster Wheeler and ATE based on the project's potential to impact streets and roadways in the project area. The impacts of the proposed project related to traffic were evaluated by modeling trip generation, trip distribution, and trip assignment. Trip generation estimates the amount of project-added roadway traffic, which is then

distributed for travel to and from the project site to specific street segments and intersections. Conditions were evaluated during the weekday A.M. and P.M. peak hour periods. The results of this analysis and subsequent LOS calculations were compared to existing traffic data flow to determine impacts. These analysis have been reviewed and confirmed based upon newer data where available (e.g., new counts collected by ATE in 2016 and Caltrans ~~2013~~ 2014 traffic counts) and an assessment of potential changes in traffic volumes based on the lack of any substantial new development in eastern Montecito.

The proposed project would generate a total of 32 ADT, with 11 of these trips occurring in the A.M. peak hour and 3 trips in the P.M. peak hour. These trip generation estimates were developed by ATE based on operational information provided by the MFPD since there are no published trip generation studies for fire stations. Trip generation calculations are provided in the Trip Generation Worksheet in Appendix I. This includes project operations such as commuter trips from 4 year round staff personnel, trips associated with emergency response calls and non-emergency trips, multi-engine training exercises, and miscellaneous trips for maintenance (i.e. periodic trips by the mechanic), supply deliveries, and officer visits. The Traffic Impact Analysis conforms to standards in County of Santa Barbara guidelines. Although the Traffic Impact Analysis is more than two years old, both County Public Works Department transportation planning staff and ATE have confirmed that in the absence of substantial development in the project vicinity, updating the 2010 study is not warranted as no substantial changes in traffic volumes or conditions would have occurred.

In the event a disaster should occur within the area, the proposed Station 3 would serve as an event command center. In addition, although not primarily intended as such, Station 3 could also serve as an emergency evacuation center and shelter for the communities of eastern Montecito. As East Valley Road serves as the primary east west road in the vicinity, substantial increases in traffic volumes along this roadway may occur regardless of implementation of the project. Additionally, use of Station 3 as an emergency evacuation center may result in increased vehicle parking on the property and along East Valley Road. However, the timing, location, intensity, frequency, size, and nature of emergencies are very difficult to predict or to provide any degree of accurate impact analysis. In the event of a major wildfire requiring emergency evacuation within the area, it is essential that appropriate roadway access for emergency responders, as well as evacuees, is maintained. Due to the relatively rare frequency of such events and the inability to properly assess roadway impacts under these circumstances, impacts to

roadway access would be infrequent and temporary. Therefore, impacts to access along East Valley Road, as well as to and from the proposed facility, in the event of a disaster are not further assessed in this EIR.

3.10.3.3 Mitigation Measures Contained in the Proposed Project

The applicant has proposed a series of mitigation measures that could reduce potential adverse effects of the project on transportation and traffic, and these measures have been incorporated into the project design and future operation:

- Location of driveways/landscaping would ensure maximum line-of-sight along East Valley Road.
- Retention of all but up to four ~~three~~ of the mature oaks along East Valley Road, and all mature oaks elsewhere within the project site. Trees would only be removed for construction of the eastern driveway and for safety reasons associated with adequate line-of-sight for vehicles entering from and exiting to East Valley Road.
- A detailed landscaping and maintenance plan would be developed through consultation with adjacent property owners to maximize visual compatibility. The landscaping and maintenance plan would be designed to maintain line-of sight on East Valley Road.
- Preparation of a construction traffic management plan including:
- Acquisition of a Caltrans encroachment permit for construction traffic.
- Preparation of haul truck access and routing plan with designated haul truck route when the receiver site is designated.
- Acquisition of a County haul permit to the selected receiver site.
- All trucks hauling export fill would be prohibited from operations during the peak hours (i.e., 7 to 9 am; 4 to 6 pm).
- All haul trucks transporting excess fill offsite would be tarped or covered.

3.10.3.4 Project Impacts and Mitigation Measures

Impact

TT-1 The proposed project would result in adverse, but less than significant impacts associated with short-term construction-related increases in traffic volumes (Class III).

The applicant has estimated that, over the course of the approximately 12-month construction period, approximately 20 workers per day would use East Valley Road and the project driveways to access the site, with two workers per privately-owned vehicle, generating an additional average of 20 ADTs. Approximately 15 daily delivery and/or haul trucks would add up to 45 ADTs; therefore, total construction trips would be equal to 65 ADTs during the peak construction periods over the estimated 12 month construction window. Contractors generally are expected to use smaller vehicles as delivery and haul trucks, but would occasionally use larger trucks, such as tractor trailers or cement trucks that would deliver construction equipment, structure steel and concrete. Up to 800 haul truck trips would also be required over the course of three months for export of the 8,000 cy of excavated soils not being re-used on site to a site determined to be acceptable at the time of construction. This would correspond to up to 30 additional daily round trips during the peak month of grading when the majority of soil export would occur. These haul trucks would be restricted by the provisions of the proposed construction management plan, including avoidance of peak hour traffic periods and any provisions deemed necessary by the County to assure safe entry and egress to the site. If fill is to be transported out of the project vicinity, haul trucks would utilize East Valley Road and Sheffield Drive, and the maximum of 30 daily trips added to these roads would represent less than one percent of their daily traffic. Any receiver site for this fill would require pre-approval and must have adopted Best Management Practices to address issues with acceptance of such fill, including safe operation of haul trucks.

This addition of construction-related project traffic would result in short-term, less than significant impacts to LOS at the East Valley Road/project driveway intersections, which is forecast to operate at LOS B during the A.M. and P.M. peak hours under existing plus construction traffic conditions, even with the incremental increase in traffic at this intersection since 2010 (i.e., a less than 5 percent increase). Similarly, the addition of up to 65 ADTs to East Valley Road in the project vicinity would not result in a degradation of existing East Valley Road operations as this roadway operates well within LOS A standards. Roadway operations would remain within County and Caltrans standards and

no significant impacts are anticipated due to the short-term nature of construction. Short-term construction traffic would not cause any congestion-related impacts. Therefore, impacts would be *adverse, but less than significant* (Class III).

Impact

TT-2 The proposed project would result in adverse, but less than significant impacts associated with long-term increases in traffic volumes (Class III).

The proposed project's 32 new ADT and 11 A.M. and 3 P.M. peak hour trips would not substantially increase area traffic volumes in relationship to existing flows on East Valley Road or Sheffield Drive (Table 3.10-1). The 2010 LOS for the study area was calculated assuming existing traffic conditions plus project traffic using the methodology outlined in the HCM (refer to Appendix I). Turning movement volumes are not projected to increase substantially in relation to existing capacity at the intersection of the project driveway and East Valley Road, and no other impacts to area intersections are anticipated due to low project traffic volumes. East Valley Road and Sheffield Drive would continue to operate at LOS A and the intersection of East Valley Road and Ortega Ridge Road would continue to operate at LOS A. The intersections of East Valley Road with Sheffield Drive and Romero Canyon Roads would continue to operate at LOS B with project-added traffic (refer to Appendix I), even with the estimated increase of 207 ADTs along these roads since 2010.[2] The proposed project would not substantially increase demand for transit, pedestrian or bicycle facilities. The small number of turning movements at the site entrance would not result in a significant increase in risk to bicyclists or pedestrians utilizing the East Valley Road shoulder or proposed on-road shoulder trail. Conflicts between emergency vehicles and bicyclists/pedestrians during turning movements would be minimal as the bicyclists/pedestrians would be alerted by the vehicles' sirens. Impacts would be *adverse, but less than significant* (Class III).

[2] Approximately 10 percent of ADTs occur within the morning and evening peak hour periods each; the addition of 21 new peak hour trips to both the AM and PM peak hours would not impact these intersections, which would continue to operate at acceptable LOS.

Table 3.10-1. Existing and Existing + Project Roadway Operations on East Valley Road and Sheffield Drive

Roadway Segment	Existing ADT/LOS	Project Added Traffic	Existing + Project ADT/LOS[1]	Significant Impact?
East Valley Road	~~2,620~~ 2,690 ADT/ LOS A	32 ADT	~~2,652~~ 2,722 ADT/ LOS A	No
Sheffield Drive	3,757 ADT LOS A	6 ADT	3,783 ADT/ LOS A	No
Ortega Ridge Road	1,100 ADT/ LOS A	0 ADT	1,100 ADT/ LOS A	No

[1] Assumes 100 percent of project traffic would use East Valley Road, 20 percent would use Sheffield Drive, and 0 percent would use Ortega Ridge Road.
Source: California Department of Transportation 2014b; ATE 2010; ATE 2016 (see Appendix I).

Impact

TT-3 The proposed project would create adverse, but less than significant access impacts at the new East Valley Road/project driveway intersections (Class III).

A field review found that existing lines-of-sight from the location of the proposed Station 3 driveways along East Valley Road are generally excellent, with the sight distance looking to the east on East Valley Road limited by a vertical curve on the road and the sight distance looking to the west limited by a horizontal curve at the bridge that crosses Romero Creek (Caltrans Bridge #51-110). In addition, utility poles and oak trees located along the north side of East Valley Road partially obstruct the view of approaching vehicles to the east and west of drivers exiting the site at both of the proposed driveways locations. However, with relocation of the utility poles, removal of three mature oaks for driveway construction and additional trimming of the trees, these potential obstructions to sight lines can be addressed. Based on several field visits to the site by the EIR team in 2014 through 2016~~and 2015~~, most recently on April ~~27, 2015~~ 21, 2016, conditions remain similar to those described in this analysis. The sight distance analysis for each driveway is as follows.

Eastern Driveway. Traffic using the eastern driveway would primarily include emergency vehicles and other MFPD vehicles. The sight distance looking to the east from this proposed driveway location is currently obstructed by a utility pole and oak trees. The utility pole would be relocated during project construction. The oak trees along the fence line just east of the driveway would be trimmed during project construction. Farther to the east, past the existing fire hydrant that is located just east of the proposed driveway,

the oak trees that line the road would be trimmed up from ground level so that drivers can see under the canopies. The overhanging limbs would be trimmed (and the trimming maintained) to provide adequate sight distance. With these changes, there would be approximately 1,100 feet of sight distance looking east to the vertical curve on East Valley Road, which is double the 550 feet required by the Caltrans standards.[3]

The sight distance looking to the west from the proposed eastern driveway is limited by overhanging limbs of three oak trees just to the west. The overhanging limbs would be trimmed (and the trimming maintained) to provide adequate sight distance. Assuming these changes, there would be approximately 1,025 feet of sight distance looking west to the horizontal curve on East Valley Road at the bridge, which nearly doubles the 550 feet required by the Caltrans standards. Therefore, impacts to traffic on East Valley Road from vehicles entering or exiting the eastern driveway would be *less than significant* (Class III).

Western Driveway. Traffic at the western driveway would primarily include fire station employees and visitors as well as MFPD vehicles; emergency vehicles could use this driveway as well if necessary during emergency operations (e.g., wildfire). The sight distance looking to the east is obstructed by a utility pole, which the site plan shows would be relocated, as well as oak trees. There is a small grouping of scrub oaks (less than 1-foot diameter) along the fence line just east of the utility pole that would be removed or trimmed. Farther to the east, the oak trees that line the road would be trimmed up from ground level (and the trimming maintained) so that drivers can see under the canopies. Assuming these changes, there would be approximately 1,225 feet of sight distance looking east to the vertical curve on East Valley Road, which more than doubles the 550 feet required by the Caltrans standards.

The sight distance looking to the west from the proposed western driveway location is currently limited by the overhanging limbs of the oak trees that line the road. The overhanging limbs would be trimmed (and the trimming maintained) to provide adequate sight distance. The project as proposed includes a landscaping and maintenance plan designed to maintain line-of-sight on East Valley Road. Assuming these changes, there would be approximately 900 feet of sight distance looking west to the horizontal curve on East Valley Road at the bridge, which substantially exceeds the 550 feet required by the

[3] Caltrans standards are based on a design speed of 40 mph for East Valley Road with a resulting lower sight distance standard; however, in order to maximize safety, the EIR analysis and supporting technical studies measured actual speeds and used the 85th percentile speed of vehicles traveling on the road (which is 49 MPH for westbound traffic and 47 MPH for eastbound traffic).

Caltrans standards. Therefore, impacts to traffic on East Valley Road from vehicles entering or exiting the western driveway would be *less than significant* (Class III).

Impact

TT-4 The proposed project would result in less than significant impacts to a Congestion Management Program (CMP) roadway (Class III).

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 CMP roadway system. According to the CMP Land Use Analysis Program, projects that generate less than 500 ADTs and less than 50 peak hour trips are considered to be consistent with the CMP (SBCAG 2009). The proposed project would generate 32 ADT, 11 A.M. peak hour trips, and 3 P.M. peak hour trips. Therefore, the proposed project would have a *less than significant impact* (Class III) to CMP facilities in the area.

3.10.3.5 Cumulative Impacts

Roadway Impacts

According to the analysis in the MGMO SEIR, Sheffield Drive is forecast to carry 6,480 ADTs and operate at LOS D in Year 2030. The proposed project would add 6 ADTs to the roadway, which equates to a net increase of 0.1 percent. Thus, the project would not generate cumulative impacts based on County thresholds.

Also according to the MGMO SEIR, East Valley Road is forecast to carry 5,210 ADTs and operate at LOS A in Year 2030 (County of Santa Barbara 2010). The proposed project would add 32 ADTs to the roadway and the roadway would operate at LOS A under Cumulative + Project conditions. Thus, the project would not generate cumulative impacts based on County thresholds.

Intersection Impacts

The intersection of East Valley Road and Sheffield Drive is forecast in the MGMO SEIR to operate at LOS B in the Year 2030 (County of Santa Barbara 2010), as shown in Table 3.10-2. The proposed project would add 11 trips to the intersection during the A.M. peak hour and 3 trips during the P.M. peak hour.

Table 3.10-2. Cumulative and Cumulative + Project LOS at the Intersections of East Valley Road/Sheffield Drive and East Valley Road/Ortega Ridge Road

Peak Hour	Cumulative LOS	Cumulative + Project LOS	Project-Added Trips[1]	Significant Impact?
East Valley Road/Sheffield Drive				
A.M.	B	B	11	No
P.M.	B	B	3	No
East Valley Road/Ortega Ridge Road[2]				
A.M.	A	A	0	No
P.M.	A	A	0	No

[1] These project-added trips represent ADT, which occur over the entire day (i.e., not just during the peak hours).
[2] Estimated by ATE based on professional experience and historic traffic counts.
Source: ATE 2010 (see Appendix I).

The project would not change LOS under cumulative conditions during peak hours. Therefore, the project would not generate cumulative impacts to the intersections of East Valley Road and Sheffield Drive or East Valley Road and Ortega Ridge Road based on County thresholds. Further, although the US Highway 101 widening project may increase side street volumes while under construction, substantial traffic is unlikely to be diverted as far from the freeway corridor as East Valley Road. Such impacts would be short-term during construction and low project traffic volumes would remain *less than significant* (Class III).

3.10.3.6 Residual Impacts

The proposed project would not substantially impact vehicular traffic along the roadways in the project vicinity. No mitigation measures would be required, and residual impacts to transportation and traffic from the proposed project would be *less than significant*.

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3.11 WATER RESOURCES, SUPPLY, AND SERVICE

Water resources within the project area include surface water and groundwater. The physical, chemical, and biological characteristics of these water sources are key to their suitability for a particular purpose or use, such as for drinking water, for recreation, or to support a healthy ecosystem. Water supply and service include the entitlements and forecasted future water supplies (e.g., groundwater, surface water, State Water Project (SWP), etc.) associated with a project area and region. Water supplies and services, particularly forecasted future supplies, must also account for climatic variables such as the ongoing drought, as well as longer term conditions such as those associated with climatic change induced changes in water supply.

3.11.1 Existing Conditions

3.11.1.1 Regional and Vicinity Hydrologic Setting

According to the Central Coast (Region 3) Regional Water Quality Control Board (RWQCB), the project site is located within the South Coast Hydrologic Unit, which generally includes the area south of the Santa Ynez Mountains between Carpinteria and Point Arguello.

Watershed

Romero Creek: Romero Creek is a major stream located approximately 600 feet west of the project site. Romero Creek originates in the foothills of the Santa Ynez Mountains and drains a 3,301-acre watershed capable of producing flows of 4,900 cubic feet per second (cfs) during a 100-year storm event. In its upper reaches, the creek channel is incised with steep banks along many sections. Riparian vegetation is a mix of native sycamore, willow, alder, bays, and non-native landscape specimens, nasturtium, ironweed, and watercress. The lower watershed typically carries water year round. Riffles and step pools are common along this length. Large cobbles and boulders along the creek are populated with islands of young willow sprouts (Santa Barbara County Flood Control and Water Conservation District 2010). However, current drought conditions have limited creek flow to areas of the upper watershed, with only occasional periods of runoff along the lower segments of the creek.

Picay Creek: Picay Creek, located to the south of the project site, is a small tributary to Romero Creek that runs along a bridle trail and under several small road crossings. Picay Creek originates in the Santa Ynez Mountains and drains a 626-acre watershed capable of

producing 1,400 cubic feet per second during a 100-year storm event. Overhanging willows are common along the narrow riparian corridor. The substrate is rocky with small pools throughout most of the project reach. It typically flows throughout the wet season and dries up during the summer months (Santa Barbara County Flood Control and Water Conservation District 2010). However, under ongoing drought conditions, creek flows have diminished, with only occasional periods of runoff, even during the wet season.

Precipitation

The average precipitation in the South Coast Hydrologic Unit is nearly 18 inches per year (Santa Barbara County Water Resources Division 2009). Annual rainfall in the Santa Barbara coastal area is highly variable and includes periods of intense rainfall and flooding punctuated by extended droughts. Rainfall has averaged 20.3 inches over an 85-year period at rain gauge Station #325 at the Montecito Water District. However, rainfall totals in 2015 have averaged 50 percent of normal countywide, with the Carpinteria Fire Station rain gauge registering 39 percent of normal rainfall (Santa Barbara County Water Resource Division 2015). Rainfall totals in 2012, 2013 and 2014 were also substantially below normal, with countywide rainfall totals in 2014 being 41 percent of normal (Santa Barbara County Water Reservation Division and Flood Control District 2014).

3.11.1.2 Regional Groundwater Conditions

The Montecito Groundwater Basin encompasses about 6.7 square miles between the Santa Ynez Mountains and the Pacific Ocean. The Montecito Groundwater Basin is separated from the Carpinteria Groundwater Basin to the east by faults and bedrock and from the Santa Barbara Groundwater Basin to the west by an administrative boundary. The basin has been divided into three storage units on the basis of east-west trending faults that act as barriers to groundwater movement. The project site is located within the northern unit, which is bounded on the south by the Arroyo Parida Fault.

Water quality in the basin generally is suitable for agricultural and domestic use. Some wells near fault zones or coastal areas yield groundwater with elevated levels of total dissolved solids (TDS) and other constituents. Studies indicate that seawater intrusion is not a significant problem in the basin (Santa Barbara County Water Resources Division 2009).

Available storage within the Montecito Groundwater Basin is estimated to be 7,700 acre-feet (AF) (Santa Barbara County Water Resources Division 2009). Groundwater from this basin supplies private residences and a small amount of agriculture within Montecito.

In 1992, the County Environmental Thresholds and Guidelines Manual identified the Montecito Groundwater Basin as in a state of overdraft by approximately 473 acre-feet per year (AFY) (County of Santa Barbara 2015). However, the Montecito Water District (MWD) does not consider it overdrafted and it has a safe yield of 1,650 AFY (MWD 2005). Typical withdrawals from the basin total a maximum of 1,450 AFY (450 AFY from the MWD wells and 1,000 AFY from private wells) (MWD 2005). Further, pursuant to the Sustainable Groundwater Management Act (SGMA), the Department of Water Resources California Statewide Groundwater Elevation Monitoring (CASGEM) classifies the Montecito Groundwater Basin as a basin of very low priority (DWR 2014a)[1]. This groundwater basin has relatively steady long-term groundwater levels and no significant water quality impairments. Due to limited DWR resources and the current conditions of medium- and high priority basins, SGMA encourages management of low- and very low priority basins under sustainable groundwater management plans, but such plans for these basins are not required.

Ongoing drought conditions also affect groundwater supplies. Increased water demand from wells in the basin, diminished recharge due to low rainfall, and lack of runoff and inflow from streams can lead to decreases in available storage. While the drought may not impact long term safe yield, increased demand on groundwater supplies combined with decreased recharge may lower groundwater levels for a number of years after the end of the current drought.

Climate change may also affect groundwater supplies. Numerous scientific sources have documented or forecasted a trend of increasing frequency of extreme precipitation events which are expected to continue into the future. Increases in extreme precipitation events are expected to be accompanied by increases in frequency and duration of dry periods. These changes in climatic patterns may result in reduced groundwater recharge in the Montecito Groundwater Basin, although no comprehensive studies of the net effect on recharge and yields of alternating extreme wet and dry cycles have been performed.

[1] In response to the 2009 Comprehensive Water Package and the 2014 SGMA, the DWR developed a Strategic Plan for its Sustainable Groundwater Management Program, and expanded their responsibilities to include the identification of groundwater basins subject to critical overdraft conditions (DWR 2014b). The DWR prioritizes groundwater basins identified as having a CASGEM ranking of high to medium for Sustainable Groundwater Management plans and programs due to limited availability and the critical state of these basins. See Section 3.11.2.2, *Sustainable Groundwater Management Act (SGMA)*.

3.11.1.3 Regional Water Supply

Long-term Water Supply

According to the MWD (2005), the average annual long-term water supply available in the Montecito area is approximately 7,380 AFY, including groundwater and the available surface water sources. This figure includes 2,906 AFY from the Cachuma Project, 1,569 AFY from Jameson Lake, 375 AFY from Doulton Tunnel infiltration, 2,280 AFY of State Water and the typical pumping from the groundwater basin of 250 AFY (see Table 3.11-1). Increasing demand, coupled with reduced deliveries from the SWP, resulted in a shortfall of approximately 600 AFY in 2007. Water ~~demand~~ supply in the Montecito area was estimated at approximately 7,230 AFY with an estimated water demand of 3,716 AFY for the 2014/2015 water year (MWD ~~2007~~2015). However, additional analysis conducted by the MWD (2007) indicated that the maximum long-term water supply without creating dry-year shortfalls is 6,280 AFY (accounting for diversions to City of Santa Barbara and 4 percent loss from pipe leakage).

Table 3.11-1. Historical Long-Term Average Water Supply

Water Source	Annual Supply (AFY)
Cachuma Project	2,906
Jameson Lake	1,569
Doulton Tunnel	375
State Water	2,280
Montecito Groundwater Basin	250
Total	**7,380**

Source: MWD 2005.

Extrapolating the historic rate of increase in demand resulted in estimates of demand in the year 2030 as high as 9,000 AFY (MWD 2007).

Climate change is likely to affect water supply delivery from the SWP and also through potential changes in local weather patterns and hydrology. The State Department of Water Resources projects a higher percentage of precipitation falling as rain rather than snow, a corresponding reduction in the Sierra snowpack, shifting of river flow from spring/summer to winter, and corresponding lower flows in environmentally sensitive portions of the Delta. Although management of dams feeding the SWP can be adjusted to account for such changes in runoff patterns, it is unclear if yield of the SWP would be affected. Similarly, changes in local rainfall patterns could affect the yields from Lake

Cachuma and Jameson Lake, with short-term degradation of reservoir water quality as well as increased reservoir inflow during extreme rainfall events followed by reservoir drawdown during dry periods.

Drought Conditions

California and Santa Barbara County have been undergoing a drought over the last five years, and due to worsening conditions, the governor of California issued a Drought State of Emergency in 2014, requiring immediate action be taken to conserve and preserve California water supplies. These extreme drought conditions have substantially reduced water supplies available to the MWD during this period of drought, and have resulted in significant storage declines in water supply reservoirs throughout Santa Barbara County. As of April 2016, the County has received only 71% of normal-to-date rainfall (Santa Barbara County Water Resource Division and Flood Control District 2016). Although this rainfall was an improvement over recent years, it was insufficient to generate substantial runoff capable of replenishing local reservoirs or providing substantial groundwater recharge. Due to the lack of rainfall and consecutive dry years, Jameson Lake, one of the primary sources of water for the MWD, rests at approximately 12.8 percent of its maximum storage, while the Cachuma Reservoir contains only 14.6 percent of its maximum allowable storage (Santa Barbara County Water Resource Division and Flood Control District 2016).

As a result of the ongoing drought, the MWD passed an emergency ordinance restricting the water allocated to new development or redevelopment (refer to Section 3.11.2.3, *Local Regulations*). Pursuant to Water Code section 350, Ordinance No. 92 serves as the declaration for a water shortage emergency, and establishes restrictions on water use for the Montecito area; this includes the cessation of processing applications for new water services, except for those that have been permitted by the Montecito Water District through the Certificate of Water Service Availability process. Due to current water supply and climactic conditions, the restrictions and regulations established in this ordinance are still in effect, and will remain so until the MWD Board of Directors declares that a water shortage emergency no longer exists.

While the early months of 2016 have shown improvement in rainfall and snowpack conditions from previous years, the Climate Prediction Center of the National Oceanic and Atmospheric Administration/National Weather Service predict drought conditions to persist through the 2016/2017 water year. MWD predicts water supply will resemble that

of existing drought years, or an estimated 7,377 AFY (Table 3.11-2).[2] However, due to water shortages and decreases in supply reservoir levels, water demand in MWD must be met using supplemental water purchases and Cachuma Project allocation carryover from previous water years.

Table 3.11-2. Projected 2015/2016 FY Drought Year Water Supply

Water Source	Historic Supply (AFY)	Projected Supply (AFY)
Cachuma Project[1]	2,906	3,696
Jameson Lake	1,569	375
Doulton Tunnel	375	80
Montecito Groundwater Basin	250	425
State Water	2,280	507
Supplemental Water Purchases	-	2,294
Estimated Water Supply	**7,380**	**7,377**

[1]Assumes available Cachuma Project water supply delivery of 0 AFY from its annual allocation plus 3,696 AF of carryover from the 2014/2015 water year.
Source: MWD 2015.

During the ongoing drought emergency, the MWD has succeeded in purchasing surplus water to augment existing supplies. Currently, the MWD is actively considering potential options for acquiring desalinated water and reclaimed water to supplement existing Montecito water supply. The District is engaged in negotiations with the City of Santa Barbara for purchase of desalinated water from the City's renovated desalination plant, with a tentative target completion date for a water sales agreement of October 2016, coinciding with the completion of the desalination plant (MWD 2016). Should the District and the City of Santa Barbara reach an agreement for the acquisition of desalinated water, an updated water supply management and reliability study would be prepared by the MWD that will identify the role of desalination water as a new addition to the District's water supply, as well as provide a new water supply management plan. ~~In addition, the MWD is actively considering supplemental sources including continued water purchases and potential use of desalinization and reclaimed water.~~

3.11.1.4 Project Site Groundwater Conditions

One boring conducted for geotechnical investigation in November 2010 discovered groundwater at 53 feet below ground surface (bgs) (Campbell Geo 2011). Other borings on the site found groundwater at greater depths or none at all.

[2] It should be noted that water demand from MWD customers has been reduced to an estimated 3,620 AFY due to aggressive conservation measures.

3.11.1.5 Project Site Surface Water Conditions

Drainage within the project site consists of sheet flow to the south and west into an unnamed intermittent drainage between 4 and 8 feet wide and 2 and 4 feet deep to the west of the site and a drainage channel that runs within the Caltrans right-of-way along the north side of East Valley Road. Drainage beneath East Valley Road is accommodated by a culvert of approximately 36 inches. The intermittent drainage and its banks are generally clear of understory vegetation; overstory vegetation consists of coast live oaks. This drainage flows only during or immediately after rainfall events and does not overtop its banks (Sam Frye, Manager; Rancho San Carlos 2010).

3.11.1.6 Project Site Flood Hazard

The County of Santa Barbara's 100-year Flood Hazard Overlay data indicate that the project site is outside any flood hazard areas. The Flood Insurance Rate Map (FIRM) published by the Federal Emergency Management Administration (FEMA) shows the site to be in "zone x," with less than a 0.2 percent annual chance of flooding (U.S. Department of Homeland Security 2015). The flood plains of Romero Canyon Creek to the west and Picay Creek to the south are far removed from the site.

3.11.1.7 Project Site Water Use

The project site supports over two acres of existing lemon orchards and has been under cultivation for 80 or more years. Although not metered separately, existing water use for irrigation of onsite orchards is estimated at approximately 3 AFY based on an average annual water demand for lemon orchards of 1.5 AFY (County of Santa Barbara ~~2008~~ 2015). The exact mix of water delivered to this site is unknown as Rancho San Carlos water is supplied by a mix of supplies from the MWD, onsite wells, and stream diversions. MWD water use specific to the project site is not available because each meter serves a mix of parcels and annual use of MWD water varies annually based on the amounts available from stream diversions, natural rainfall, and well sources (MWD 2012).

3.11.2 Regulatory Framework

3.11.2.1 Federal Regulations

Federal Clean Water Act (CWA), 33 USC section 1251 et seq. This is the primary law regulating water pollution. In 1972, the Federal Water Pollution Control Act (later referred to as the CWA) was amended to require that the discharge of pollutants into

waters of the U.S. from any point source be effectively prohibited unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In 1987, the CWA was again amended to require that the Environmental Protection Agency (EPA) establish regulations for the permitting of stormwater discharges (as a point source) by municipal and industrial facilities and construction activities under the NPDES permit program. The regulations require that Municipal Separate Storm Sewer System (MS4) discharges to surface waters be regulated by an NPDES permit.

The CWA requires states to adopt water quality standards for water bodies and have those standards approved by EPA. Water quality standards consist of designated beneficial uses for a particular water body (e.g., wildlife habitat, agricultural supply, and fishing), along with water quality criteria necessary to support those uses. Water quality criteria include quantitative set concentrations, levels, or loading rates of constituents—such as pesticides, nutrients, salts, suspended sediment, and fecal coliform bacteria—or narrative statements that represent the quality of water that support a particular use. Relevant sections include:

- Section 1329, requiring that states develop programs to identify and control non-point sources of pollution, including runoff. (California has developed and implemented these programs through the State Water Resources Board and related Regional Boards, discussed below).
- Section 1313, requiring states to establish and enforce water quality standards to protect and enhance beneficial uses of water for such purposes as recreation and fisheries.
- Section 1314, requiring the Secretary of the USEPA to develop and publish water quality criteria that reflect the latest scientific knowledge regarding the effects of pollutants in any body of water.
- Section 1313(a), requiring that federal agencies observe state and local water quality regulations.
- Section 1362, requiring the Secretary of the USEPA to promulgate regulations for National Pollutant Discharge Elimination System (NPDES) permit applications for storm water discharges. (These regulations have been promulgated at 40 CFR § 122 *et seq*.)

Flood Insurance Rate Maps (FIRMs): FEMA divides flood areas into three zones: Zone A for areas of 100-year flood, base flood elevations not determined; Zone B for areas of 500-year flood; and Zone C for areas of minimal flooding. The National Flood Insurance Program 100-year floodplain is considered to be the base flood condition. This is defined as a flood event of a magnitude that would be equaled or exceeded an average of once

during a 100-year period. Floodways are defined as stream channels plus adjacent floodplains that must be kept free of encroachment as much as possible so that 100-year floods can be carried without substantial increases (no more than one foot) in flood elevations. Development in these floodplain areas are subject to the standard conditions of approval of the Santa Barbara County Flood Control and Water Conservation District, and the requirements and development standards set forth in the County Flood Plain Management Ordinance (Chapter 15-A of the County Code) and the Development Along Water Courses Ordinance (Chapter 15-B of the County Code).

3.11.2.2 State Regulations

California Governor's Drought Declarations: California Governor Jerry Brown on January 17, 2014 proclaimed a State of Emergency and directed state officials to take all necessary actions to make water immediately available. On April 25, 2014, the Governor issued an executive order to speed up actions necessary to reduce harmful effects of the drought, and he called on all Californians to redouble their efforts to conserve water. On December 22, 2014 Governor Brown issued Executive Order B-28-14 extending directives to the Department of Water Resources and the Water Board to take actions necessary to make water immediately available through May 31, 2016 and to extend California Environmental Quality Act (CEQA) suspensions for certain water supply projects. On April 1, 2015, the governor issued Executive Order B-29-15. Key provisions include ordering the State Water Resources Control Board (SWRCB) to impose restrictions to achieve a 25 percent reduction in potable urban water usage through February 28, 2016. On May 9, 2016, the governor issued Executive Order B-37-16, establishing longer-term water conservation measures through the end of January 2017, which include monthly water use reporting, strengthened urban drought contingency plans, elimination of wasteful water use practices, and mandated adjustments to emergency water conservation regulations and restrictions during extended drought conditions. These extended water conservation measures recognize differing water supply conditions for many communities, and require that communities develop water efficiency measures and conservations plans specific to the conditions of their respective sources of water supply.

The SWRCB adopted new emergency conservation regulations on May 18, 2016, that repeal and replace prior drought regulations that used a percentage-based water reduction standard. The new regulations, effective from June 2016 through January 2017, require local agencies to ensure a three-year water supply assuming a continuous shortage such as that experienced 2012 through 2015. Water agencies will be required to meet a

conservation standard equal to the projected shortage in their supplies and report to the SWRCB. The Governor's drought declaration also calls upon local urban water suppliers and municipalities to implement their local water shortage contingency plans immediately in order to avoid or forestall outright restrictions that could become necessary later in the drought season.

Regional Water Quality Control Board (RWQCB) Basin Plan: The Central Coast (Region 3) RWQCB has jurisdiction over coastal drainage within Santa Barbara County, including groundwater resources of the South Coast Hydrologic Unit. In accordance with the California Water Code, the RWQCB developed a Water Quality Control Plan (1994) (Basin Plan) designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Water quality objectives for the Central Coastal Basin satisfy state and federal requirements established to protect waters for beneficial uses and are consistent with existing statewide plans and policies. The Basin Plan undergoes periodic updates, including a 2008 revision strengthening criteria for onsite wastewater treatment (Resolution No. R3-2008-0005).

There are no hydrologic features within the project site. Of those in the project vicinity, only Romero Creek is identified in the RWQCB's Basin Plan as having specific beneficial uses. It is assigned the following default designations:

- *Municipal and Domestic Water Supply*
- *Groundwater Recharge*
- *Water Contact Recreation*
- *Non-Water Contact Recreation*
- *Wildlife Habitat*
- *Warm Freshwater Habitat*
- *Estuarine Habitat*
- *Freshwater Replenishment*
- *Commercial and Sport Fishing*

In addition to standards set for the designations above, the Basin Plan states:

> *"Wherever the existing quality of water is better than the quality of water established herein as objectives, such existing quality shall be maintained unless otherwise provided by the provisions of the State Water Resources Control Board Resolution No. 68-16, 'Statement of Policy with Respect to Maintaining High Quality of Waters in California,' including any revisions thereto."*

The State of California Water Resources Control Board (SWRCB): The SWRCB has adopted a statewide construction general permit that applies to storm water and non-storm water discharges from construction activities. This general permit, which is

implemented and enforced in the Santa Barbara area by the Central Coast RWQCB, requires all owners of land where construction activity occurs to:

- eliminate or reduce non-storm water discharges to storm water systems and other waters of the U.S.,
- develop and implement a Storm Water Pollution Prevention Plan emphasizing storm water Best Management Practices (BMPs), and
- Perform inspections of storm water pollution prevention measures to assess their effectiveness.

In addition, SWRCB regulations mandate a "non-degradation policy" for state waters, especially those of high quality.

Porter-Cologne Water Quality Control Act, California Water Code § 13000 et seq.: This act mandates that waters of the state shall be protected and that activities that may affect waters of the state shall be regulated to attain the highest quality.

Water Quality Control Plan, Central Coast Basin Plan: The Central Coast RWQCB has adopted a Water Quality Control Plan (Basin Plan) for its region of responsibility, which includes the County of Santa Barbara. The RWQCB has delineated water resource area boundaries based on hydrological features. For purposes of achieving and maintaining water quality protection, specific beneficial uses have been identified for each of the hydrologic areas described in the Basin Plan. The Basin Plan also establishes implementation programs to achieve water quality objectives to protect beneficial uses and requires monitoring to evaluate the effectiveness of the programs. These objectives must comply with the state anti-degradation policy (SWRCB Resolution No. 68-16), which is designed to maintain high-quality waters while allowing some flexibility if beneficial uses are not unreasonably affected.

Beneficial uses of water are defined in the Basin Plan as those necessary for the survival or wellbeing of humans, plants, and wildlife. Examples of beneficial uses include drinking water supplies, swimming, industrial and agricultural water supply, and the support of freshwater and marine habitats and their organisms.

The Basin Plan has established narrative and numeric water quality objectives that, in the Regional Board's judgment, are necessary for the reasonable protection of beneficial uses and for the prevention of nuisances. If water quality objectives are exceeded, the RWQCB can use its regulatory authority to require municipalities to reduce pollutant loads to the affected receiving waters. The RWQCB utilizes water quality criteria in the

form of "scientific information developed by the EPA regarding the effect a constituent concentration has on human health, aquatic life, or other uses of water" to develop its water quality objectives.

State General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit): On September 2, 2009, SWRCB adopted the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit; Order 2009-0009-DWQ; NPDES No. CAS000002). In accordance with NPDES regulations, the State of California requires that any construction activity disturbing one acre or more of soil comply with the Construction General Permit. To obtain authorization for proposed stormwater discharges pursuant to this permit, the landowner (discharger) is required to submit a Permit Registration Documents, including a Notice of Intent (NOI), risk assessment, site map, SWPPP, annual fee, and signed certification statement to SWRCB. Dischargers are required to implement BMPs meeting the technological standards of Best Available Technology Economically Achievable (BAT) and Best Conventional Pollutant Control Technology (BCT) to reduce or eliminate stormwater pollution. BMPs include programs, technologies, processes, practices, and devices that control, prevent, remove, or reduce pollution. Permittees must also maintain BMPs and conduct inspection and sampling programs as required by the permit. Dischargers are also required to comply with monitoring and reporting requirements to ensure that discharges comply with the numeric action levels and numeric effluent limitations specified in the permit.

Certain discharges of non-stormwater, such as irrigation and pipe flushing/testing, are permitted as long as the discharger implements BMPs and complies with the monitoring, sampling, and reporting requirements and as long as the discharge does not cause or contribute to a violation of any water quality standard, violate any provision of the Construction General Permit, violate provisions of the Basin Plan, contain toxic constituents in toxic amounts, or violate numeric action levels and numeric effluent limitations.

Sustainable Groundwater Management Act (SGMA): The SGMA is a statewide policy that empowers local agencies to adopt groundwater management plans that relate to the needs and resources of their communities. It is the intent of the SGMA to:

- Provide for the sustainable management of groundwater basins;
- Enhance local management of groundwater consistent with rights to use or store groundwater and Section 2 of Article X of the California Constitution. It is the

intent of the Legislature to preserve the security of water rights in the state to the greatest extent possible consistent with the sustainable management of groundwater;

- Establish minimum standards for sustainable groundwater management;
- Provide local groundwater agencies with the authority and the technical and financial assistance necessary to sustainably manage groundwater;
- Avoid or minimize subsidence;
- Improve data collection and understanding about groundwater;
- Increase groundwater storage and remove impediments to recharge;
- Manage groundwater basins through the actions of local governmental agencies to the greatest extent feasible, while minimizing state intervention to only when necessary to ensure that local agencies manage groundwater in a sustainable manner; and
- Provide a more efficient and cost-effective groundwater adjudication process that protects water rights, ensures due process, prevents unnecessary delay, and furthers the objectives of this part.

3.11.2.3 Local Regulations

Santa Barbara County Comprehensive Plan: The County Comprehensive Plan's overarching policy regarding protection of water quality applies to both construction and post-construction and states that degradation of groundwater quality basins, nearby streams, or wetlands shall not result from site development.

County of Santa Barbara Storm Water Management Program: The County of Santa Barbara's Integrated Regional Water Management Program's (IRWM's) intent is to promote and practice integrated regional water management strategies to ensure sustainable water uses, reliable water supplies, better water quality, environmental stewardship, efficient urban development, and protection of agricultural and watershed awareness.

Montecito Community Plan (MCP): The MCP contains goals and policies to address community flooding and drainage issues, including:

- *Policy FD-M-2.1*: Development shall be designed to minimize the threat of on-site and downstream flood potential and to allow recharge of the groundwater basin to the maximum extent feasible.
- *Policy FD-M-4.5:* The County shall strive to ensure through public and private projects that adequate drainage is provided to minimize existing community-wide flooding and drainage problems.

The MCP also contains goals and policies to address water supply issues, including:

- *Policy WAT-M-1.1:* When planning for future water supply, the County shall encourage reasonable, practical, reliable, efficient, and environmentally sound water policies.
- *Development Standard WAT-M-1.2.1*: Landscape plans, where required for development, shall include drip irrigation systems and/ or other water saving irrigation systems.
- *Policy WAT-M-1.5:* When supplemental alternative water sources become available, a buffer of 10 percent between supply and demand should be maintained in reserve for periods of drought condition.

Montecito Water District Emergency Limitation on Water Distribution to Land Within the District (Ordinance No. 89): For lands within the jurisdictional boundaries of the Montecito Water District, Ordinance No. 89 establishes that all subdivision projects or any project resulting in a change of land use that requires permitting from the County of Santa Barbara or City of Santa Barbara must obtain a Certificate of Water Service Availability (CWSA) from the District. The District General Manager issues a Certificate of Water Service Availability if he finds that service can be made available to the property, that the project requiring the Certificate includes the installation of state-of-the-art water-saving technologies, and that estimated water usage for the project is within a reasonable range of the Maximum Available Quantity as determined under the Ordinance. Every property subject to this Ordinance measuring one acre or more shall receive a maximum of one acre-foot of water per year, or a base allotment of average amount of water actually delivered to the property per year and per month during the three-year fiscal period 2003/04 - 2005/06, whichever is greater. If it is determined that the Base Allotment does not accurately reflect the typical existing water usage associated with a parcel, a proxy Base Allotment greater than the Base Allotment can be granted. When a Certificate of Water Service Availability is required because land is proposed for subdivision, the Maximum Available Quantity shall be either the Base Allotment for the entire property divided proportionally among the new parcels or, for each new parcel, one acre foot per year or pro rata portion thereof, as applicable.

Montecito Water District Mandatory Water Use Restrictions (Ordinance No. 92): This ordinance suspends processing of all applications for new water service and increases in size of existing meters for all properties in all customer classifications unless the service has been certified under a valid CWSA issued under the District's CWSA program ~~Can and Will Serve Letter~~. It also limits landscape irrigation timing, prohibits draining and

refilling of pools, imposes restrictions on car washing and washing of hard surfaces (e.g., driveways), limits serving of water at restaurants and hotel laundry services and requires immediate repair of leaks.

Montecito Water District Mandatory Water Allocations Limiting Water Supply to Each Property (Ordinance No. ~~93~~ 94): This ordinance limits water supply deliveries to residential, commercial, agricultural and institutional uses. This ordinance limits deliveries to institutional uses based on a percentage of historic demand. Under Section 3.3, if the property does not have three years of use history, or the use changes materially, the District will determine the Base Allotment by taking into account other relevant factors such as established historical use. Fines may be imposed for excessive water use and flow restrictors may be placed on accounts which continue to exceed allocations.

County Grading, Erosion, and Sediment Control Ordinance (Ordinance No. 4477): The County Grading Ordinance, Chapter 14 of County Code, provides minimum standards and procedures necessary to protect and preserve life, limb, health, property and public welfare. This chapter also addresses the County's compliance with NPDES Phase II storm water regulations for construction activities. The code requires that a non-discretionary Grading Permit be obtained for projects that disturb 50 cubic yards (cy) or more of material. An Erosion and Sediment Control Plan must be submitted and approved as part of the permit conditions.

County Storm Water Management Program: As required under the federal NPDES Phase II regulations, the SWRCB adopted a general permit for the discharge of storm water for new development from small municipal separate storm sewer systems (MS4s, WQ Order No. 2003-005-DWQ) to provide permit coverage for smaller municipalities, including the County of Santa Barbara. The General Permit requires the County to develop and implement a Storm Water Management Program (SWMP). The County's SWMP is composed of six elements, or minimum control measures, that are expected to reduce pollutants discharged into receiving water bodies when implemented together. These elements are:

- Public Education and Outreach
- Public Participation/Involvement
- Illicit Discharge Detection and Elimination
- Construction Site Runoff
- Post-construction Runoff Control
- Pollution Prevention/ Good Housekeeping

The County has developed BMPs for both construction site runoff and post-construction runoff control that are applicable to new development projects. However, additional BMPs may be necessary to meet the RWQCB requirements on any specific project.

Groundwater Basin Management Plan for the Montecito Water District: Pursuant to Assembly Bill (AB) 3030, the MWD initiated the development of a comprehensive groundwater management plan for the groundwater contained within the Montecito and partial Toro Canyon communities. Adopted in 1998, this plan describes Montecito groundwater basin characteristics and establishes a local groundwater management plan, designed to:

- Preserve and promote local control of groundwater management;
- Encourage cooperation among all groundwater basin users; and
- Develop information and tools for effective groundwater basin management.

In conjunction with the Groundwater Management Program, this plan will ensure that groundwater aquifers within the jurisdiction of the MWD will continue to supply the community with a safe and reliable source of water.

3.11.3 Environmental Impacts

3.11.3.1 Thresholds of Significance

Thresholds of significance for impacts to water resources, supply, and service are taken from the *Santa Barbara County Environmental Thresholds and Guidelines Manual*:

For the proposed project, a significant impact to water resources is presumed to occur if a project:

- Is located within an urbanized area of the county and the project construction or redevelopment individually or as a part of a larger common plan of development or sale would disturb one (1) or more acres of land;
- Increases the amount of impervious surfaces on a site by 25% or more;
- Results in channelization or relocation of a natural drainage channel;
- Results in removal or reduction of riparian vegetation or other vegetation (excluding non-native vegetation removed for restoration projects) from the buffer zone of any streams, creeks or wetlands;
- Discharges pollutants that exceed the water quality standards set forth in the applicable NPDES permit, the Regional Water Quality Control Board's

(RWQCB) Basin Plan or otherwise impairs the beneficial uses[3] of a receiving water body;

- Results in a discharge of pollutants into an "impaired" water body that has been designated as such by the SWRCB or the RWQCB under Section 303(d) [codified at 33 USC § 1313] of the Federal Water Pollution Prevention and Control Act (i.e., Clean Water Act); or
- Results in a discharge of pollutants of concern to a receiving water body, as identified by the RWQCB.

An impact to water services or supply would occur if the project would:

- Exceed established threshold values which have been set for each overdrafted groundwater basin;
- Substantially reduce the amount of water otherwise available for public water supplies;
- Result in a net increase in pumpage from a well would that would substantially affect production or quality from a nearby well.

Additional thresholds of significance for water resources are taken from the CEQA Guidelines Appendix G, and they identify significant impacts if the proposed project would:

- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam;
- Expose people or structures to a significant risk of tsunami, seiche or mudflow.

Thresholds from the CEQA Guidelines Appendix G also identify significant impacts to water supply or service if the proposed project would:

- Have insufficient water supplies available to serve the project from existing entitlements and resources, requiring new or expanded entitlements.

[3] Refer to Section 3.11.2.2 for beneficial uses designated for Romero Creek.

3.11.3.2 Impact Assessment Methodology

The impact assessment methodology used in this analysis consisted of evaluating three types of impacts: 1) degradation of surface water or groundwater quality resulting from construction of the proposed project (e.g., construction materials or urban pollutants, such as oil, grease, and heavy metals) and long-term impacts due to the development (e.g., hydromodification and watershed health); 2) potential impacts to the proposed project resulting from exposure to an existing flood hazard; and 3) potential impacts to potable water supply due to project construction or operational demand. The analysis included review of published data sources and consultation with regulatory personnel familiar with site conditions.

3.11.3.3 Mitigation Measures Contained in the Proposed Project

The applicant has proposed a series of mitigation measures to reduce potential adverse construction and operational effects of the project, which have been incorporated into the project design and future operations as follows:

- A 50-foot habitat restoration buffer from the top of the bank of the drainage along the western side of the site. Restoration would include planting of native oaks and riparian species, and would adhere to a detailed Habitat Restoration Plan to be approved by the County.
- During construction, washing of concrete, paint, or equipment would be confined to areas where polluted water and materials can be contained for subsequent removal from the site. Washing would not be allowed near sensitive biological resources. A designated area for washing functions would be identified.
- Inclusion of water quality protection measures would be incorporated into site design, including use of porous paving in parking areas to minimize runoff and increase infiltration, and treatment of runoff in graded vegetated swales prior to offsite discharge.
- The maintenance bay drainage system would be designed and maintained to capture all wastewater, leaks, and spills. Drains would be tied to a sand and oil separator prior to discharging to the sanitary sewer.
- The vehicle/equipment wash area would be self-contained and designed with a ‘rain switch’ valve system, allowing storm water to regularly collect/discharge to the storm drain, but would switch over to the sanitary sewer during vehicle/equipment washing activities.

3.11.3.4 Project Impacts and Mitigation Measures

Impact

WAT-1 **The proposed project would result in adverse, but less than significant, short-term impacts to surface water quality due to potential erosion, runoff, and sedimentation during construction activities (Class III).**

The proposed project would involve excavation and grading of an estimated 8,000 cy of cut and 600 cy of fill in order to provide level building pads and internal circulation. Up to 7,400 cy of cut would be exported via haul trucks to a site determined to be acceptable at the time of construction. This grading could temporarily create an increase in soil erosion and sediment transport into surrounding surface water bodies due to runoff waters moving over exposed areas and entering the drainages to the west and south of the site. Such soil erosion could result in the creation of onsite rills and gully systems, clog existing drainage channels, degrade offsite surface water quality, and damage downstream aquatic habitats. Soil movement would occur in exposed graded or excavated areas as well as unprotected drainage culverts or basins. This surface runoff may also contain eroded construction material and oil, grease, or spilled fuel from construction equipment that could potentially degrade surface water quality. To reduce surface water and groundwater quality impacts during construction activities, all pertinent regulatory requirements would be adhered to and required erosion control and sediment management practices would be put into effect at the project site. Such potential impacts would be reduced to an adverse, but less than significant level through imposition of erosion and sedimentation control BMPs such as avoiding grading during rainy season, installation of sediment basins, use of straw bales or bundles, and other measures that would be included in a Storm Water Pollution Prevention Plan (SWPPP) required by the RWQCB and enforced as part of the County's Grading Permit. Potential for erosion and sedimentation at the receiver site for exported soils would be reduced to an acceptable level because the site could not receive the soils without having all required permissions and associated BMPs in place prior to export of soil. In addition to the sediment control measures included in Section 3.7, *Geologic Processes*, these practices would include site-specific measures to reduce the occurrence of soil movement during precipitation events and to minimize sediment and polluted runoff from entering nearby tributaries and water bodies, per the SWRCB NPDES General Permit. Therefore, due to the short-term nature of construction and implementation of required standard water quality measures (see *MM WAT-1* below), impacts during construction would be considered *adverse, but less than significant* (Class III).

Standard Regulatory Conditions

The proposed project would adhere to the following standard regulatory requirements as part of the permit approval process, which would ensure that impacts would be less than significant.

MM WAT-1 *Prior to issuance of any construction/grading permit and/or the commencement of any clearing, grading, or excavation, a Notice of Intent (NOI) shall be submitted to the State Water Resources Control Board Storm Water Permit Unit. Compliance with the General Permit includes the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which is required to identify potential pollutant sources that may affect the quality of discharges to storm water, and includes design and placement of Best Management Practices (BMPs) to effectively prohibit the entry of pollutants from the project site into area water bodies during construction. This measure represents a standard County condition of approval for a project and shall be required by the County as part of permit approval process.*

Plan Requirements and Timing. Prior to construction, the applicant shall submit a NOI to the State Water Resources Control Board. The applicant would be required to provide a copy of the RWQCB's NOI acceptance letter and the required SWPPP to the County for review and approval. BMPs described in the SWPPP would be required to be shown on plans prior to issuance of the Development Permit.

The applicant shall notify the County prior to commencement of grading. Erosion and sediment control measures would be required to be maintained for the duration of the grading period and development of the project until graded areas have been permanently stabilized by structures, long-term erosion control measures or landscaping. The County would conduct periodic "tailgate" meetings about site maintenance and water quality issues.

Monitoring. The County and other agencies, as appropriate, shall inspect the site during construction, particularly during the rainy season (between November 1 and April 15), for compliance with the SWPPP. Grading inspectors would monitor technical aspects of grading activities, and ensure enforcement of County requirements consistent with the Grading Ordinance. County staff shall inspect the site for all requirements prior to final inspection. Upon strict adherence to requirements set forth in the

RWQCB-approved SWPPP, including site monitoring routines, additional downstream water quality sampling and testing would not be necessary.

Impact

WAT-2 The proposed project would result in adverse, but less than significant long-term impacts to surface water quality due to polluted runoff during long-term operational activities (Class III).

Operation of the proposed station would involve the use of fuel and oil/grease that would result from onsite vehicle and equipment maintenance and washing of emergency vehicles, and fertilizers, pesticides, and "household" cleaners and chemicals associated with overall landscape and building maintenance. However, the proposed fire station would be subject to federal, state, and local regulations pertaining to storage and use of any hazardous materials/waste, including obtaining appropriate permits, training, and agency inspections. These regulations would require implementation of standard good housekeeping measures, BMPs, and site maintenance and security precautions. In addition, compliance with standard NPDES Permit requirements would include development of a Storm Water Pollution Prevention Plan (SWPPP), implementation of BMPs, and discharge monitoring (see *MM WAT-2* below). Further, the proposed project has been designed to include water quality engineering controls, such as a vehicle/equipment wash area 'rain switch' valve system to allow discharge switch over from the storm drain to the sanitary sewer during vehicle/equipment washing activities, a maintenance bay drainage system tied to a sand and oil separator prior to discharging to the sanitary sewer, and vegetated swales that would allow for uptake of storm water runoff along with the uptake of potential surface water pollutants. The southerly vegetated swale is designed to be 105 feet long at no great than two percent slope, which would meet County *Standard Conditions for Project Plan Approval- Water Quality BMPs*. An approximately 130-foot long vegetated swale in the western portion of the site would also channel and filter flows towards the detention basin. The detention basin outlet structure would include a fossil filter to further clarify water runoff in compliance with County standards. Therefore, potential long-term water quality impacts would be considered *less than significant* (Class III).

Standard Regulatory Conditions

The proposed project would adhere to the following standard regulatory requirements as part of the permit approval process, which would ensure that impacts would be less than significant.

MM WAT-2 *The applicant would be required to apply for and be consistent with all National Pollution Discharge Elimination System (NPDES) permits that apply, which could include Construction and Municipal General Permits. These permits would be consistent with all requirements of the federal Clean Water Act.*

Plan Requirements and Timing. Prior to construction, the applicant would be required to submit a NOI to the State Water Resources Control Board. The applicant would be required to provide a copy of the RWQCB's NOI acceptance letter and the required SWPPP to the County for review and approval.

Monitoring. Upon strict adherence to requirements set forth in the RWQCB-approved SWPPP, including site monitoring routines, additional downstream water quality sampling and testing would not be necessary.

Impact

WAT-3 The proposed project would result in potentially significant (but mitigable) long-term increases in runoff to site drainages and watersheds due to increase in impervious surfaces, including buildings, aprons, and driveways (Class II).

The project site currently has limited or no impervious surfaces, with the exception of very small areas of degraded asphalt along an orchard access road. Project construction would result in installation of approximately 1.07 acres of impervious surfaces on the project site, including driveways, parking areas, patios, and the roofs of proposed structures, thereby increasing runoff volumes and rates. These impervious surfaces would result in incrementally diminished watershed infiltration. Incremental increases in peak flows to adjacent drainages could also cause increased erosion within the channels, and flows to the roadside drainage ditch along East Valley Road could contribute to exceedance of capacity. Because the circulation pavements within the fire station must withstand heavy fire engines, water trucks, and other heavy equipment on a regular basis, permeable paving is not feasible for much of the site. However, consistent with Santa Barbara County's Low Impact Development (LID) policy, the project would incorporate 0.07 acres of permeable paving surfaces in parking areas and would direct most of the site's runoff to vegetated swales and a detention basin located in the southwest portion of the project site. Analysis of the proposed storm water detention basin and swale show no peak runoff increase for the post-development condition from the pre-development condition for all storm events (2, 5, 10, 25, 50, and 100 years) (Appendix L). With

incorporation of mitigation measure *MM WAT-3* requiring site drainage to include a detention basin to reduce peak flows, along with design review of the drainage plan by County Planning and Development (P&D) and Flood Control, impacts to increased runoff would be reduced to *Class II, significant but feasibly mitigated.*

Mitigation Measures

MM WAT-3 *The onsite detention basin shall be designed such that the post-developed peak discharge rate to offsite drainages shall not exceed the pre-developed peak discharge rate for the 2-year through 100-year storm events.*

Plan Requirements and Timing. Drainage plan shall be submitted to County P&D and Flood Control for review and approval prior to approval of Conditional Use Permit.

Monitoring. County P&D shall site inspect during grading.

Impact

WAT-4 **The proposed project would result in a reduction of long-term water demand for this 2.55-acre site, potentially reducing demand for regional and groundwater water supplies as a result of replacing water-intensive agricultural use with low water uses including a fire station and drought-tolerant landscaping; therefore, impacts to water supply would be less than significant (Class III).**

Construction and operation of the project would result in short term use of MWD water supply. The community is currently in a drought emergency of unknown duration, with the potential for construction of Station 3 to overlap with drought conditions if such conditions continue.

Construction

Construction water use would be limited by task and time and would not represent a long-term increase in demand on available water supplies. Based on standard construction practices, it is estimated that an average of two 4,000 gallon truckloads of water would be needed per day during grading operations, with demand higher during limited periods during soil compaction and lower during soil excavation and export. Only limited quantities of water are required for concrete work. Assuming 65 working days over three months of site preparation activities, construction water demand would total 1.6 to 2.0 AF, including worker consumption, vehicle cleaning, etc. This would constitute less than 0.001

percent of the MWD available water supply and would not be an ongoing water use. This is considered an incremental one time short term increase in demand that would also fall well within long term historic water use on the Project site.

Operation

As discussed above, Montecito faces challenges in the provision of water supplies adequate to meet long-term demand, with water demand in the community exceeding reliable supplies in 2007 by an estimated 600 AFY (MWD 2008). However, because of the current comparatively high water use onsite (approximately 3.00 AFY), the proposed project is expected to reduce long-term water use onsite (see Table 3.11-3). As discussed above, because the site may receive water from the MWD as well as from a mix of wells and stream diversions, the lower demand of the proposed project could incrementally reduce demand for supplies from some or all of these sources.

Based on water use factors in the *Environmental Thresholds and Guidelines Manual* (~~Santa Barbara County 2015~~ County of Santa Barbara 2015), total water use for the project would be 1.39 AFY (Table 3.11-1). Water usage associated with the Project would be mainly attributed to landscaping and employee domestic use. As discussed in Section 2.4.6, *Landscaping, Habitat Restoration and Walls,* installation of drought-tolerant landscaping would result in incremental short-term water demand needs for the project during a vegetation establishment period. However, once established, California native plants would require little to no irrigation, and the installation of drought-tolerant landscaping would not significantly affect the conservative long-term water demand estimates presented in Table 3.11-3 below.

As accurate estimates of MWD water use within the property are not available, the estimated 3 AFY of historic water demand is used as the water baseline for the purpose of determining the Base Allotment and application of MWD Ordinance No. 94. MWD Ordinance No. 94, Section 4.2, permits the MFPD an annual allocation of 70 percent of historic water use of the site, plus an additional 26 percent of that allocation; based on the historic water consumption of 3.0 AFY for the property, this would be approximately 2.6 AFY. This Base Allotment is substantially higher than the projected water demand of 1.39 AFY for the proposed Station 3, and the project is only expected to use 53 percent of its Base Allotment. Although the site has been served by a variety of water sources including the MWD, a worst case analysis for impacts to MWD supply would be to assume that no historic water use (3.0 AFY) on the site was provided by the MWD. Therefore, the project would increase the MWD's water demand by up to 1.39 AFY.

Table 3.11-3. Proposed Project Water Demand

	Demand Source	Demand Factor	Multiplier	Potable Water Demand (AFY)
Project Use	Structures – Firefighters[1]	0.0737 AFY/ person	4	0.29
	Structures – Admin.[2]	0.10 AFY/ 1,000 square feet (sf)	1,222 sf	0.12
	Landscaping[3]	1 AFY/ acre	0.43 acres	0.43
	Topping off of Trucks[4]	150 gallons/ fill	52 fills per year	0.024
	Hose Training[5]	8,000 gallons/ year	N/A	0.025
	Miscellaneous[6]	N/A	N/A	0.50
Total Project Use				**1.39**
Historic Use	Lemon Orchards	1.5 AFY/acre	2.0 acres[7]	3.00
Net Water Consumption for Project				**-1.61**

[1] Uses residential factors from Table 8a of County Groundwater Thresholds Manual, assumes 4 persons living at station.
[2] Uses factors for "General Office" from the Santa Barbara area in Table 8a of County Groundwater Thresholds Manual.
[3] Assumes landscaping would be entirely composed of drought-tolerant plants and trees.
[4] Assumes trucks would be partially filled on site only once per week, at other times would be filled from hydrants off-site. This is consistent with activities at the other MFPD stations.
[5] Assumes hose training between January and June each year, consistent with training at other MFPD stations. Annual water usage for hose training estimated by MFPD.
[6] Estimate; includes washing of equipment and other incidental use.
[7] Area estimated from measurement of geo-referenced aerial photograph.

As described above, the MWD projects a long-term water supply of 6,280 AFY, the increase of 1.39 AFY of demand is considered incremental at less than 0.001 percent of the MWD water supply and well below long term historic use on the site.

Because the existing water consumption for the estimated 2.0+ acres of lemon orchard (3.00 AFY) would be discontinued, the net water consumption for the project would be negative; i.e., less water would be consumed under the proposed project than under existing conditions. However, because it is unknown which source of water the site relies upon, the potential for incremental increases in demand from the MWD during a critical drought would be considered an adverse, but not significant impact due to either decreased water demand or a minor increase in demand from the MWD. Therefore, the proposed project would have an *adverse, but less than significant impact* on water supplies in the region (Class III).

3.11.3.5 Cumulative Impacts

The cumulative hydrology and water quality setting includes existing, pending, and reasonably foreseeable future land uses within: 1) the watersheds identified for the proposed project area; and 2) the South Coast Hydrologic Unit. The South Coast Hydrologic Unit is delimited in the Basin Plan and generally includes the area south of the Santa Ynez Mountains between Carpinteria and Point Arguello. Cumulative hydrology and water quality impacts, similar to direct impacts, result from increased impervious surface runoff, accelerated erosion, and pollutant loading generally associated with urban and agricultural development. Most of the proposed project's contribution to cumulative hydrology and water quality impacts would occur during the construction phase. Similar to the proposed project, all other pending projects would also be subject to site-specific requirements for storm water management during construction and post-construction. Other pending projects would also undergo the same drainage design review by the County. Incorporation of storm water management design features into the landscaping and construction of the other pending projects would reduce impacts to water quality. Mitigation measure *MM WAT-3* and standard conditions of permit approval would reduce the project's incremental contribution to this cumulatively significant impact within the South Coast Hydrologic Unit to less than significant.

In terms of long-term water supply, the project would result in a net decrease from overall existing water use and therefore would not contribute substantially to cumulative water supply impacts associated with pending development projects, even during a critical drought. Depending on the actual mix of water sources used on the site, demand for water from the MWD could potentially increase up to 1.39 AFY, incrementally increasing demand on the District's overburdened water supplies. However, total net water demand from the mix of MWD, groundwater and stream diversions currently used to irrigate the site would decrease, leaving project contributions to cumulative impacts *less than significant* (Class III).

3.11.3.6 Residual Impacts

After the implementation of the identified mitigation measures, impacts would be reduced to *less than significant* (Class III).

3.12 EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA Guidelines state that the EIR shall contain a statement briefly indicating the reasons that various potentially significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR (Section 15128). After standard regulatory conditions are applied, several resource areas were found to be below a level of significance, as identified in the Initial Study (Appendix A). Some of these issues have been reassessed in this EIR, and further analysis resulted in mitigation measures provided as appropriate. Results of the environmental analyses are either presented in Section 3.0, *Environmental Impact Analysis and Mitigation Measures*, or discussed below.

3.12.1 Energy

The Initial Study did not identify any significant impacts to energy resources and none are anticipated. The project consists of three structures totaling approximately 12,560 square feet, which are proposed to be developed to USGBC LEED Silver certification standards, and would therefore incorporate energy efficient design and technologies. Further, in light of the enormous scope of the California electricity grid and natural gas delivery system and the relatively small size of the project, the additional demand represented by this project could be considered incremental but not significant. The project would not require the development or extension of any new sources of energy to serve its energy needs. In summary, the project would have a negligible effect on regional energy needs. No adverse impacts would result.

3.12.2 Hazardous Materials

The Initial Study did not identify any significant impacts associated with hazardous materials and none are anticipated. The project site is currently and has historically been occupied primarily by a lemon orchard and no structures or hazardous material storage occurs on the site. According to a Phase I Environmental Site Assessment completed for the project site (Appendix H), no significant releases of hazardous chemicals or petroleum products on the project site have been observed or reported (MFPD 2010). Further, if visual contamination or chemical odors were detected during construction, work would be stopped immediately and the Santa Barbara County Fire Department, Hazardous Materials Unit would be contacted prior to resumption of work.

The proposed project would involve the use and storage of hazardous materials/waste (i.e., oil, solvent, and hydraulics fluids, diesel fuel, and gasoline) associated with

operations on the project site, as described in Section 2.4.7 of the *Project Description*. However, the proposed fire station would be subject to Federal, State, and local regulations pertaining to hazardous materials/waste including obtaining appropriate permits, training, and agency inspections. In addition, these regulations would require implementation of standard good housekeeping measures, Best Management Practices (BMPs), and site maintenance and security precautions, which would result in no significant impact related to potential impacts of future use, handling, storage, or routine transportation of hazardous materials/waste.

Potential impacts associated with past and current of pesticides and fertilizers at the project site are discussed in Section 3.2, *Agricultural Resources*.

3.12.3 Public Facilities

The Initial Study did not identify any significant impacts to public facilities and none are anticipated. The proposed new fire station would not have a significant impact on existing police protection or health care services, and existing service levels would be sufficient to serve the proposed project. The project could result in an increase of approximately 10 new employees for MFPD. The project would not generate the number of students (approximately 20) that would require an additional classroom. The proposed project would not generate solid waste in excess of County thresholds (196 tons per year, and construction waste would not exceed 350 tons). The project would not cause the need for new or altered sewer system facilities as it is already in the service district, and the District is presumed to have the capacity to serve the minimal needs of the proposed project. However, the Montecito Sanitary District has stated that it may need to upgrade infrastructure to accommodate any additional residential development that might be induced by the expansion of service provided by a fire station in this area (Montecito Sanitary District 2012). As part of the proposed project, the Montecito Water District and Montecito Sanitary District would be contacted to confirm service availability and adequacy. The proposed project would not require construction of new storm water drainage or water quality control facilities or expansion of existing facilities as surface runoff from the site would be accommodated with a vegetated swale and detention basin that would provide infiltration and uptake of excess runoff. Therefore, the proposed project would result in no significant impacts to public facilities.

The potential growth inducing effects in the vicinity of the proposed project are further discussed in Section 5.2, *Growth-Inducing Impacts*.

3.12.4 Recreation

The Initial Study did not identify any significant impacts to recreation and none are anticipated. No established recreational uses are located on or adjacent to the proposed project site. The proposed project would not affect the quality or quantity of existing recreational opportunities, including biking, equestrian, and hiking trails, either in the project vicinity or countywide. As part of the proposed project, a 10-foot wide easement would be offered for dedication along the entire project's site frontage with East Valley Road to reserve land for the Comprehensive Plan-designated Proposed On-Road Trail (Parks, Recreation and Trails Map, PRT-2, Carpinteria-Montecito-Summerland); therefore, there would be no significant impact to recreation.

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