2.0 SUMMARY

2.1 PROPOSED PROJECT

The San Joaquin Apartments project would provide housing for 1,003 undergraduate students and eight residential units for on-site resident directors and UCSB faculty. The site that would be used to develop the proposed apartments is located on the UCSB Storke Campus at the northeast corner of the intersection of El Colegio Road and Storke Road. The San Joaquin Apartments would be located on a site that is presently developed with the Santa Catalina Residence Hall, which was acquired by UCSB in 2003 and was formerly known as Francisco Torres. Santa Catalina provides 1,325 bed spaces for mostly freshman students in two buildings that are 10- and 11-stories in height. In total, 2,328 students would reside on the project site.

The 14.4-acre San Joaquin Apartments site would be developed with three inter-related “precincts.” The “North Village” precinct would be located on the northern portion of the project site and would consist of residential buildings that are generally two- and three-stories in height. The Storke Ranch residential community is located north of and adjacent to the proposed North Village precinct. The “Storke Gateway” precinct would provide residential units in two six-story buildings located on the western portion of the project site. A small convenience store would be located on the first floor of the northern Storke Gateway building. The “Portola Dining Commons” precinct would be located near the southeast corner of the project site adjacent to El Colegio Road. The proposed Dining Commons building would include a first floor dining commons facility; two floors of student residences; and a below grade loading dock on the west side of the building. The proposed residential buildings would generally be located on portions of the site that are currently paved vehicle and bicycle parking areas or mowed turf.

Parking for residents of the Santa Catalina Residence Hall and the San Joaquin Apartments would be provided at two locations: Parking Lot No. 50, which was developed to serve the San Clemente Graduate Student Housing Facility and has been under-utilized since the San Clemente project opened in 2008; and a new parking 1.5-acre lot to be developed adjacent to the project site on the west side of Storke Road on the UCSB West Campus.

2.2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

An Initial Study was prepared to evaluate the potential for the San Joaquin Apartments project to result in significant environmental impacts in accordance with the requirements of the CEQA Guidelines, and is provided in EIR Appendix A. The Initial Study determined that the San Joaquin project would have the potential to result in significant adverse impacts and that additional review of the projects’ environmental effects related to the following issue areas was required.

- Aesthetics
- Air Quality
- Biological Resources
- Geology
- Greenhouse Gas Emissions
• Hydrology and Water Quality
• Land Use and Planning (Plan and Policy Consistency)
• Noise
• Transportation and Traffic

The Initial Study also determined that the San Joaquin Apartments project would have the potential to result in significant adverse impacts to cultural resources, public recreation facilities, and utilities/service systems (water resources). Mitigation measures were identified in the Initial Study to reduce the identified impacts to a less than significant level, and those mitigation measures are also listed on EIR Table 2.2-1 (Impacts and Proposed Mitigation Measures). Therefore, no further analysis of these environmental issues by the EIR was required.

For each significant impact identified by the Initial Study and EIR, the Lead Agency (the Regents of the University of California) must make findings required by Section 15091 of the CEQA Guidelines if the public agency plans on approving or carrying out a project for which an EIR has been prepared. Based on substantial evidence, the Lead agency must determine that either:

1. The project has been changed to avoid or substantially reduce the magnitude of the identified impacts;
2. Changes to the project are within another agency’s jurisdiction and such changes have or should be adopted; or,
3. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

**Significant and Unavoidable Impacts**

All of the significant environmental impacts that may result from the implementation of the San Joaquin Apartments project would be reduced to a less than significant level with the implementation of mitigation measures identified by this EIR.

Mitigation measures proposed by this EIR that would reduce the significant project-specific and cumulative traffic impacts of the San Joaquin Apartments project to a less than significant level include requirements to make improvements to off-campus roadways and intersections. However, UCSB does not have jurisdiction to implement the identified improvements. Additional information regarding the project’s traffic impacts and proposed mitigation is provided below.

The San Joaquin Apartments project would result in a project-specific traffic impact to the 2-lane segment of Los Carneros Road between Hollister Avenue and Mesa Road. The northern portion of Los Carneros Road within the City of Goleta is currently being widened to four lanes. However, a portion of the roadway just north of Mesa Road will continue to be two lanes. Proposed mitigation measure TRF-1a indicates that the Goleta Transportation
San Joaquin Apartments and Precinct Improvements Project EIR

Summary

Improvement Plan (GTIP) identifies improvements for Los Carneros Road between Hollister Avenue to Mesa Road. Proposed mitigation measure TRF-1b indicates that UCSB shall continue to participate in the “fair-share” funding of GTIP improvements through the payment of traffic fees to the City of Goleta and Santa Barbara County as required by the 2010 Mitigation Implementation and Settlement Agreement. Implementation of the road improvements identified by proposed mitigation measure TRF-1a would reduce the identified project-specific traffic impact to a less than significant level. However, UCSB does not have jurisdiction to implement improvements to the affected roadway segment, but has and will continue to pay “fair-share” funding for those improvements. If the identified road improvements are not provided prior to project occupancy, a significant project-specific traffic impact would result and would continue until such time that the identified roadway improvements are implemented.

The San Joaquin Apartments project would contribute to cumulative roadway and intersection impacts that were previously identified by the 2010 LRDP EIR. The project’s contribution to cumulative traffic impacts would occur at: Los Carneros Road between Mesa Road and the 2-lane section just north of Mesa Road; the Los Carneros Road and Hollister Avenue intersection; and the Los Carneros Road & Mesa Road intersection. Improvements for these locations are contained in the GTIP and would reduce the project’s cumulative impacts, as well as the impacts identified in the 2010 LRDP, to a less than significant level.

The San Joaquin Apartments project would also contribute to a cumulative intersection impact at the Storke Road and Sierra Madre Court intersection if only one northbound travel lane is provided through the intersection, which is proposed to be signalized. The widening of Storke Road to four lanes in Santa Barbara County and the City of Goleta was identified as part of the comprehensive package of transportation improvements developed as part of the 2010 LRDP EIR.

Proposed mitigation measures TRF-2a and 3a identify road and intersection improvements that would reduce each of the project’s cumulative impacts, as well as the impacts identified in the 2010 LRDP EIR, to a less than significant level. Mitigation measures TRF-2a and 3a also indicate the UCSB shall continue to participate in the “fair-share” funding of GTIP improvements through the payment of traffic fees as required by the 2010 Mitigation Implementation and Settlement Agreement. Proposed mitigation measures TRF-2a and 3a would reduce the traffic impacts of the San Joaquin Apartments project to a less than significant level under cumulative conditions if the improvements are implemented prior to growth in traffic levels triggering unacceptable operations based on the City and County significance thresholds.

Impacts That Can be Reduced to a Less Than Significant Level

The Initial Study and EIR prepared for the San Joaquin Apartments project identified environmental impacts of the proposed projects that could be reduced to a less than significant level with the implementation of proposed mitigation measures. The identified impacts and proposed mitigation measures are summarized on Table 2.2-1.
Less Than Significant Impacts

The Initial Study prepared for the San Joaquin Apartments project determined that the project would not result in significant impacts related to agriculture and forestry resources, hazards and hazardous materials, mineral resources, population and housing, public services, utilities and service systems (wastewater, solid waste and water service). No additional analysis of these environmental issues areas was required.

Beneficial Impacts

Implementation of the San Joaquin Apartments project would result in several beneficial environmental impacts, including:

- The proposed project would provide on-campus housing for UCSB students, which minimizes the potential for housing supply impacts in off-campus areas; reduces commute trips to and from campus; and reduces air emissions and emissions of greenhouse gases associated with commute trips.

- The proposed project would result in the elimination of existing parking lot lighting on the northern portion of the project site, some of which is oriented directly towards adjacent residences in Storke Ranch.

- The proposed project’s drainage system would eliminate discharges of untreated parking lot runoff water directly to the Storke Wetlands, and result in an increase in water discharged to the open space parcel east of and adjacent to the project site, which could enhance habitat resources on the open space area.

- The proposed stormwater management ponds would provide foraging habitat for wildlife in the project area.

2.3 ALTERNATIVES

This EIR has evaluated a range of reasonable alternatives to the proposed project. The alternatives evaluated by the EIR are summarized below and the environmentally superior alternative is identified.

No Project Alternative. This alternative evaluates environmental conditions that would result if the proposed project were not implemented. The No Project Alternative would be the environmentally superior alternative, however, it would not attain the primary objectives of the proposed project to provide on-campus student housing commensurate with planned student enrollment growth, and to provide housing that is compatible with adjacent land uses.

Alternative Project Site Alternative. This alternative consists of two components: the Ocean Road Project Site Component and the Faculty and Staff Housing Units Component. The
Ocean Road Project Site Component would result in the development of a project similar to the proposed project at an alternative site. A planned housing site on the west side of Ocean Road on the Main Campus was selected as the alternative site. The Faculty and Staff Housing Units Component would relocate faculty and staff housing units planned by the 2010 LRDP for the Ocean Road site. The Alternative Project Site Alternative would result in increased aesthetic, air quality, long-term greenhouse gas, noise, and traffic impacts when compared to the impacts of the proposed project. Therefore, this alternative would not be environmentally superior to the proposed project.

**2010 LRDP Project Design Alternative.** This alternative would result in the development of 600 student bed spaces on the San Joaquin site as described by the 2010 LRDP. The 2010 LRDP Project Design Alternative would result in reduced aesthetic impacts when compared to the impacts of the proposed project and would fulfill the proposed project’s objective of providing housing that is compatible with surrounding land uses. However, the 2010 LRDP Project Design Alternative would not achieve the proposed project’s objective of providing student housing commensurate with planned student enrollment growth, which is also a requirement of LRDP EIR mitigation requirements and requirements of agreements that UCSB has entered into with the County of Santa Barbara and the City of Goleta. Therefore, this alternative would not be the environmentally superior alternative that would attain the primary objectives of the proposed project.

**Project Redesign Alternative.** This alternative would also result in reduced aesthetic impacts when compared to the impacts of the proposed project. The Project Redesign Alternative would fulfill the proposed project’s basic objectives of providing on-campus student housing commensurate with planned student enrollment growth identified by the 2010 LRDP, and providing housing that is compatible with surrounding land uses. Therefore, the Project Redesign Alternative would be the alternative, other than the No Project Alternative, that is environmentally superior to the proposed project and fulfills the basic objectives of the proposed project.

### 2.4 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Input regarding the environmental review of the San Joaquin Apartments project was received during a public scoping meeting held on May 22, 2013. The purpose of the meeting was to accept testimony regarding the potential environmental impacts of the project that should be evaluated in the EIR. Comments were received on a variety of issue areas, but generally focused on project-related noise and neighborhood compatibility. Written comments regarding the scope of this EIR are provided in EIR Appendix B.
### Significant and Unavoidable Impacts

All of the significant environmental impacts resulting from the implementation of the San Joaquin Apartments project would be reduced to a less than significant level with the implementation of mitigation measures identified by this EIR.

Proposed mitigation measures identify improvements to off-campus roadways and intersections that are necessary to reduce project-specific and cumulative traffic impacts of the San Joaquin Apartments project to a less than significant level. However, UCSB does not have jurisdiction to implement the identified improvements. Additional information regarding the implementation of the identified traffic mitigation measures is provided in Section 2.2 of this EIR.

### Potentially Significant Impacts Reduced to a Less Than Significant Level with Project-Specific Mitigation

#### Aesthetics

**AES-1** Construction of the parking lot on the west side of Storke Road has the potential to adversely affect the long-term health of the redwood trees located along the southern border of the parking lot. A project-related impact to the health of the trees could eventually require their removal, which would result in a significant impact to an important visual resource.

Proposed mitigation measure BIO-2a provides a tree protection plan to reduce the potential for project-related impacts to the long-term health of the redwood trees to a less than significant level. The proposed tree protection requirements would also reduce to a less than significant level the potential for a project-related impact to an important visual resource that would occur if declining tree health required the removal of the trees.

**AES-2** Landscaping to be provided adjacent to proposed North Village precinct buildings and the existing wall located along the project site property line has the potential to result in shadow-related impacts to adjacent residences in Storke Ranch.

**AES-2a.** UCSB shall maintain landscaping along the northern perimeter of the project site so that it provides beneficial screening effects, but does not result in shadow impacts to adjoining residences in Storke Ranch. Trees adjacent to the north sides of North Village precinct buildings that are adjacent to Storke Ranch shall be maintained so that the trees do not substantially exceed the height of the adjacent North Village building. Landscaping provided on the project site side of the Storke Ranch/project site property line shall be maintained so that it does not substantially exceed the height of the property line wall.

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**Table 2.2–1**

San Joaquin Apartments and Precinct Improvements Project Impacts and Proposed Mitigation Measures

<table>
<thead>
<tr>
<th>Significant and Unavoidable Impacts</th>
</tr>
</thead>
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<tr>
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<tbody>
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<td><strong>Aesthetics</strong></td>
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<td><strong>AES-1</strong> Construction of the parking lot on the west side of Storke Road has the potential to adversely affect the long-term health of the redwood trees located along the southern border of the parking lot. A project-related impact to the health of the trees could eventually require their removal, which would result in a significant impact to an important visual resource.</td>
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<tr>
<td><strong>AES-2</strong> Landscaping to be provided adjacent to proposed North Village precinct buildings and the existing wall located along the project site property line has the potential to result in shadow-related impacts to adjacent residences in Storke Ranch.</td>
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<tr>
<td><strong>AES-2a.</strong> UCSB shall maintain landscaping along the northern perimeter of the project site so that it provides beneficial screening effects, but does not result in shadow impacts to adjoining residences in Storke Ranch. Trees adjacent to the north sides of North Village precinct buildings that are adjacent to Storke Ranch shall be maintained so that the trees do not substantially exceed the height of the adjacent North Village building. Landscaping provided on the project site side of the Storke Ranch/project site property line shall be maintained so that it does not substantially exceed the height of the property line wall.</td>
</tr>
</tbody>
</table>
Table 2.2–1
San Joaquin Apartments and Precinct Improvements Project
Impacts and Proposed Mitigation Measures

| AES-3 | Lighting provided at the San Joaquin Apartments project site along walkways and service drives, and the bicycle path on the eastern and northern perimeters of the project site would have the potential to result in substantial lighting effects at nearby uses.  

AES-3a. Lighting provided on the project site shall be designed to include directional lighting and shielding to minimize light spillage and atmospheric light pollution. Lighting provided on the project site shall be compatible with the visual character of the surroundings.  

AES-3b. The UCSB Design Review Committee shall review outdoor lighting plans and fixtures for parking facilities, roads and pathways to ensure that the minimum amount of lighting needed to achieve safe routes is used, and to ensure that the proposed illumination limits adverse effects on nighttime views.  

AES-3c. The minimum amount of lighting required for adequate safety and security shall be provided along the bikepath located along the eastern and northern perimeters of the project site. Lighting along the bicycle path shall not exceed approximately one (1) foot candle at the ground surface or 0.1 of a foot candle at any off-site location.  

AES-4 | Several buildings in the North Village precinct would be provided with sundecks that would be used for passive recreation purposes. Lighting on the sundeck areas would have the potential to result in significant lighting impact to residences in Storke Ranch.  

AES-4a. Only emergency lighting shall be provided on the sundeck roof areas in the North Village precinct. Lighting that would facilitate nighttime recreation activities on the roof areas in the North Village shall not be provided.  

AES-5 | Lighting provided in the proposed parking lot on the west side of Storke Road has the potential to result in lighting-related impacts to the West Campus Family Apartments, Storke Ranch and vehicles traveling on Storke Road. Lighting-related impacts from vehicle headlights could also result in significant impacts to vehicles traveling on Storke Road.  

AES-5a. Lighting in the proposed parking lot shall not exceed approximately one (1) foot candle at the ground surface or 0.1 of a foot candle at the perimeter of the parking lot area.  

AES-5b. The height of light standards and fixtures installed in the parking lot shall not exceed a combined height of 20 feet. All light fixtures shall be shielded and direct light downward.  

AES-5c. Landscaping provided in the proposed planting strip adjacent to Storke Road shall be include shrubs that will attain a height of approximately three feet, adequate to shield the headlights of vehicles in the parking lot from Storke Road.  

Air Quality  

AQ-1 | Dust emissions from project-related construction activities have the potential to result in a significant air quality impact and contribute to existing non-attainment conditions for PM_{10}.  

AQ-1a. Water trucks or sprinkler systems shall be used during construction to keep all areas of vehicle

University of California, Santa Barbara
Table 2.2–1

San Joaquin Apartments and Precinct Improvements Project
Impacts and Proposed Mitigation Measures

movement damp enough to prevent dust from leaving the site. At a minimum, such areas shall be watered down in the late morning and after completion of work at the end of the day. Reclaimed water shall be used whenever possible.

AQ-1b. The frequency of watering shall be increased when wind speeds exceed 15 miles per hour if soils are not completely wet. If wind speeds increase to the point that the dust control measures cannot prevent dust from leaving the site, construction activities shall be suspended.

AQ-1c. If importation, exportation, or stockpiling of fill is involved, soil stockpiled for more than two days shall be covered and 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.

AQ-1d. After clearing, grading, earth moving, or excavation is completed, the disturbed area shall be treated by watering, revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.

AQ-1e. Gravel pads shall be installed at all vehicle access points to minimize tracking of mud onto public roads.

AQ-1f. Construction contractors shall designate a monitor for the dust control program. The monitor may order increased watering, as necessary, to prevent transport of dust offsite. The monitor’s work schedule shall include holiday and weekend periods when work at the project site may not be in progress. The contractor shall provide the name and telephone number of such person to the SBCAPCD prior to the start of grading.

AQ-1g. All required dust control measures shall be shown on project grading and building plans and as notes on a separate sheet attached to the grading plans or as a separate plan prior to the start of construction.

Biology

BIO-1 Construction of the project would result in the removal of 39 mature (trees with a trunk of at least eight inches in diameter at breast height) Monterey pine trees that are considered to have biological importance.

BIO-1a. As required by 2010 LRDP EIR mitigation measure BIO-3D, mature trees with biological importance removed from the project site shall be replaced at a 3:1 ratio. Replacement trees shall be either sycamore (Platanus racemosa), oak (Quercus sp.), or another native tree species common to the area. Placement of replacement trees should be 20 feet apart minimum, and they shall be monitored, nurtured, and protected within the dripline to encourage survival for a minimum of five years.

The required number of replacement trees (117), the species of the replacement trees, the size of the replacement trees (a minimum of 15 gallons), locations on the project site where the replacement trees will be planted, and monitoring and maintenance requirements for the trees (i.e., planting and staking details, irrigation requirements, tree pruning, etc.) shall be specified on final landscape plans prepared for the project.
Table 2.2–1
San Joaquin Apartments and Precinct Improvements Project Impacts and Proposed Mitigation Measures

<table>
<thead>
<tr>
<th>BIO-2</th>
<th>Development of the proposed parking lot on the west side of Storke Road has the potential to adversely affect the long-term health of a row of six mature redwood trees.</th>
</tr>
</thead>
<tbody>
<tr>
<td>BIO-2a</td>
<td>Prior to the start of grading activities for the proposed parking lot, a tree protection plan for the redwood trees shall be prepared. Tree protection measures shall be implemented throughout the construction period for the parking lot and at minimum shall include the following measures.</td>
</tr>
<tr>
<td>1.</td>
<td>Temporary protective fencing shall be installed at the perimeter of the tree protection zone prior to the start of ground disturbing activities, and shall be maintained in good condition throughout the duration of the construction project. The tree protection zone is defined as the canopy dripline. To the extent possible, construction activities, equipment, vehicles, and personnel shall remain outside of the tree protection zone.</td>
</tr>
<tr>
<td>2.</td>
<td>If grading must occur within the tree protection zone, a certified arborist shall be present to monitor grading activities and provide guidance regarding minimizing impacts. If excavation must occur near the trees, all exposed roots greater than one inch in diameter shall be cut cleanly under the guidance of the arborist.</td>
</tr>
<tr>
<td>3.</td>
<td>Soil, construction materials, and equipment shall not be stored within the tree protection zone.</td>
</tr>
<tr>
<td>4.</td>
<td>Supplemental irrigation shall be provided around the redwood trees throughout the duration of construction to ensure soil moisture is maintained around the root zone. Supplemental irrigation shall consist of one slow, deep watering once per week. In lieu of installation of a temporary irrigation system, supplemental irrigation can be provided using a water truck or similar method.</td>
</tr>
<tr>
<td>5.</td>
<td>Where possible, permeable materials should be utilized for paved surfaces near the trees to provide soil moisture.</td>
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<tr>
<td>6.</td>
<td>The retained redwood trees shall be inspected annually for a period of five years following completion of the parking lot construction project to monitor the tree’s health. If any of these trees decline in health and require removal, replacement trees shall be provided at a 3:1 ratio.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BIO-3</th>
<th>Project-related construction activities have the potential to result in impacts to the nests of common bird species. The proposed stormwater ponds and optional pedestrian path on the open space area east of the project site have the potential to affect loggerhead shrike nests. Construction of the parking lot on the west side of Storke Road could adversely affect nests located in the row of redwood trees.</th>
</tr>
</thead>
<tbody>
<tr>
<td>BIO-3a</td>
<td>To avoid disturbance or loss of active bird nests during development of the proposed project, all vegetation disturbing activities shall be conducted between September 15 and February 15, outside of the typical nesting season.</td>
</tr>
</tbody>
</table>
Table 2.2–1
San Joaquin Apartments and Precinct Improvements Project
Impacts and Proposed Mitigation Measures

<table>
<thead>
<tr>
<th>Impact Category</th>
<th>Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BIO-3b.</strong></td>
<td>If vegetation removal is determined to be necessary during the typical nesting season (February 15 to September 15), a nesting bird survey shall be conducted by a qualified biologist approximately one week prior to the proposed action. Surveys shall follow standard protocols as established by CDFW and/or CCC. If the biologist determines that a tree/shrub is being used for nesting at that time, disturbance shall be avoided until after the young have fledged from the nest and achieved independence. If no nesting is found to occur, tree removal can proceed.</td>
</tr>
<tr>
<td><strong>BIO-3c.</strong></td>
<td>To avoid indirect disturbance of active bird nests by project construction occurring within the typical nesting season, a qualified biologist shall be retained to conduct one or more pre-construction surveys per standard protocols approximately one week prior to construction, to determine presence/absence of active nests adjacent to the project site. If no breeding or nesting activities are detected within 200 feet of the proposed work area, noise-producing construction activities may proceed. If breeding/nesting activity is confirmed, work activities within 200 feet of the active nest shall be delayed until the young birds have fledged and left the nest.</td>
</tr>
<tr>
<td><strong>BIO-4</strong></td>
<td>Construction of the San Joaquin Apartments, proposed stormwater ponds and the optional pathways that may be located on the open space area east of the project site could impact wetland habitat and adjacent buffer areas if equipment, construction materials, or site personnel were to inadvertently encroach into habitat areas.</td>
</tr>
<tr>
<td><strong>BIO-4a.</strong></td>
<td>Temporary construction/safety fencing shall be erected and maintained along the apartment project site’s eastern perimeter throughout the duration of the project’s construction period. The fencing shall be provided at locations to ensure construction-related activities do not occur within wetland areas or wetland buffer areas that are to be preserved (i.e., not used for the construction of the stormwater ponds or optional pedestrian and bicycle paths).</td>
</tr>
<tr>
<td><strong>BIO-5</strong></td>
<td>Development of the proposed stormwater ponds and optional bicycle and pedestrian paths in the open space area east of the project site has the potential to result in short- and long-term erosion, sedimentation and water quality impacts to wetland resources.</td>
</tr>
<tr>
<td><strong>BIO-5a.</strong></td>
<td>Erosion control and hazardous material best management practices shall be implemented throughout the construction period for the optional bicycle and pedestrian paths. Construction site best management practices shall include, but are not limited to the following:</td>
</tr>
<tr>
<td>&amp; 1. All project-related equipment and vehicles shall be staged in previously disturbed areas at least 100 feet from wetlands.</td>
<td></td>
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<tr>
<td>&amp; 2. A spill containment kit shall be located near the pathway construction corridors when mechanical construction equipment is being used.</td>
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<tr>
<td>&amp; 3. All trash shall be collected and removed from the construction area on a daily basis.</td>
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</table>
San Joaquin Apartments and Precinct Improvements Project EIR

Table 2.2–1
San Joaquin Apartments and Precinct Improvements Project
Impacts and Proposed Mitigation Measures

4. Erosion and sedimentation control measures shall be implemented for all areas subject to
ground disturbance. Such measures may include use of fiber rolls, straw wattles, and
gravel/sand bags to control the flow of storm water runoff. All such materials shall be
certified weed-free.

5. All construction activities occurring within or adjacent to open space areas shall be limited
to daylight hours.

6. Dust control measures shall be implemented to prevent dust from accumulating on wetland
vegetation.  

BIO-5b. At the conclusion of construction activities, areas disturbed by construction of the stormwater
ponds, disturbed areas adjacent to the ponds, and disturbed areas adjacent to the optional pathways,
shall be restored at a 1:1 ratio. Restoration activities shall include replanting disturbed areas with native
vegetation.

A site-specific restoration plan shall be developed and shall include: the goals of the project; a
description of the habitat area(s) impacted; a description of the location where restoration will occur;
plant palette; weed-control measures; irrigation timing and methods; herbivory-control methods;
success criteria; monitoring methods and timing; and annual report requirements. The plan shall be
implemented for a period of not less than five years or until the success criteria have been met. The plan
shall retain flexibility so that methods can be adjusted and contingency measures be incorporated as
needed throughout the duration of the restoration/enhancement. The plan shall also incorporate all
conditions required in project permits where applicable.

BIO-6 Increased human presence in the open space area east of the project site could impact wetland
areas if the optional pedestrian path is constructed.

BIO-6a. Interpretative signage shall be provided along the northern pedestrian path to provide users
with information about the wetlands and other biological resources in this open space area. Signage
shall encourage pedestrians to stay on the pathway, and also indicate that unleashed dogs and bicycles
are not permitted on the path.

Cultural Resources

The following mitigation measures were identified by the Initial Study prepared for the San Joaquin Apartments
Project.

CUL-1 Ground disturbing activities that occur in conjunction with the development of the San Joaquin
Apartments project have the potential to result in significant impacts to previously undetected
cultural resources.

CUL-1a. At the commencement of project construction, an archaeologist shall provide a brief cultural
resources orientation to the construction crew on the types of prehistoric and/or historic resources that
might become exposed during earth disturbing activities, and the steps to be taken in the event that such
a find is encountered.
**Table 2.2–1**

San Joaquin Apartments and Precinct Improvements Project Impacts and Proposed Mitigation Measures

**CUL-1b.** An archaeologist shall be retained to monitor initial grading activities conducted on portions of the project site that have not been previously disturbed or only minimally disturbed by previous construction activities. These areas include:

- The proposed parking lot area on the west side of Storke Road.
- The grass area on the eastern side of the project site, and
- Any disturbance of the ground surface required to construct the proposed pedestrian/bike paths and bridge that would extend from the project site across the open space area east of and adjacent to the project site.

Results of this initial monitoring shall determine if any additional construction monitoring or subsurface testing is warranted.

**CUL-1c.** The archaeologist shall have the power to temporarily halt or redirect project construction in the event that potentially significant cultural resources are exposed. Based on monitoring observations and the actual extent of project disturbance, the lead archaeologist shall have the authority to refine the monitoring requirements as appropriate (i.e., change to spot checks, reduce or increase the area to be monitored) in consultation with the UCSB Office of Campus Planning and Design. Upon completion of the monitoring program a monitoring report shall be presented to the UCSB Office of Campus Planning and Design and to the Central Coast Information Center (CCIC).

**CUL-1d.** In the event that archaeological resources are unearthed during project construction, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. A Chumash representative should monitor any mitigation work associated with Native American cultural material.

**CUL-1e.** If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission. If avoidance of the remains is not feasible, they should be excavated and removed by a qualified archaeologist in the presence of the Most Likely Descendent. Repatriation of the exhumed remains and all associated items shall be conducted in accordance with the requirements of the California Native American Graves Protection and Repatriation Act (Health and Safety Code 8010-8011).

**Geology**

**GEO-1** The Portola Dining Commons building would be developed on a portion of the project site that has the potential to experience ground surface deformation and uplift caused by tectonic movement at depth, rather than ground rupture caused by fault movement.

**GEO-1a.** Building plans for the Portola Dining Commons building shall incorporate foundation and structural recommendations provided by qualified engineering geologists and structural engineers to address ground surface deformation that could be caused by fault-related ground movement. Proposed design recommendations shall be peer reviewed consistent with the requirements of the University’s Seismic Safety Policy.
Table 2.2–1

San Joaquin Apartments and Precinct Improvements Project
Impacts and Proposed Mitigation Measures

<table>
<thead>
<tr>
<th>GEO-2</th>
<th>The proposed project would result in the construction of project-serving underground utility lines that would be required to cross active faults located on the project site.</th>
</tr>
</thead>
<tbody>
<tr>
<td>GEO-2a</td>
<td>Major underground utility lines on the project site that are required to cross the mapped location of an active fault shall be provided with shut-off valves on the north and south sides of the on-site faults.</td>
</tr>
</tbody>
</table>

**Greenhouse Gas Emissions**

No mitigation measures are required for this issue area.

**Hydrology and Water Quality**

**HYD-1.** The proposed drainage system for the San Joaquin site includes three stormwater management ponds that would discharge to wetland buffers located on the open space parcel east of and adjacent to the project site. The discharge of collected runoff water from the ponds has the potential to result in local scour and sedimentation impacts.

**HYD-1a.** Ungrouted rock rip rap energy dissipaters or similar devices shall be provided at proposed stormwater discharge points. Any construction-related disturbance of wetland buffer that results from the installation of the required energy dissipaters shall be restored at a ratio of 1:1. Restoration activities shall include replanting disturbed areas with native vegetation to minimize the potential for long-term erosion-related impacts. All restoration activities shall be conducted consistent with the requirements of proposed mitigation measure BIO-5b.

**Noise**

**N-1** Construction of the proposed apartments and parking lot has the potential to result in significant short-term noise and vibration impacts to adjacent residences, including on-site residents of the Santa Catalina Residence Hall, Storke Ranch, and the West Campus Family Apartments.

**N-1a.** The following mitigation measures are to be implemented throughout the proposed project’s construction period.

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

2. Stationary noise sources such as generators or pumps shall be located at least 100 feet away from noise-sensitive land uses as feasible.

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

4. Residential areas that will be subject to construction noise will be informed in writing at least one week before the start of construction activities.
Table 2.2–1

San Joaquin Apartments and Precinct Improvements Project
Impacts and Proposed Mitigation Measures

<table>
<thead>
<tr>
<th>Impact and Proposed Mitigation Measures</th>
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</thead>
<tbody>
<tr>
<td>5. Loud construction activity (i.e., construction activity such as jackhammering, concrete sawing, asphalt removal, and large-scale grading operations) within 100 feet of a residential building shall not be scheduled during finals week.</td>
</tr>
<tr>
<td>6. Loud construction activity within 100 feet of a residential building shall be restricted to the hours between 7:30 AM and 6:00 PM, Monday through Saturday. Non-noise generating construction activities such as the application of interior finishes are not subject to these time restrictions.</td>
</tr>
<tr>
<td>7. Deliveries of construction material and equipment shall occur on the project site and only during construction site operation hours specific by mitigation measure N-1a.6. Construction vehicles shall not be allowed to queue outside the project site before the specified hours.</td>
</tr>
<tr>
<td>8. No radios or music playback equipment shall be permitted on the project site.</td>
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<tr>
<td>9. The simultaneous use of multiple pieces of equipment for demolition, grading and construction activities conducted within 200 feet of the project site perimeter shall be minimized to the extent possible.</td>
</tr>
<tr>
<td>10. If required to minimize potential noise conflicts, noise-producing equipment shall be shielded from noise sensitive receptors by using temporary walls, sound blankets, sound curtains or other similar devices.</td>
</tr>
<tr>
<td>11. Signage shall be posted along El Colegio Road and Storke Road that identifies the permitted construction hours and that provides a phone number to call to receive information about the construction project or to report complaints regarding excessive noise levels.</td>
</tr>
</tbody>
</table>

Recreation

The following mitigation measures were identified by 2010 LRDP EIR and were included in the Initial Study prepared for the San Joaquin Apartments project.

REC-1 Residents of the San Joaquin Apartments project would increase the demand for on- and off-campus recreation facilities, including beach and coastal access ways.

REC-1a UCSB will continue to maintain adjacent beaches and coastal access trails for the use of all members of the public. These trails include:

- UCSB Beach
- Depressions Beach
- West Campus Beach
- West Campus Bluffs Trail
- Dune Pond Trail
**Table 2.2–1**

<table>
<thead>
<tr>
<th>San Joaquin Apartments and Precinct Improvements Project Impacts and Proposed Mitigation Measures</th>
</tr>
</thead>
</table>

- Lagoon Trail
- Campus Point access “unnamed trail” near the Marine Sciences Building and REEF (Lagoon Berm Road)

**REC-1b.** To reduce the demand upon nearby off-site parks, UCSB will provide appropriate recreation facilities in new housing developments.

### Transportation and Traffic

#### Project-Specific Impacts

**TRF-1** The San Joaquin Apartments project would result in a project-specific impact to the 2-lane segment of Los Carneros Road between Hollister Avenue and Mesa Road, which exceeds the City and County LOS C threshold for a 2-lane arterial.

**TRF-1a.** The Goleta Transportation Improvement Plan identifies improvement projects for Los Carneros Road. Identified improvements for the segment of Los Carneros Road from Hollister Avenue to Mesa Road include widening Los Carneros Road from 2-lanes to 4-lanes between Hollister Avenue and Mesa Road.

The northern portion of Los Carneros Road within the City of Goleta is currently under construction and is being widened to four lanes. However, a portion of the roadway just north of Mesa Road will continue to be two lanes. The GTIP project described above shall be implemented by the City of Goleta and Santa Barbara County, respectively, prior to the occupancy of the San Joaquin Apartments project. However, construction of these improvements is subject to the exercise of future discretion by the Goleta City Council and the Santa Barbara County Board of Supervisors.

**TRF-1b.** UCSB shall continue to participate in the “fair-share” funding of GTIP improvements through the payment of traffic fees to the City of Goleta and Santa Barbara County as required by the 2010 Mitigation Implementation and Settlement Agreement with the City of Goleta and Santa Barbara County established for the 2010 LRDP.

If the improvements identified above are not provided prior to project occupancy, a significant project-specific traffic impact would result and would continue until such time that the identified roadway improvement mitigation measures are implemented.

### Cumulative Impacts

**TRF-2** The San Joaquin Apartments project would contribute to cumulative roadway and intersection impacts that were previously identified by the 2010 LRDP EIR. The project’s contribution to cumulative traffic impacts would occur at the following locations:

- Los Carneros Road between Mesa Road and the 2-lane section just north of Mesa Road
- Los Carneros Road & Hollister Avenue intersection
- Los Carneros Road & Mesa Road intersection
Table 2.2–1

San Joaquin Apartments and Precinct Improvements Project Impacts and Proposed Mitigation Measures

TRF-2a. UCSB shall continue to participate in the “fair-share” funding of GTIP improvements through the payment of traffic fees to the City of Goleta and Santa Barbara County as required by the 2010 Mitigation Implementation and Settlement Agreement with the City of Goleta and Santa Barbara County established for the 2010 LRDP.

Improvements at these locations, including the widening of Los Carneros Road to four lanes and providing additional left-turn lanes at the two intersections, are contained in the Goleta Transportation Improvement Plan.

TRF-3 The San Joaquin Apartments project would contribute to a cumulative intersection impact at Storke Road & Sierra Madre Court if only one northbound travel lane is provided through the signalized intersection.

TRF-3a. UCSB shall continue to participate in the “fair-share” funding of GTIP improvements through the payment of traffic fees to the City of Goleta and Santa Barbara County as required by the 2010 Mitigation Implementation and Settlement Agreement with the City of Goleta and Santa Barbara County established for the 2010 LRDP.

The widening of Storke Road to four lanes in Santa Barbara County and the City of Goleta was identified as part of the comprehensive package of transportation improvements developed as part of the 2010 LRDP. The widening of Storke Road to four lanes would provide two northbound through lanes at the intersection of Storke Road & Sierra Madre Court resulting in LOS A during the PM peak hour, and would reduce the project’s cumulative impact at the Storke Road & Sierra Madre Court intersection to a less than significant level. Implementation of mitigation measure TRF-3a would reduce the project’s cumulative impact, as well as the impacts identified in the 2010 LRDP, to a less than significant level.

The cumulative mitigation measures recommended by the EIR for improvements along Los Carneros Road and Storke Road (mitigation measures TRF-2a and 3a) would reduce the traffic impacts of the San Joaquin Apartments project to a less than significant level under cumulative conditions if the improvements are implemented prior to growth in traffic levels triggering unacceptable operations based on the City and County significance thresholds.

Utilities and Service Systems

The following mitigation measures were identified by the 2010 LRDP EIR and were included in the Initial Study prepared for the San Joaquin Apartments project.

W-1 Potable water use by the San Joaquin Apartments project would incrementally contribute cumulative water demand impacts that would result from buildout of the 2010 LRDP and other development in the Goleta Water District service area.

W-1a. New UCSB development shall make use of recycled water to the maximum extent feasible. Recycled water will be used for bathroom fixtures and/or irrigation.

W-1c. The University shall install water saving devices in all buildings and facilities, new or existing
that do not currently have them, and shall continue to use existing water saving devices. The water saving devices that will be installed shall include, but will not be limited to, the following: shower heads, toilets, urinals, washing machines and irrigation systems.

**W-1d.** The University shall maintain a public awareness campaign on campus and in campus residential facilities for saving water. All dormitory residents shall be required to receive annual training on water conservation.

**W-1e.** The University shall develop a UC Santa Barbara Water Conservation Program for managing its water demand that includes:

1. Measures that reduce current and future water demand, including the measures set forth in Mitigation Measures W-1b through W-1d.

2. Measures for systematic water use reductions during multiple dry years.

**W-1f.** The University shall work to identify and acquire additional water supplies beyond those currently available to the Goleta Water District as necessary to serve UCSB potable water demand independently or with the Goleta Water District as appropriate.

### Recommended Measures

Implementation of the measures provided below are recommended to further reduce impacts identified as less than significant for the San Joaquin Apartments project. Implementation of these measures is not required to reduce significant impacts.

**Air Quality**

**AQ-2 Construction equipment emissions resulting from the development of the San Joaquin Apartments project would contribute to emissions of NOx, PM10, PM2.5 and diesel particulate matter.**

**AQ-2a.** The following emission control measures have been recommended by the Santa Barbara County APCD to further reduce the project’s less than significant short-term emissions of NOx, PM10, PM2.5, and diesel particulate matter. All of these measures should be implemented at the project site during construction.

1. All portable construction equipment shall be registered with the State’s portable equipment registration program OR shall obtain an APCD permit.

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

3. Diesel construction equipment meeting the California Air Resources Board’s Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting Tier 2 or higher emission standards should be used to the maximum extent feasible.
Table 2.2–1
San Joaquin Apartments and Precinct Improvements Project Impacts and Proposed Mitigation Measures

4. Diesel powered equipment should be replaced by electric equipment whenever feasible.
5. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.
6. The engine size of construction equipment shall be the minimum practical size.
7. 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.
8. Construction equipment shall be maintained in tune per the manufacturer’s specifications.
9. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

Hydrology and Water Quality

HYD-2 The low permeability characteristics of soil on the project site may not be conducive to the use of extensive areas of permeable pavement.

HYD-2a. Site specific soil infiltration tests are recommended to determine the allowable storage reservoir depth and the amount of storm water treatment volume that can be infiltrated into the soil within 48-72 hours in areas where the use of permeable pavement is proposed. If soil infiltration testing determines permeable pavement is not feasible or desirable, the proposed on-site bioretention features would be sufficiently sized to meet the water quality volume requirements.

HYD-3. The proposed San Joaquin project site stormwater drainage system would not discharge collected runoff water to the southernmost proposed stormwater management pond.

HYD-3a. To ensure that the southerly stormwater management pond is utilized effectively, it is recommended that the proposed project site storm drain system be modified so that runoff from the southern portion of the San Joaquin site is discharged into the southerly pond.

Noise

N-2 Project-related activities that occur on the project site, primarily in the North Village area, have the potential to result in transient sounds that may be considered disturbing by nearby residents.

N-2a. Signs shall be posted indicating that complaints regarding the creation of excessive noise may be reported to the UCSB Police Department. The phone number of the Police Department shall be provided on the signs, and the signs shall be posted on the wall that separates the project site from Storke Ranch.

N-3 The use of on-site waste and recycling facilities has the potential to result in the creation of intermittent noises that may be disturbing to on-site residents and residences located adjacent to the project site.

N-3a. Waste and recycling collection stations shall be located on the project site interior sides of new structures and/or designed to minimize noise impacts to on- and off-site locations.
Table 2.2–1

San Joaquin Apartments and Precinct Improvements Project
Impacts and Proposed Mitigation Measures

<table>
<thead>
<tr>
<th>Traffic</th>
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<tbody>
<tr>
<td><strong>TRF-4</strong></td>
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<tr>
<td><strong>TRF-4a.</strong></td>
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<tr>
<td><strong>TRF-5</strong></td>
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<td><strong>TRF-5a.</strong></td>
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<tr>
<td>Additional information regarding these types of bicycle circulation system improvements are provided in EIR Section 5.8, Transportation and Traffic.</td>
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</tbody>
</table>