CITY OF SANTA BARBARA
FINAL NEGATIVE DECLARATION FOR THE CLIMATE ACTION PLAN UPDATE AND MASTER ENVIRONMENTAL ASSESSEMENT GUIDELINES FOR GREENHOUSE GAS EMISSION ANALYSIS

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

PROJECT LOCATION: City of Santa Barbara

PROJECT PROPONENT: City of Santa Barbara Sustainability and Resilience Department

PROJECT DESCRIPTION: The Climate Action Plan Update (CAP Update) modernizes the City of Santa Barbara 2012 Climate Action Plan and provides a roadmap of specific actions to reduce greenhouse gas emissions and achieve City emission targets. The CAP Update also comprehensively analyzes and programmatically addresses the City's greenhouse impacts and is considered a qualified greenhouse gas emission reduction plan for the purpose of meeting the requirements of the California Environmental Quality Act (CEQA). The Master Environmental Assessment Guidelines for Greenhouse Gas Emission Analysis (Guidelines) outlines how future development projects and plans demonstrate consistency with the CAP Update in a streamlined manner with a checklist. The Guidelines also establish a greenhouse gas impact analysis methodology and threshold of significance for those limited projects or plans that are not able to demonstrate consistency with the CAP Update through the checklist and must undergo more thorough review to satisfy the requirements of CEQA.

NEGATIVE DECLARATION FINDING:
Based on the attached Initial Study prepared for the proposed project, it has been determined that the proposed project will not have a significant effect on the environment.

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Sustainability and Resilience Department
City of Santa Barbara

3/19/24
Date

City of Santa Barbara Climate Action Plan Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis

Final Initial Study – Negative Declaration

prepared for

City of Santa Barbara
Department of Sustainability & Resilience
801 Garden Street, Suite 200
Santa Barbara, California 93101

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May 2024

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City of Santa Barbara Climate Action Plan Update (CAP Update) and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis

2. Lead Agency/Plan Sponsor Contact

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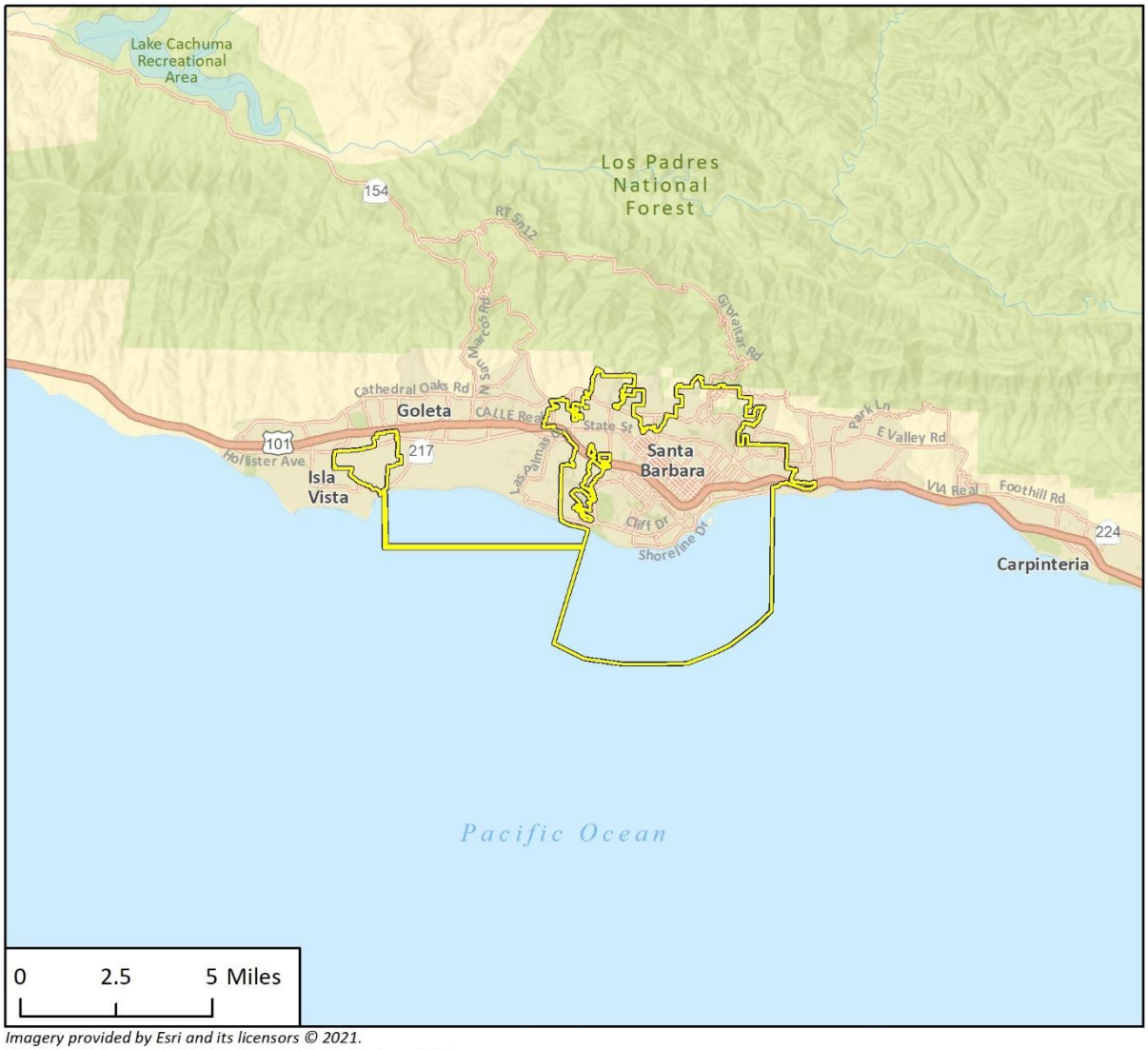
3. Plan Location and Physical Setting

The CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis apply to all areas within the City of Santa Barbara limits. Figure 1 shows the regional location, and Figure 2 shows the plan location. The plan location includes all of Santa Barbara's incorporated lands.

The City of Santa Barbara is located in the State of California on Santa Barbara County's South Coast; approximately 30 miles north of the city of Ventura and 75 miles south of the city of Santa Maria (Figure 2). Generally, the City encompasses approximately 12,636 acres (approximately 19.7 square miles) and extends from the Pacific Ocean on the south generally 3 to 5 miles north into the foothills of the Santa Ynez Mountains.

The City's boundaries span approximately five miles from the Coast Village Road commercial corridor adjacent to the unincorporated community of Montecito on the east, to Hope Ranch and eastern Goleta Valley on the west (Figure 2). The City limits also include the 970-acre Santa Barbara Airport, located in the Goleta area, approximately four miles west of the City proper.

Figure 1 Regional Location



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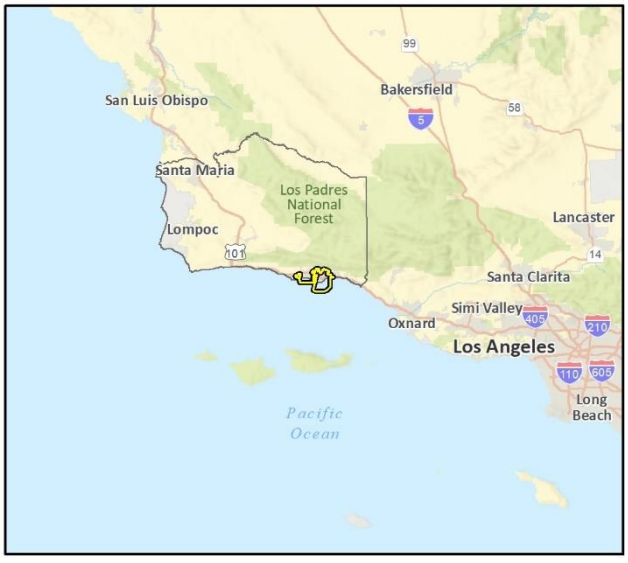


Fig 1 Regional Location

Figure 2 Plan Location

The City of Santa Barbara is located on the Central Coast of California, between the Santa Ynez Mountains and the Pacific Ocean. The City has a mix of uses with a Mediterranean-style downtown area, suburbs, the Santa Barbara Airport, and many commercial uses such as fine dining and art. The downtown area is located adjacent to US-101, towards the southern part of the City, near Santa Barbara Harbor and Stearn's Wharf.

The City receives approximately 22 inches of rain annually, 283 sunny days per year, with a July high temperature of 81°F and a January low temperature of 47°F.[12] Similar to the rest of the Central California Coast, climate conditions in Santa Barbara remain mild due to the City's relativity to the Pacific Ocean.

4. Existing Setting

City of Santa Barbara Sustainability and GHG Reduction Efforts

The City of Santa Barbara has established actions related to increasing sustainability and reducing GHG emissions and the potential impacts of climate change. These actions are outlined in the City's various plans discussed below.

2035 Together to Zero Campaign

The Together to Zero Campaign encompasses the City of Santa Barbara's goal of reaching carbon neutrality by 2035 via various climate-related plans, such as the Climate Action Plan. It encourages balancing greenhouse gas emissions with removal strategies and developing bold climate action strategies focused on improved infrastructure, active transportation, energy decarbonization, building decarbonization, carbon removal, and transportation electrification.[3]

City of Santa Barbara 2012 Climate Action Plan

In September 2012, the City Council adopted the Climate Action Plan to address climate change issues to the year 2030, in accordance with the Santa Barbara General Plan and the California Global Warming Solutions Act (AB 32). The purposes of the Climate Action Plan include reducing the rate of carbon emissions generated within the Santa Barbara community and planning for climate change adaptation. The Plan includes emissions reduction targets for vehicle emissions and citywide emissions inventories in the city for the years 2020 and 2030. Also included in the Plan are emissions reduction strategies such as renewable energy measures, energy efficiency and green building measures, travel and land use measures, vegetation measures, waste reduction measures, and water conservation measures. Climate adaptation planning strategies noted in the Plan include emergency preparedness, wildfire, flooding, water quality, coastal vulnerability and adaptation planning, public services, biological resources, and local economies strategies.[4]

[1] Best Places. 2021. Climate in Santa Barbara, California. Available at: https://www.bestplaces.net/climate/city/california/santa_barbara. Accessed October 12, 2023.

2 Cal-Adapt. 2023. Local Climate Snapshot for Santa Barbara, California. Available online at: https://cal-adapt.org/tools/local-climate-change-snapshot. Accessed November 2023.

[3] Santa Barbara, City of. 2023. Sustainability and Resilience. Together to Zero. Available Online at: https://sustainability.santabarbaraca.gov/together-to-zero/. Accessed October 12, 2023.

[4] Santa Barbara, City of. 2012. Climate Action Plan. Available online at: https://santabarbaraca.gov/sites/default/files/documents/Services/Climate%20Action%20Plan/Final%20Santa%20Barbara%20Climate%20Action%20Plan%20%28September%202012%29.pdf. Accessed October 12, 2023.

Strategic Energy Plan

The Santa Barbara City Council adopted the Strategic Energy Plan (SEP) on June 7, 2017, with a goal of 100 percent renewable electricity for the entire community by 2030 and an interim goal of 50 percent renewable electricity for municipal facilities by 2020. The Strategic Energy Plan presents a flexible pathway towards achieving these goals through a combination of strategic policy and program options focused on developing local renewable energy resources and bolstering local reliability and resilience. The SEP identifies five Program Areas with accompanying strategies for the City to prioritize for the successful implementation of the plan goals. These Program Areas include Energy Partnerships, Plans and Structures, Community Engagement Initiatives, Funding Sources and Financial Incentives, Municipal Development and Pilot Projects, and Administrative Policies and Procedures.[5]

City of Santa Barbara Municipal Green Building Policy

The Municipal Green Building Policy was adopted by the Santa Barbara City Council in September 2020 and is a revision to the City's 2008 Green Building policy, which encourages the construction of LEED Silver Buildings. The policy establishes ambitious energy efficiency targets and sets out to achieve Zero Net Carbon for new building construction and major renovations of all City-owned and occupied facilities to advance the City's sustainability goals and reduce greenhouse gas emissions. The policy states environmental performance requirements for new construction, major renovations, existing buildings, tenant improvements, and leased spaces. In addition, the plan details construction waste prevention, preservation, restoration, salvage, reuse, and recycling standards. The policy also establishes the Green Building Steering Committee to oversee and assist in advancing the sustainable performance of City construction projects. Finally, the policy establishes training, financing, technical assistance, reporting, and policy updates standards to ensure the successful implementation of the policy.[6]

2011 Plan Santa Barbara General Plan

The City's General Plan is focused on ensuring that the City becomes a more sustainable community to enhance natural and built environments, social equity, and economic vitality as climate change influences local resources and community needs. The five key policy drivers for the Plan are Economic and Fiscal Health, Historic and Community Character, Growth Management, Public and Community Health, and Energy and Climate Change. The Plan has set principles including Economy, Environment, and Equity to elaborate on the basic components of sustainability and reflect the key challenges for establishing a Sustainable Santa Barbara. Additionally, the Plan established the Adaptive Management Program to track progress toward achieving the plan's goals, objectives, and desired outcomes throughout the 20-year planning period.[7] The City of Santa Barbara's General Plan also includes the 2023-2031 Housing Element, which provides the basis for housing and population forecasts for the GHG emissions throughout the City. This plan identifies Santa Barbara's housing needs, goals, and policies to produce affordable housing and sound community planning. The City of

[5] Santa Barbara, City of. Strategic Energy Plan. 2017. Available online at: https://santabarbaraca.gov/sites/default/files/documents/Public%20Works/Energy%20Programs/Strategic%20Energy%20Plan%20Overview.pdf. Accessed October 12, 2023.

[6] Santa Barbara, City of. Municipal Green Building Policy. 2020. Available online at: https://p7n920.a2cdn1.secureserver.net/wp-content/uploads/2021/11/Green-Building-Policy_Final.pdf. Accessed October 12, 2023.

[7] Santa Barbara, City of. Plan Santa Barbara. 2011. Available online at: https://santabarbaraca.gov/government/priorities-policies/general-plan/general-plan-elements-appendices. Accessed October 12, 2023.

Santa Barbara 2023-2031 Regional Housing Needs Allocation (RHNA) was utilized in projecting GHG emissions in the CAP Update.

Municipal Zero Emission Vehicle Acquisition Policy

The City of Santa Barbara adopted the Municipal Zero Emissions Vehicle Acquisition Policy in March 2023 to replace internal combustion engine vehicles in the city's fleet with battery electric vehicles once these vehicles reach end of life. This policy aims to accelerate the rate of reduction of greenhouse gas emissions in the City, in accordance with the goals of the 2011 General Plan and the Together to Zero Campaign.[8]

Santa Barbara Pedestrian Master Plan

The Pedestrian Master Plan is derived from the 1997 City Circulation Element and was adopted by City Council on July 18, 2006. The main purpose of the Plan is to support the vision statement of the Circulation Element, which encourages alternative forms of transportation and mobility so that automobile use is not necessary. The Plan is broken into five main goals which seek to improve the pedestrian system, establish and enhance safe routes to school, protect and expand the Paseo system, create pedestrian environments that are attractive, functional and accessible, and encourage more people to walk. Overall, the Pedestrian Master Plan will help the City reach its GHG emissions reduction targets by supporting infrastructure to minimize automobile use throughout the city and encourage alternative forms of transportation.[9]

Regional Sustainability and GHG Reduction Efforts

In coordination with Santa Barbara County, the Santa Barbara County Association of Governments (SBCAG), the Southern California Association of Governments (SCAG), the State of California, and the Federal government, the City of Santa Barbara has committed to implementing regional and State policies related to GHG emissions reduction. As follows is a summary of the regional GHG emissions reduction efforts, which the City of Santa Barbara CAP Update is intended to be consistent with or exceed.

County of Santa Barbara 2010 Sustainability Action Plan

The County of Santa Barbara adopted the Sustainability Action Plan to take immediate, cost effective and coordinated steps to reduce the County's collective GHG emissions. The Plan highlights numerous actions to lessen the emissions from government operations including increasing energy efficiency in vehicle fleets and buildings, demonstrating the use of clean, renewable energy sources, implementing vehicle transportation plans that reduce usage, encouraging waste reductions, and joining the Santa Barbara Southern California Edison (SCE) and Pacific Gas & Electric (PG&E) Partnerships. The Plan also includes an in-depth GHG emissions inventory for all government operations to identify and quantify the sources of emissions from the Santa Barbara County government operations.[10]

[8] Santa Barbara, City of. Municipal Zero Emission Vehicle Acquisition Policy. 2023. Available online at: https://sustainability.santabarbaraca.gov/together-to-zero/. Accessed October 12, 2023.

[9] Santa Barbara, City of. Pedestrian Master Plan. 2006. Available online at: https://santabarbaraca.gov/government/departments/public-works/public-works-downtown-team/transportation-policy. Accessed October 12, 2023.

[10] Santa Barbara, County of. Sustainability Action Plan. 2020. Available online at: https://content.civicplus.com/api/assets/655aa841-212f-4e39-baeb-db6485dfd466. Accessed October 12, 2023.

Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy

The Santa Barbara County Association of Governments (SBCAG) adopted the Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) in August 2021. This Plan was developed to explore the region's land use and travel patterns, account for the demographic growth that will create new demands on the land use and travel infrastructure and assist in achieving the State's greenhouse gas reduction targets. Additionally, Connected 2050 incorporates the region's first region-specific analysis of environmental justice indicators. The Plan has five goals that are centered around protecting and promoting a healthy environment, improving mobility and system reliability, ensuring socio-economic equity, improving health and safety, and achieving a prosperous economy.[11]

State Sustainability and GHG Reduction Efforts

As follows is a summary of the State GHG emissions reduction efforts, which the City of Santa Barbara CAP Update is intended to be consistent with or exceed.

California Senate Bill 375

In 2008, Senate Bill 375 (SB 375) enhanced the State's ability to reach Assembly Bill (AB) 32 targets by directing CARB to develop regional GHG emissions reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the State's 18 major Metropolitan Planning Organizations (MPO) to prepare a sustainable community's strategy (SCS) that contains a growth strategy to meet such regional GHG emissions reduction targets for inclusion in the respective regional transportation plan (RTP).

California Executive Order S-3-05

In 2005, the California governor issued Executive Order (EO) S-3-05, which identifies Statewide GHG emissions reduction targets to achieve long-term climate stabilization as follows:

- Reduce GHG emissions to 1990 levels by 2020
- Reduce GHG emissions to 80 percent below 1990 levels by 2050

California Assembly Bill 32

In 2006, the California legislature signed AB 32 – the Global Warming Solutions Act – into law, requiring a reduction in Statewide GHG emissions to 1990 levels by 2020 and California Air Resources Board (CARB) preparation of a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 required CARB to adopt regulations to require reporting and verification of Statewide GHG emissions. Based on this guidance, CARB approved a 1990 Statewide GHG level and 2020 limit of 427 metric tons of carbon dioxide equivalent ($MTCO_2e$).

California Climate Change Scoping Plan (2008)

In 2008, CARB approved the original California Climate Change Scoping Plan, which included measures to address GHG emission reduction strategies related to energy efficiency, water use, and

[11] Santa Barbara County Association of Governments Connected 2050: Regional Transportation Plan and Sustainable Communities Strategy. 2021. Available online at: http://www.sbcag.org/uploads/2/4/5/4/24540302/connected_2050_final.pdf. Accessed October 12, 2023.

recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted and implemented since approval of the Scoping Plan.

California Climate Change Scoping Plan Update (2022)

On September 8, 2016, the governor signed SB 32 into law, extending AB 32 by requiring the statewide reduction of GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). In November 2022, CARB approved the third update to the California Climate Change Scoping Plan. The 2022 Scoping Plan extends the previous Scoping Plans and lays out a path to achieve carbon neutrality no later than 2045, as directed by AB 1279. The previous 2017 Scoping Plan lays out a technologically feasible and cost-effective path to achieve the 2030 GHG reduction target by leveraging existing programs such as the Renewables Portfolio Standard, Advanced Clean Cars, Low Carbon Fuel Standard, Short-Lived Climate Pollutant (SLCP) Reduction Strategy, Cap-and-Trade Program, and Mobile Source Strategy that includes strategies targeted to increase zero emission vehicle fleet penetration. The 2022 Scoping Plan looks toward the 2045 climate goals and the deeper GHG reductions needed to meet the State's statutory carbon neutrality target specified in AB 1279 and EO B-55-18. To accomplish this goal, significant focus is placed on accelerating the transition to zero-emissions vehicles, expanding renewable energy sources such as solar and wind, enhancing carbon sequestration on natural and working lands, and prioritizing environmental justice.[12]

California Executive Order B-55-18

In 2018, the California governor issued Executive Order B-55-18, which established a new Statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing Statewide GHG reduction targets established by SB 32.

California Senate Bill 32

In 2016, the California Governor signed SB 32 as a follow up to AB 32 – The California Global Warming Solutions Act of 2006, which required the state to reduce its GHG emissions to 1990 levels by 2020. SB-32 designates the California State Air Resources Board (CARB) as the state agency charged with monitoring and regulating sources of GHG emissions and to ensure the state's GHG emissions are reduced to 40 percent below 1990 levels by 2030. To meet these standards, CARB is required to expand on or develop new regulations that are both technologically reasonable and cost-effective, while considering the state's disadvantaged communities.

Assembly Bill 197, State Air Resources Board Greenhouse Gases Regulations

In 2016, the California legislature approved AB 197, a bill linked to SB 32, which increases legislature oversight over the CARB and directs CARB to prioritize disadvantaged communities in its climate change regulations, and to evaluate the cost-effectiveness of measures it considers. AB 197 requires the CARB to "protect the State's most impacted and disadvantaged communities [and] consider the social costs of the emissions of greenhouse gases" when developing climate change programs. The bill also adds two new legislatively appointed non-voting members to the CARB, increasing the Legislature's role in the CARB's decisions.

[12] CARB. 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. Available at: https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf. Accessed October 2023.

Senate Bill 350, Clean Energy and Pollution Reduction Act of 2015

In October 2015, SB 350 was signed into law, establishing new clean energy, clean air, and GHG reduction goals for 2030 and beyond. SB 350 codifies Governor Jerry Brown's aggressive clean energy goals and establishes California's 2030 GHG reduction target of 40 percent below 1990 levels. To achieve this goal, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 (legislation originally enacted in 2002) to 50 percent by 2030. Renewable resources include wind, solar, geothermal, wave, and small hydroelectric power. In addition, SB 350 requires the State to double Statewide energy efficiency savings in electricity and natural gas end-uses (i.e., residential and commercial) by 2030 from a base year of 2015.

Senate Bill 100, The 100% Clean Energy Act of 2018

In September 2018, Governor Brown signed SB 100, requiring that the State's load serving entities (including energy utilities and community choice energy programs) must procure energy generated 100 percent from Renewables Portfolio Standard (RPS) for eligible renewable resources by 2045.

California Energy Efficiency Strategic Plan of 2008

In September 2008, the California Public Utilities Commission (CPUC) adopted California's first Long Term Energy Efficiency Strategic Plan, presenting a single roadmap to achieve maximum energy savings across all major groups and sectors in California. The Strategic Plan was subsequently updated in January 2011 to include a lighting chapter. The Strategic Plan sets goals of all new residential construction and all new commercial construction in California to be zero net energy (ZNE) by 2020 and 2030, respectively. In 2018, the California Energy Commission voted to adopt a policy requiring all new homes in California to incorporate rooftop solar. This change went into effect in January 2020 with the adoption of the 2021 Title 24 Code and is a step towards the State achieving its goal of all residential new construction being ZNE by 2020. Additionally, the Strategic Plan sets goals of 50 percent of existing commercial buildings to be retrofitted to ZNE by 2030 and all new State buildings and major renovations to be ZNE by 2025.

Senate Bill 1275, Charge Ahead Initiative

In September 2014, Senate Bill 1275 was signed into law, establishing a State goal of one million zero-emissions and near-zero-emissions vehicles in service by 2020 and directing the Air Resources Board to develop a long-term funding plan to meet this goal. SB 1275 also established the Charge Ahead California Initiative requiring planning and reporting on vehicle incentive programs and increasing access to and benefits from zero-emissions vehicles for disadvantaged, low-income, and moderate-income communities and consumers.

Assembly Bill 1493, the Pavley Bill

AB 1493 (2002), California's Advanced Clean Cars program (referred to as Pavley), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, US EPA granted the waiver of the Clean Air Act preemption to California for its GHG emission standards for motor vehicles beginning with the 2009 model year. Pavley I regulates model years from 2009 to 2016, and Pavley II, which is now referred to as "Low Emission Vehicle (LEV) III GHG", regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the LEV, Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs, and would provide major reductions in GHG emissions. By 2025, when

the rules will be fully implemented, new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels.

Senate Bill 97, CEQA Guidelines for Addressing GHG Emissions

The California Environmental Quality Act (CEQA) requires public agencies to review the environmental impacts of proposed projects, including General Plans, Specific Plans, and specific kinds of development projects. In February 2010, the California Office of Administrative Law approved the recommended amendments to the State CEQA Guidelines for addressing GHG emissions. The amendments were developed to provide guidance to public agencies regarding the analysis, mitigation, and effects of GHG emissions in draft CEQA documents.

5. Description of Plan

CAP Update

The CAP Update builds off and incorporates the climate protection programs noted above that the City has in place and will continue to reduce GHG emissions. Specifically, the CAP Update builds off the 2012 CAP, which was the City's first official qualified GHG reduction plan. The City has developed the CAP Update in order to achieve a number of objectives, including a demonstration of environmental leadership, compliance with State environmental initiatives, promotion of green jobs, and increased sustainable development.

The CAP Update addresses municipal and communitywide GHG emissions and includes a goal of reducing communitywide GHG emissions output by 378,507 metric tons of carbon dioxide equivalent (MT CO_2e) by 2030 (consistent with California Senate Bill 32 target for 2030). Additionally, the City of Santa Barbara has aspirational goals to achieve carbon neutrality by 2035, which is significantly more aggressive than the state's emissions reduction target of 40% below 1990 levels by 2030 (SB 32) and 85% below 1990 levels or net zero by 2045 (AB 1279).

The State of California uses 1990 as a reference year to remain consistent with Assembly Bill (AB) 32, which codified the State's 2020 GHG emissions target by directing CARB to reduce Statewide emissions to 1990 levels by 2020. However, cities and counties throughout California typically elect to use years later than 1990 as baseline years because of the increased reliability of recordkeeping from those years and the large amount of growth that has occurred since 1990. The City of Santa Barbara does not have a 1990 GHG inventory, and the targets developed by the City in the 2012 CAP were instead compared to a 2005-2008 baseline following guidance in the California Air Resources Board's (CARB) 2008 Climate Change Scoping Plan. This plan estimates 1990 emissions (also the 2020 target) as 15% below "current" (2005-2008) emissions.[13] As such, the 2019 GHG inventory was established as the new baseline moving forward and emission levels were back-casted from this baseline to 1990 levels using the same proportion of increased GHG emissions at the state level from 1990 to the current level. Based on these back-casted calculations, the City of Santa Barbara emitted approximately 715,530 MT CO_2e in 1990.

In 2019, approximately 622,110 MT CO_2e were emitted in the City of Santa Barbara from the energy, transportation, solid waste, water, and municipal sectors. The municipal sector is a subset of the community emissions sectors, which consist of energy, transportation, solid waste, and water. The municipal sector is developed to establish metrics that allow the City to lead by example and reduce

[13] Governor's Office of Planning and Research (OPR). 2017. General Plan Guidelines. Ch 8 Climate Change. P. 228. https://opr.ca.gov/docs/OPR_C8_final.pdf

emissions at the municipal level. The energy sector represents emissions that result from electricity and natural gas used in both private and public sector buildings and facilities. The transportation sector includes emissions from private, commercial, and fleet vehicles driven within the City as well as the emissions from transit vehicles, the City-owned fleet, and off-road equipment such as garden equipment and construction equipment. Emissions generated from water usage and wastewater generation are due to the indirect electricity used to distribute water and collect and treat wastewater. Burning fossil fuels associated with buildings/facility energy, vehicle use, and (transportation) use are the largest contributors of Santa Barbara GHG emissions. Table 1 includes total Santa Barbara (i.e., community and municipal) GHG emissions in 2019 by sector as well as percentage of total City emissions.

The majority of the GHG emission reductions from 1990 levels to 2019 levels occurred in the transportation and energy sectors through increased fuel efficiency and increased renewable energy procurement by Santa Barbara Clean Energy (SBCE). In 2021, the City of Santa Barbara began receiving carbon-free electricity through SBCE, resulting in significant decreases in electricity emissions to near zero in the short term ahead of SB 100 requirements. GHG reductions associated with switching to SBCE carbon-free electricity accounts for a reduction of 75,608 MT CO_2e in 2030 and 19,586 MT CO_2e in 2035. SBCE carbon-free energy also provides the foundation needed for the electrification of buildings and vehicles which are both main pathways for GHG emission reduction in this CAP Update.

Table 1 City of Santa Barbara 2019 Communitywide GHG Emissions by Sector

Sector/Emission Source	GHG Emissions (MT CO_2e)	Percentage of Total
Natural Gas	**134,068**	**22%**
Residential Natural Gas	63,858	10%
Non-Residential Natural Gas	40,788	7%
Natural Gas Leakage	29,422	5%
Electricity	**110,155**	**18%**
Residential Electricity (EV adjusted)	35,529	6%
Non-Residential Electricity (EV adjusted)	73,888	12%
Electric Vehicles	738	<1%
Transportation	**318,966**	**51%**
Passenger On-Road Transportation	256,408	41%
Commercial On-Road Transportation	10,000	2%
Bus On-road Transportation	7,591	1%
Off-Road - Diesel	26,534	4%
Off-Road - Gasoline	15,078	2%
Off-Road Natural Gas (LPG)	2,355	<1%
Solid Waste[2]	**52,977**	**9%**
Solid Waste Generated/Disposal	52,977	9%
Water	**1,658**	**<1%**
Indirect Electricity from Imported Potable Water Supply	229	<1%
Wastewater Treatment Process and Fugitive Emissions	1,429	<1%
Cumulative Emissions	**622,110**	**100%**

Notes: MT CO_2e = Metric tons of carbon dioxide equivalent

[1] GHG emissions generated by electricity consumption involved in producing local groundwater supplies and the collection and treatment of wastewater are not added to the GHG emissions total to avoid double counting. The electricity consumption involved in these processes is already encompassed in non-residential electricity consumption in the energy sector.

[2] GHG emissions generated by the collection and transport of waste generated within the City are captured in the Commercial On-road Vehicle source in the Transportation sector.

As shown in Table 1, the largest sectors of GHG emissions are related to energy and transportation, followed by solid waste and water. The City is preparing the CAP Update to include measures and actions addressing communitywide and municipal GHG emissions. Per the CAP Update, the City of Santa Barbara is committed to an emissions reduction target of 40 percent below 1990 levels by 2030 (SB 32 target year) and reaching a longer-term goal of carbon neutrality by 2035. Table 2 summarizes the emissions reduction targets included in the CAP Update compared to the reductions proposed in the 2012 CAP. This 2030 GHG emissions goal is selected to be consistent with SB 32 and CEQA Guidelines § 15183.5 for a qualified GHG emissions reduction strategy as well as to be achievable by City-supported measures identified in the CAP Update. The CAP Update includes a business-as-usual (BAU) and adjusted forecast of GHG emissions that will enable the City to quantitatively estimate the emissions reductions needed to meet its goal.

Table 2 City of Santa Barbara GHG Emission Reduction Targets

Target Year	Reductions Compared to 1990 Levels	Reductions Compared to 1990 Baseline	Remaining Emissions Gap (MT CO_2e)
2020	Meet 1990 Levels	15%	Target Exceeded
2030	40%	47%	50,811

Achieving carbon neutrality will require significant changes to the technology and systems currently in place. The CAP Update aims to establish new systems that are resilient and equitable and allow for a transition to carbon neutrality in the future. This includes electrification of building and transportation systems, support for land use policies and growth policies that reduce vehicle miles traveled, increased usage of carbon neutral electricity, increased water use efficiency, and waste reduction and diversion. As these measures and actions are implemented, the City will gain more information, new technologies will emerge, and current pilot projects and programs will scale to the size needed to reach carbon neutrality. Furthermore, the state is expected to update state-level regulations and provide additional support for meeting carbon neutrality in the future. Future CAP updates past 2030 will also outline new measures and actions that the City of Santa Barbara will implement to close the remaining gap to achieve the carbon neutrality target. Table 3 includes a complete list of the measures and actions included in the CAP Update by strategy.

Table 3 City of Santa Barbara CAP Update Measures and Actions by Strategy

ID #	Measures and Actions
Building Energy Measures	
Measure BE-1	**(Municipal) Decarbonize 50% of Municipal Buildings and Facilities by 2030 and all Remaining Municipal Facilities by 2035**
Action BE-1.1	Develop a plan to electrify 50% of City-owned municipal buildings by 2030 and decarbonize 100% of municipal facilities by 2035. The plan will include an inventory of fossil fuel-powered municipal building equipment, low/zero-carbon technologies available for replacing the equipment (where available), and a short- and long-term schedule for completion. Address diesel generators and recent natural gas investments. Address feasibility concerns around community swimming pool decarbonization. Any buildings that are unable to be electrified due to technological infeasibility should be decarbonized with other technology.
Action BE-1.2	By 2030, develop an ordinance to require the installation of solar and/or energy storage backup power instead of diesel generators, where feasible.
Action BE-1.3	Implement the municipal building decarbonization plan developed under BE-1.1 to decarbonize 100% of municipal buildings by 2035 (any buildings that are unable to be electrified due to technological infeasibility shall be decarbonized with other technology).
Action BE-1.4	Develop and implement a plan for retrofitting all remaining streetlights, facility lighting, and traffic signals to LEDs by 2035.
Action BE-1.5	Leverage the grant writer position(s) in strategy A-2.2 to expand funding efforts for municipal decarbonization.
Action BE-1.6	Include, at the time of lease renewal, requirements for City-owned leased buildings and facilities to be all-electric.
Measure BE-2	**(Municipal) Procure Carbon Free or 100% Renewable Electricity for Municipal Operations by 2030**
Action BE-2.1	Require all municipal electrical accounts to remain in SBCE's 100% Green option and purchase carbon-free electricity.

ID #	Measures and Actions
Measure BE-3	**(Municipal) Increase Municipally Owned Distributed Renewable Energy Generation Throughout the City**
Action BE-3.1	Implement all feasible microgrid projects at municipal facilities as identified by the 2017 Zero Net Energy study and re-evaluate viability of additional facilities.
Action BE-3.2	Conduct a feasibility study to understand the barriers of installing additional distributed energy resources such as solar and battery storage, or other renewable energy generation infrastructure, at municipal facilities. The City may need to re-evaluate plans for funding, energy storage capacity, and distributed energy resources to implement these projects. Focus municipal efforts around finding adequate space for energy storage and microgrid projects.
Measure BE-4	**Expand Existing Natural Gas Prohibition Ordinance for New Construction**
Action BE-4.1	In 2025 and every 3 years thereafter, revisit building ordinances to update the scope and exemptions to align with industry technology and maximize GHG reduction. Examples include requiring all major remodels (over 50% of building effected or an addition of over 50% of gross floor space) and removing exemptions in the all-electric building requirements. The building code cycle updates are processed in 2025, effective in 2026, and updated every 3 years.
Measure BE-5	**Reduce Existing Residential Natural Gas Consumption by 10% Below 2019 Levels by 2030 and 17% Below 2019 Levels by 2035**
Action BE-5.1	Adopt a time of renovation energy efficiency and electrification requirement by 2025, effective 2026. This ordinance could require replacement of HVAC systems, hot water heaters, and other appliances to be all electric and low hydrofluorocarbons (HFC) gas emitters or provide a checklist of cost-effective efficiency and electrification options for renovations to complete based on the scope of the project. Adopt an electrification ordinance for existing residential buildings by 2028, effective 2029, to be implemented through the building permit process, which bans expansion or reconnection of natural gas infrastructure.
Action BE-5.2	Complete an existing building electrification feasibility analysis in collaboration with UCSB or another research institution by 2025 to determine the upfront and on-bill costs associated with building electrification strategies. This information will be used to inform and support future ordinances addressing existing building electrification as well as the building electrification accelerator (BE-5.3). The study will include extensive community input and an equity analysis to ensure all people have affordable access to the health, comfort, economic, and resilience benefits of building electrification.
Action BE-5.3	Create a residential building electrification accelerator program to increase community access to building electrification resources. This program should include the provision and expansion of resources needed to support residents in electrifying their homes. For example, by providing rebates, enhanced funding for income-qualified homeowners, technical expertise, and contractor support.
Action BE-5.4	Identify opportunities for the strategic reduction of gas infrastructure within the City and develop a gas infrastructure pruning pilot program.
Action BE-5.5	Complete a low income and affordable housing electrification pilot project in collaboration with affordable housing owners, utilities, and the community. The pilot project will ensure that there is not an increase to energy bills for occupants of pilot buildings.
Action BE-5.6	Provide a rebate at time of sale for qualifying building electrification upgrades including panels, wiring, and heat pump appliances. Implement the rebate program by 2025.
Action BE-5.7	Improve the City's building electrification permit process through a comprehensive permitting compliance program that streamlines processes, reduces fees, provides permit and inspection checklists, shortens review times, and educates affected trades and staff, thus reducing barriers to electrification and unlocking available incentives.
Action BE-5.8	Conduct a feasibility study of a smart building market demand program, such as Recurve's *flexgrid* program. The study should include a pilot project that allows building owners to track the power generation and consumption of their retrofitted structures and work on making this a widely available and affordable option.

ID #	Measures and Actions
Action BE-5.9	Develop the program studied in BE-5.8 that allows building owners to track the power generation and consumption of their retrofitted structures to optimize energy management.
Action BE-5.10	Partner with ReCurve or similar entity to design and implement a market demand program that would pay energy users to save energy during times of peak demand, use energy more efficiently, and help balance the grid.
Action BE-5.11	Expand education programs directed at homeowners and renters on energy resource programs (examples include energy efficiency programs, demand response, and market demand programs).
Action BE-5.12	Promote residential energy disclosure legislation, requiring home energy score at time of all residential property sale or rental listings.
Action BE-5.13	Establish a program that provides targeted direct install services and cost share for specific electrification measures with multi-unit residential development owners. City to cover incremental cost in addition to an incremental electricity rate from SBCE.
Action BE-5.14	Develop and implement a multi-family residential property regulation by 2028 to promote phased building energy efficiency and decarbonization. The regulation would require periodic energy inspections and prescriptive energy efficiency and decarbonization points requirements from a standardized checklist, with required performance increasing over time.
Action BE-5.15	Develop an emergency hot water appliance program where the City provides residents with emergency natural gas hot water heaters within 24 hours of a request, with an agreement that the resident's gas-powered hot water heater will be replaced within 6 months with a heat pump water heater.
Action BE-5.16	Increase community awareness and understanding of tax benefits for residential building energy efficiency upgrades (Example: the Residential Energy Efficiency Property Tax Credit).
Action BE-5.17	Develop incentives for California Alternate Rates for Energy (CARE)/ Family Electric Rate Assistance (FERA) subsidized rate programs for low-income resident customers to increase energy assurance.
Action BE-5.18	Implement direct installation and/or incentive programs that facilitate the installation of combined solar and battery energy storage system installations on local area single family residential buildings. Target 120 installations by 2035.
Action BE-5.19	Adopt a natural gas end of flow date by 2040.[1] Create public engagement and education campaigns around this action to give the community advanced notice as well as signify all progress being made to make this possible.
Measure BE-6	**Reduce Commercial Natural Gas Consumption 10% Below 2019 Levels by 2030 and 18% Below 2019 Levels by 2035**
Action BE-6.1	Based on the results of measure BE-5.2, the existing building electrification feasibility analysis, develop and adopt an ordinance for existing commercial buildings by 2025, effective 2026, that requires the replacement of fossil fuel building systems such as HVAC and Domestic Hot Water systems with heat pumps at time of renovation. Any buildings that are unable to be electrified due to technological infeasibility shall be decarbonized with other technology. Adopt an electrification ordinance for existing commercial buildings by 2028, effective 2029, to be implemented through the building permit process, which bans expansion or reconnection of natural gas infrastructure.
Action BE-6.2	Develop and implement a commercial and mixed-use building benchmarking program for commercial and multifamily buildings over 20,000 square feet by 2025, effective 2026. The program would include reporting electricity and natural gas usage (and any other energy source) data through energy star portfolio manager. It would establish monetary penalties for non-compliance. Residential portions of buildings that are part of a mixed-use development would be exempt. Create incentives for buildings not covered to encourage voluntary compliance.
Action BE-6.3	Develop and implement a building performance standard by 2028. The standard should identify a GHG emissions per square footage threshold for each commercial building type using the data collected under action BE-6.2. The program will start with larger commercial/multifamily residential buildings and decrease in size over time.

ID #	Measures and Actions
Action BE-6.4	Re-evaluate building performance program every 3 years to gauge implementation progress and possible expansion to smaller sized buildings.
Action BE-6.5	Work collaboratively (via SBCE) with SCE to incentivize all-electric retrofits by combining rebate programs and financing mechanisms to create cost effective electrification packages. Prioritize small, and under-resourced population-owned businesses.
Action BE-6.6	Expand education, outreach and engagement efforts relating to building electrification and energy resources, including these actions: ▪ Partner with the Santa Barbara South Coast Chamber of Commerce to inform and facilitate electrification for commercial business owners. ▪ Conduct a survey of small businesses detailing obstacles and needed resources to inform equity considerations of the ordinance. ▪ Conduct engagement efforts to the commercial sector to identify ways the City can support commercial energy storage installations and neighborhood scale microgrid opportunities. ▪ Leverage the grant writer position(s) in strategy A-2.2 to facilitate funding opportunities for commercial business electrification by identifying and supporting grant opportunities available to the community, prioritizing small and under-resourced population community owned. ▪ Implement feedback provided during the community outreach process to small businesses and under-resourced population-owned businesses to address potential equity impacts of the building performance program.
Action BE-6.7	Track and require rental energy use disclosures at all commercial property over 10,000 SF. Require an ASHRAE (American Society of Heating, Refrigeration, and Air-Conditioning Engineers) level-1 audit for properties over 10,000 SF, and property over 20,000 SF requires an ASHRAE level-2 audit to be conducted and disclosed to the City, tenants, and potential buyers prior to sale and/or listing.
Action BE-6.8	Establish a decarbonization incentive rate pilot program that would charge SBCE customers a reduced marginal cost rate for installation of specific electrification measures. Target commercial kitchens/restaurants, Hotel/Motels, etc.
Action BE-6.9	Publicize tax breaks for commercial building energy efficiency upgrades. For example, Section 179D Deduction is a federal tax deduction that allows commercial building owners to deduct up to $1.80 per square foot of the cost of qualifying energy-efficient upgrades made to their buildings, including HVAC systems, lighting, and building envelope improvements.
Action BE-6.10	Implement direct installation and/or incentive programs that facilitate the installation of combined solar and battery energy storage system installations on local area commercial buildings. Target 36 installations by 2035.
Action BE-6.11	Develop an emergency hot water appliance program where the City provides commercial residents with emergency natural gas hot water heaters within 24 hours of a request, with an agreement that the hot water heater will be replaced within 6 months with a heat pump.
Action BE-6.12	Create a commercial and mixed-use building electrification accelerator program to increase community access to building electrification resources. This program should include the provision and expansion of resources needed to support building electrification. For example, providing rebates, enhanced funding for income-qualified homeowners, technical expertise, and contractor support.
Measure BE-7	**Increase the Impact of Santa Barbara Clean Energy (SBCE)**
Action BE-7.1	Adopt a reach code requiring all non-residential new construction and major remodels to include solar PV.
Action BE-7.2	Convert SCE direct access customers to SBCE through targeted programs, incentives, and engagement. Direct access customers purchase electricity from a competitive provider called an Electric Service Provider (ESP), instead of from a regulated electric utility like Southern California Edison (SCE).
Action BE-7.3	Develop targeted rate structures and other incentives for large commercial customers including demand response.

ID #	Measures and Actions
Action BE-7.4	Develop a local education program detailing incentives for electrification and promoting the benefits of opting in to SBCE's service, particularly for under-resourced populations.
Action BE-7.5	Maintain SBCE opt-out rates below 10%.
Action BE-7.6	Create innovative pilots for SBCE through local partnerships addressing technical, low-income, market, and policy barriers to progress the City's sustainability and resilience goals. Consider working with departments at UCSB like Technology and Management Program for innovative solutions that leverage technology, Engineering for data-driven solutions, and Environmental Science for cutting edge environmental research.
Action BE-7.7	Develop a Feed-In Tariff to increase and incentive distributed energy resources. Feed-In Tariffs allow eligible small-scale renewable energy generating sources to sell their energy back to the utility or major energy grid.
Transportation Measures	
Measure T-1	**(Municipal) Continue to Develop and Implement the Municipal Transportation Demand Management (TDM) Program**
Action T-1.1	Provide free or discounted access to public transit passes and the electric bicycle share program for all municipal employees and expand the WorkTRIP program to offer additional carbon-free or carbon-reduced modes of travel incentives.
Action T-1.2	Develop a hybrid remote work program policy that supports municipal office employees to work from home as feasible (including alternative work schedules where feasible). City to provide financial assistance to help offset costs associated with home office needs.
Action T-1.3	Provide cash incentives or paid time off for City employees to bike, walk, and carpool to work.
Action T-1.4	Conduct a detailed survey of City staff commute data annually including employee feedback to identify both major emission sources and potential gaps in planning.
Action T-1.5	Identify opportunities for accessing bike lockers and showers at municipal office buildings.
Measure T-2	**(Municipal) Electrify or Otherwise Decarbonize the Municipal Fleet by 2035.**
Action T-2.1	Complete and implement the City's Zero Emission Vehicle Acquisition Policy to convert fossil fuel municipal fleet vehicles, where feasible, to electric or otherwise decarbonize the fleet by 2035, including a short and long-term schedule for completion as well as potential for regional bulk procurement. Gain approval from City Council to allow discretionary electric vehicle purchases from different vendors.
Action T-2.2	Install additional zero emission vehicle chargers in municipal parking lots for fleet and employee use.
Action T-2.3	Procure biofuels (renewable diesel and biogas) to operate municipally owned on and off-road equipment with no existing opportunities for decarbonization. Re-evaluate decarbonization opportunities regularly to ensure biofuels are not being used for equipment that could otherwise be decarbonized.
Action T-2.4	Develop and adopt a purchasing policy for smaller equipment (e.g., landscaping equipment) that includes reviews and prioritization of emissions-free equipment each time equipment is purchased.
Measure T-3	**Implement Programs that Enhance Access to Safe Active Transportation, such as Walking and Biking, to Increase Active Transportation Mode Share to 6% by 2030 and to 10% by 2035**
Action T-3.1	Implement the City's Bicycle Master Plan and Pedestrian Master Plan goals and policies to enhance community access to safe active transportation options. Using these guiding documents, identify, design, and procure funding for projects that can forward the goals of the BMP and PMP, and create bike and pedestrian infrastructure that is safer, easier to use, and widely accessible for all community members.
Action T-3.2	Pursue funding and coordinate with existing streets maintenance programs to close gaps in the pedestrian and bike network, as identified in the Bicycle Master Plan, Pedestrian Master Plan, and Capital Improvement Program.

ID #	Measures and Actions
Action T-3.3	Evaluate existing bike parking facilities and evaluate what improvements can be made to increase parking supply, reduce theft, and increase rider attraction. Include analysis of last mile limitations and hurdles and add bike parking near transit stops accordingly. Consider AB 2097 and expanding bike parking with private facilities when vehicle parking is limited.
Action T-3.4	Adopt the State's Slow Streets Program and expand the City's existing neighborhood traffic calming efforts with a focus on equity considerations for additional locations.
Action T-3.5	Engage MOVE SBC, SBCAG, MTD, Santa Barbara County Public Health Department, Cottage Hospital, school districts, local law enforcement, bike advocates, and community stakeholders to continue to identify and implement additional short-term and long-term bikeway and pedestrian infrastructure improvements, Vision Zero messaging and efforts, and general education regarding the safe utilization of our public active infrastructure.
Action T-3.6	Build new infrastructure to ensure there is equitable access to safe bike and pedestrian infrastructure in all areas of the city. Focus planning, development, and construction of active transportation infrastructure in regionally defined disadvantaged communities.
Action T-3.7	Evaluate amending the zoning ordinance to increase bike parking and types of bike parking facilities for land development projects.
Action T-3.8	Implement the recommended bike facilities outlined in the Santa Barbara Bicycle Master Plan to add 30 miles of bike ways to the City by 2030.
Action T-3.9	Implement Santa Barbara's Vision Zero Strategy to eliminate serious injuries and fatalities on City streets.
Action T-3.10	Leverage technology to track mode shifts to active transportation. Conduct an annual review of progress on implementation progress, data quality, and potential barriers to implementation. Once an effective tracking method is developed, the City shall aim to achieve 6% increase in active transportation mode share by 2030 and 10% by 2035.
Action T-3.11	Increase bike parking in nonresidential places like populated areas, City Parks, beaches, etc.
Action T-3.12	Accelerate the production and availability of affordable housing near urban centers by updating and adopting the Housing Element and Zoning Code to reduce vehicle miles traveled; by exploring alternative strategies to create and preserve affordable housing, such as co-ops, housing or land trusts; and by streamlining project review with objective design standards.
Measure T-4	**Implement Programs to Encourage Public Transportation to Increase Public Transportation Mode Share to 7% by 2030 and to 8% by 2035**
Action T-4.1	Explore alternative forms of public transit, such as micro transit and/or new electric shuttle routes, in areas with higher congestion and population densities. Micro transit is a type of on-demand, shared transportation service that typically operates with smaller vehicles, such as vans or mini-buses, and offers flexible routes and schedules.
Action T-4.2	Market and publicize public transportation improvements as they are planned and implemented in a variety of methods (social media, newspaper, radio, etc.) and languages to help facilitate use and success of improvement.
Action T-4.3	Partner with Santa Barbara MTD to determine transit priority projects and determine best potential locations for expansion and increased service.
Action T-4.4	Work with nonprofit and community stakeholders to enhance public transit opportunities.
Action T-4.5	Work with Santa Barbara MTD to ensure public transportation access and improvements are prioritized in low-income and high population density areas of the City.
Action T-4.6	Work with MTD to identify and implement pilot projects and infrastructure updates to make transit safer, more consistent, and more convenient.

ID #	Measures and Actions
Measure T-5	**Support and Promote Regional Programs that Reduce the Use of Single Occupancy Vehicles**
Action T-5.1	Continue to work with SBCAG to encourage employers to develop Transportation Demand Management (TDM) Plans for their employees. TDM plans should include incentives for employees to bike, walk, carpool, or take the bus to work and should be publicized on a website.
Action T-5.2	To enhance the Santa Barbara community's ability to telecommute, implement SBCAG's Broadband Regional Study to identify areas of the City that have limited access to broadband service due to infrastructure and financial limitations.
Action T-5.3	To enable telecommuting, leverage the grant writer position(s) in strategy A-2.2 to identify funding opportunities to bridge the broadband access gap in the City by helping to fund installation of infrastructure or subsidize broadband service for low-income households.
Action T-5.4	Provide active and alternative transportation resources across all businesses in the city prioritizing small, women owned, and minority owned businesses regardless of Transportation Demand Management Plan (TDM) membership.
Action T-5.5	Implement *2022 California Assembly Bill 2097 – Residential, Commercial, or Other Development Types: Parking Requirements* which prohibits the City from imposing minimum parking requirements on residential and commercial development, if located with ½ mile of public transit that is consistent with AB 2097.
Action T-5.6	In line with the General Plan, develop and implement a program to manage parking of single-occupancy vehicles. Utilize on street parking pricing for all downtown parking locations and use revenue to fund active transportation, public transportation projects, and neighborhood improvements. The program should address parking issues citywide and consider measures to prevent impacts to surrounding areas and coastal access. This analysis may include citywide use of parking permit programs and other measures.
Action T-5.7	Develop the Pilot Bike Share Program into a permanent and dependable bike share network that provides access to key destinations throughout the City, and work with regional partners to assess potential for a regional bike share system.
Action T-5.8	Coordinate with SBCAG and regional partners to update regional active transportation maps. Distribute active transportation maps and educational materials to various stakeholders. Prioritize education regarding digital mapping that is available on regularly used platforms like Google Maps.
Action T-5.9	Partner with the tourism and business sectors of the greater Santa Barbara County region to identify pathways to increase active transportation by tourists and employees.
Action T-5.10	Reduce driving of single occupancy vehicles through public education and engagement. Examine equity concerns around reducing single occupancy vehicles and ensure there are adequate resources available for alternative forms of transportation.
Action T-5.11	Explore options to address long distance commuter parking. For example, add a parking lot outside of the downtown area for long distance commuters and use mode share to bring these employees into the downtown area from the new parking lot, reducing parking congestion.
Measure T-6	**Increase Zero-Emission Passenger Vehicle Use and Adoption to 30% by 2030 and 55% by 2035**
Action T-6.1	In 2025 and every 3-years thereafter, amend the Municipal Code to require increased number of electric vehicle capable charging spaces in new construction and major redevelopment for commercial, mixed-use, and multi-family development.
Action T-6.2	In 2025 and every 3-years thereafter, revisit commercial and multi-family building ordinances to be updated and require large commercial (more than 10,000 square feet) and large multi-family (more than 20 units) building owners that are providing parking to install working electric vehicle chargers in 20% of parking spaces for existing buildings when undergoing a major remodel (over 50% of building effected or an addition of over 50% of gross floor space).
Action T-6.3	Add 1,788 (by 2030) and 3,536 (by 2035) new publicly accessible electric vehicle charging stations throughout the City and at City-owned facilities to support community EV charger access.
Action T-6.4	Support private development of EV charger installations by effectively streamlining City processes, such as expediting permitting, easing onerous regulations, develop a permitting design guide.

ID #	Measures and Actions
Action T-6.5	Identify private sector partnerships and develop affordable, zero-emission vehicle car share programs to serve affordable housing and/or multi-unit developments with a priority to target under-resourced populations.
Measure T-7	**Accelerate Zero-Emission Commercial Vehicle Use and Adoption to 26% by 2030 and 45% by 2035**
Action T-7.1	Develop and implement a City Zero Emission Vehicle Action Plan (ZEVAP) to identify policies to accelerate ZEV adoption community wide.
Action T-7.2	Identify and connect commercial vehicle owners, particularly those serving under-resourced communities, to resources that can incentivize vehicle electrification. This could include local tax breaks.
Action T-7.3	Provide information to the public on low-carbon fuel standards (LCSF) and how businesses can develop LCSF credits or other state and federal programs to help fund conversion of commercial fleets to zero emissions vehicles.
Action T-7.4	Create a small business truck buyback program to buyback trucks from local small businesses to upgrade to electric.
Measure T-8	**Electrify or Otherwise Decarbonize 6% of Off-Road Equipment by 2030 and 20% by 2035[1]**
Action T-8.1	Align with or exceed *2021 California Assembly Bill 134 – Air Pollution: Small Off-Road Engines* and expand enforcement of the ordinance that bans gas powered small offroad engines by 2024 (e.g., lawn and garden equipment). Provide income tiered incentives or buyback programs for burdened residents and businesses. Identify staffing needs for an enforcement and implementation tracking program run by the relevant City department.
Action T-8.2	Inform, educate, and support the transition of local employers to zero emission off-road equipment, including major construction companies, manufacturers, landscapers, and warehouse companies.
Action T-8.3	Investigate off-road equipment fleets in the City of Santa Barbara, identify fleets with highest decarbonization potential, and conduct engagement to under-resourced communities to understand how to support conversion.
Action T-8.4	Partner with Santa Barbara County Air Pollution Control District to expand rebate and incentive programs for upgrading off-road equipment to hybrids, biofuels, or fully electric.
Action T-8.5	Leverage the grant writer position(s) in strategy A-2.2 to source state funding to decarbonize off-road equipment as a result of Executive Order N-79-20 and State Climate Funding Package.
Action T-8.6	Develop a landscape equipment education and incentive program incentivizing motorized landscape equipment electrification (electric leaf blowers already required, but can get rolled into an education campaign) for hedge trimmers, etc.
Waste, Solid Waste, and Wastewater Measures	
Measure W-1	**(Municipal) Increase Municipal Procurement of Recovered Organics Waste Products**
Action W-1.1	Require City agencies to procure and apply compost generated from municipal organic waste to the exterior of suitable facilities as part of their operations.
Action W-1.2	Increase signage for municipal buildings, parking, and sidewalk bins on accepted landfill, recyclable, and compostable materials.
Action W-1.3	Investigate opportunities for procuring recovered organic waste products within municipal facilities.
Measure W-2	**(Municipal) Reduce Municipal Water Consumption**
Action W-2.1	Continue implementing City policies for water-conserving equipment upgrades and practices at City government facilities. Implement additional facility, landscape, and procedure improvements to further conserve water as identified and determined feasible.
Action W-2.2	Create a Green Community Infrastructure Program based on the Stormwater BMP Guidance Manual with upgraded public spaces, green parking lots, green alleys and increased green stormwater infrastructure on City facilities.

ID #	Measures and Actions
Measure W-3	**Reduce Per Capita Potable Water Consumption 1.05% by 2030 and 1.58% by 2035**
Action W-3.1	Implement all cost-effective measures identified in the Water Conservation Strategic Plan.
Action W-3.2	Leverage the grant writer position(s) in strategy A-2.2 to source funding for the Water Conservation Strategic Plan programs and rebates.
Action W-3.3	Educate the community through the Water Resources division of Public Works to understand available incentives, options, and programs to reduce per capita water use.
Action W-3.4	Expand public engagement campaigns to promote the available rebates through the City's Water Conservation Programs.
Action W-3.5	Utilize available enhanced water consumption data from the City's Automated Metering Infrastructure, along with the WaterSmart customer portal, to educate water customers about water use patterns and leak detection.
Action W-3.6	Leverage the grant writer position(s) in strategy A-2.2 to provide specialized rebate or other funding to low and medium incomes homes for installing laundry to landscape, rainwater catchment system, low-flow appliances, and fixing water leaks.
Measure W-4	**Reduce Organic Waste 80% below 2014 levels by 2030 and 85% by 2035**
Action W-4.1	Meet the requirements of 2016 California Senate Bill 1383 to reduce organics in the waste stream by 80% below 2014 levels. Include existing activities of: ▪ Pilot and evaluate emerging technologies like at source organic waste digestion to reduce organic waste by restaurants and other major food waste producers. ▪ Implement enforcement and fee for incorrectly sorted materials with sensitivity to shared collection. ▪ Increase bin signage across commercial and residential areas of acceptable landfill, recyclable, and compostable materials.
Action W-4.2	Create a templated training for businesses to educate their employees about circular economy-based practices annually by providing training resources and rebate program to fund employee time for training. Support lower-impact reusable and reduced packaging businesses.
Action W-4.3	Conduct targeted multicultural education and assistance campaigns to enhance reuse, ways to prolong the useful life of common materials and items, and sustainable purchasing practices.
Action W-4.4	Conduct a Bring Your Own (BYO) education and outreach training for the community on reusables and implementing more sustainable packaging into daily use. Provide resources of education on City website. Educate community on food scraps on resource center.
Action W-4.5	Conduct waste characterization studies every 4-5 years to inform programs and policies. Leverage study to understand the waste stream and create a plan to increase diversion and reduce contamination.
Action W-4.6	Collaborate with the County and Resource Conservation District to develop a regional compost trading program to provide farmers with compost to meet organic procurement target set by 2016 California Senate Bill 1383.
Action W-4.7	Establish regional consortium to plan and pursue funding for infrastructure beyond 2025 California Senate Bill 1383 targets.
Action W-4.8	Establish relationships with multi-unit property owners/managers to develop signage for their properties. Go door-to-door at each multi-unit unit yearly to provide supplies and education for proper sorting.
Action W-4.9	Conduct outreach campaign to low and medium -income residents educating them on issues related to abandoned waste and informing them on how to access bulky item and abandoned waste services at no cost.
Action W-4.10	Partner with the harbor, airport and other major Santa Barbara facilities to facilitate no single use plastic practices.

ID #	Measures and Actions
Action W-4.11	Continue to provide different bin size options for green waste, recycling, and trash at different costs (smaller bins being cheaper options) and work towards discontinuing the use of larger waste containers as feasible.
Action W-4.12	Ban items without means of recycling or recycling markets, such as sale of polystyrene, produce bags, plastic packaging, straws, plastics #4-7, and mixed materials.
Action W-4.13	Implement pilot project for reusable restaurant to-go containers.
Action W-4.14	Explore opportunities to promote a "circular economy" among local manufacturers and industry. Build on existing AB 619 legislation to fund temporary or permanent food facility item reuse.
Action W-4.15	Partner with libraries and other existing facilities to market campaigns about waste reductions, reuse, and repair.
Action W-4.16	Partner with UCSB, ICLEI and other organizations to cost effectively evaluate and develop resources around consumption-based emissions. Utilize consumption-based emissions inventory to understand Santa Barbara's most carbon intensive consumption habits and emission reduction potential and promote closed-loop circular economy. Based on the results, create a plan to achieve the objective of zero growth of waste generation. Consider reusable diaper service, plant-based diets, etc.
Action W-4.17	Create a training/education program that is free and accessible to all residents and employees to learn about circular economy practices and diversion strategies and effects of overconsumption.
Carbon Sequestration	
Measure CS-1	**Increase Carbon Sequestration by Maintaining Existing Trees and Natural Lands and by Planting 4,500 New Trees throughout the Community by 2030**
Action CS-1.1	Continue to implement and expand the City's Urban Forest Management Plan to include goals for promoting street tree health, enhancing resiliency, increasing the environmental benefits and co-benefits resulting from street trees and shading, community engagement around the urban forest. Include activity to promote street tree health and maintaining existing trees through partnerships with the community and local non-profits.
Action CS-1.2	Continue to look for opportunities to increase carbon sequestration via land acquisitions and tree protections in alignment with the City's Open Space, Parks and Recreation Element.
Action CS-1.3	Implement the City's Community Wildfire Protection Plan to reduce fire risk and carbon loss due to wildfires by conducting vegetation management throughout the City. Ensure that vegetation management projects minimize full removal of vegetation or conversion of land cover type from a higher carbon sequestration land cover (shrubs and trees) to a lower carbon sequestration land cover type (annual grasses).
Action CS-1.4	Develop a Citywide, or participate in a regional, carbon sequestration analysis and plan to explore opportunities to increase sequestration in the City.
Action CS-1.5	Implement the City of Santa Barbara's Creek Tree Program to assist private creekside landowners with improving wildlife habitat along creeks in Santa Barbara through the protection and planting of native trees. Develop a wildlife habitat install program where the City provides carbon sequestering plants and creek trees and removes non-natives as feasible for appropriate creekside properties. Prioritize low-income areas for implementation of the Creek Tree Program and keep an updated publicly accessible page on the City website with important information about the program.
Action CS-1.6	Update tree canopy coverage data within the City to measure the change in coverage over time as it relates to sequestration as part of the next Urban Forest Management Plan update.
Action CS-1.7	Invest and participate in regional development of local carbon off-set program in partnership with the County and/or Central Coast Regional Collaborative.
Action CS-1.8	Prioritize low-income areas of the City with less existing tree canopy for tree plantings and increase shading in gathering spaces.

ID #	Measures and Actions
Measure CS-2	**Explore New Carbon Sequestration and Carbon Capture Opportunities**
Action CS-2.1	Create an organizational body (internally within the City or through a partnership like with UCSB or the Santa Barbara Botanical Garden) to lead program development and research for facilitating emergent carbon sequestration and carbon capture plans relevant to the City.
Action CS-2.2	Pilot and promote carbon sequestering construction materials like low-carbon concrete and mass timber.
Action CS-2.3	Work with local architects, construction trades, and workforce development organizations to expand industry knowledge and adoption of carbon sequestering building materials and techniques.
Action CS-2.4	Conduct a feasibility study to explore carbon capture and storage opportunities for the community.
Action CS-2.5	Initiate a study partnering with local academic institutions and the ReSource Center to identify and research ways to create a circular economy around organic waste and increasing edible food rescue.
Action CS-2.6	Conduct a feasibility study to explore repurposing biosolids into biochar locally and replacing conventional fertilizer through Public Works.
Action CS-2.7	Invest in the existing kelp farming efforts by studying regional environmental impacts and sequestration potential through a partnership with UCSB.
Action CS-2.8	Partner with furniture, home renovation, and construction companies to promote sustainable and locally harvested timber to reduce embodied carbon from transit of construction materials and reduce the price premium of emerging timber uses.
Action CS-2.9	Leverage the grant writer position(s) in strategy A-2.2 to expand funding for the carbon sequestration program.
Action CS-2.10	If there are localized co-benefits to any sequestration projects focus development, when possible, to benefit historically adversely impacted under-resourced communities.
Measure CS-3	**Maintain and Expand Existing Restoration Projects to Sequester Carbon through a 25-acre Net Increase in Restored Land Areas by 2030**
Action CS-3.1	Develop a Citywide restoration plan in partnership with the Creeks Division, Parks and Recreation, and Public Works to achieve target net increases in restored land area and waterways. Prioritize implementation of restoration projects in disadvantaged communities. Facilitate community outreach through surveys and public meetings on ways to best restore lands and waterways within the City as well as identify additional priority areas.
Action CS-3.2	Should parcels be identified for potential rezoning from their existing state to a park or open space, consider the following: 1) provide flexible solutions for developing urban parks in infill areas where traditional neighborhood and community parks are not feasible; 2) aim to achieve the greatest carbon sequestration possible, given constraints around use and amenities to be included. Use and amenities are determined by Parks and Recreation staff through a community process; and 3) selection of parcels be made with an aim to serve underserved communities.
Action CS-3.3	Expand Creeks Division volunteering programs to help maintain creek restoration projects. Coordinate projects with Parks and Recreation and Sustainability and Resilience Departments.
Action CS-3.4	Facilitate annual reporting as part of the urban forestry, wildfire prevention, and Citywide restoration efforts by developing and maintaining existing projects to gauge progress over time and identify any gaps related to ongoing projects. Incorporate GHG reduction calculations into this monitoring plan.
Action CS-3.5	Leverage the grant writer position(s) in strategy A-2.2 to pursue funding for restoration activities with a focus on projects that have not reached completion due to funding constraints.
Action CS-3.6	Include long term maintenance in restoration planning and implementation by partnering with the community and local organizations to assist in maintenance activities. Include continued maintenance and expansion of Creeks Division projects of the Upper Las Positas Creek, Mission Creek, Palermo Open Space, Arroyo Burro, and the Andree Clark Bird Refuge.

ID #	Measures and Actions
Measure CS-4	**Increase Carbon Sequestration by Applying 0.08 tons of Compost per Capita Annually in the Community through 2030 and 2035**
Action CS-4.1	Enforce compliance with 2016 California Senate Bill 1383 and aim to exceed the baseline requirement by establishing a minimum level of compost application per year on applicable/appropriate land throughout the City including City-owned land twice that of SB 1383 requirements.
Action CS-4.2	Identify additional locations within the City to apply compost and provide household incentives for small-scale implementation.
Action CS-4.3	Maintain procurement policies to comply with SB 1383 requirements for jurisdictions to purchase recovered organic waste products.
Action CS-4.4	Work with the ReSource Center to provide residents, businesses, and developers with educational material on where compost can be acquired and how it can be used (i.e., landscaping).
Action CS-4.5	Collaborate with Santa Barbara Community College, UC Santa Barbara, local schools, and Public Works to identify opportunities to apply compost to landscaping.
Measure CS-5	**Reduce GHG Emissions of Residential and Commercial Building Materials 20% by 2030 and 40% by 2035 in Line with AB 2446**
Action CS-5.1	Conduct a feasibility study on carbon capture technologies to locally produce calcium carbonate (low carbon concrete) creating sequestration via construction materials. Determine viability within the City and project demand.
Action CS-5.2	Partner with UCSB to pilot a building specific embodied carbon reduction project for planned construction.
Action CS-5.3	Develop a strategic construction and procurement plan to promote construction projects that use alternative materials to reduce embodied carbon. Include scoring criteria in City request for proposals for construction projects that identify resilience features such as water and energy efficiency, reduced urban heat, and decrease the embodied carbon in line with AB 2446.
Community Climate Potential	
Measure CP-1	**Encourage Community Innovation and Empower the Local Green Economy through Investment in a Green Technology Workforce**
Action CP-1.1	Create a Green Technology incubator in partnership with UCSB to determine technological advancement research into clean power, built environment advancement, and carbon sequestration.
Action CP-1.2	Leverage the grant writer position(s) in strategy A-2.2 to source funding for the Green Technology incubator through involvement of venture capitalist and private equity firms.
Action CP-1.3	Facilitate workforce training by partnering with local academic institutions to offer scholarships for students pursuing climate trades.
Action CP-1.4	Partner with Santa Barbara Community College and/or UCSB to develop a clean energy technology certificate program.
Action CP-1.5	Leverage the grant writer position(s) in strategy A-2.2 to establish an Innovation Bootcamp with funding from SBCE to encourage forward thinking sustainability and resilience ideas and pilots. The Innovation Bootcamp will be tiered based on stages.
Action CP-1.6	Create a climate innovation competition for local area students where the prize is a scholarship or grant.

Source: Santa Barbara, City of. 2023. CAP Update.

The measures included in the CAP Update combined with statewide legislation and initiatives and regional transportation programs will enable the City to meet its emissions reduction target of 40 percent below 1990 levels by 2030. Table 4 shows the contribution of the statewide initiatives along with the measures included in the CAP Update. The City needs to achieve a reduction of 211,647 MT CO_2e by 2030 to meet its goal. The estimated GHG reductions accounted for in the CAP Update combined with the GHG reductions from State and SBCE Initiatives total 320,089 MT CO_2e by 2030.

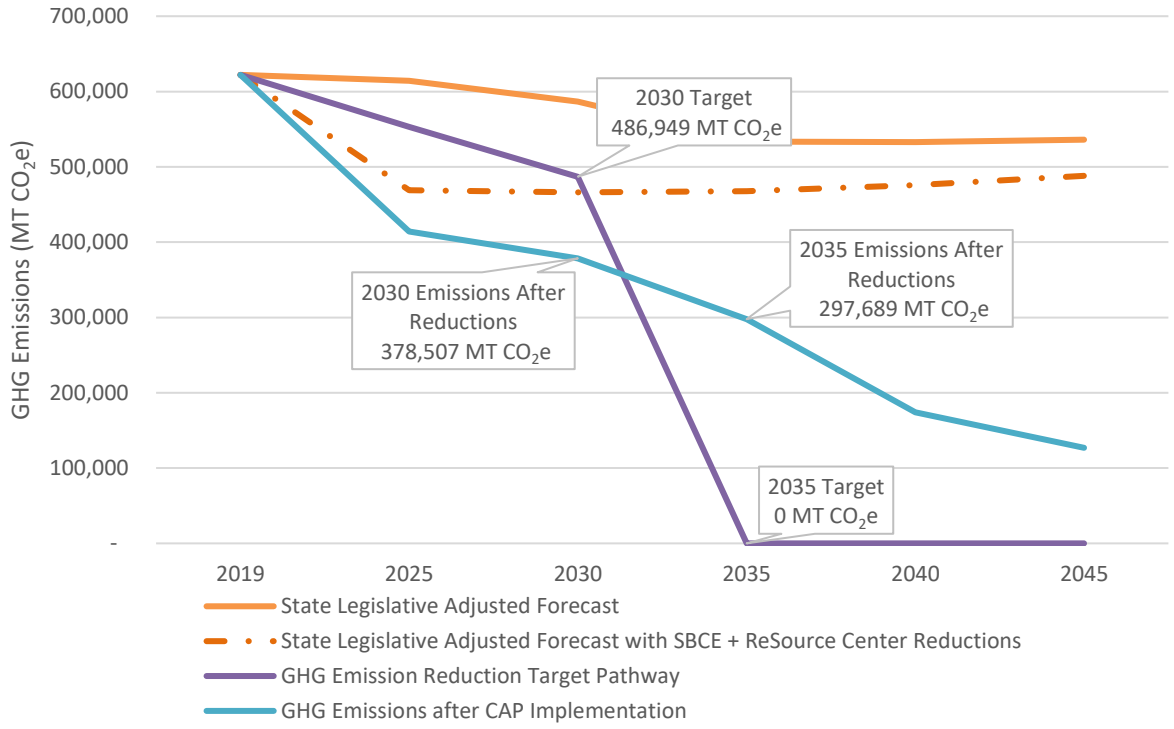
Table 4 City of Santa Barbara 2030 GHG Reduction Target by Sector

State Initiative	Sector	2030 Reduction in City Emissions ($MTCO_2e$)
Advanced Clean Cars Program, Pavley Standards, Zero Emissions Vehicles Program, Clean Transit)	On-road Transportation	63,081
SB 1383	Water, Solid Waste, and Wastewater	45,733
Title 24	Residential/Non-residential Electricity and Natural Gas	13,594
A. Total State Initiative and SBCE Emissions Reductions		187,784
B. Total City CAP Update Emissions Reductions		132,305
C. Total Expected Emissions Reductions (A+B)		320,089
D. City of Santa Barbara Emissions Reduction Requirement		211,647
E. Meets/exceeds State Goals? (C > D)		Yes

Source: Santa Barbara, City of. 2023. CAP Update.

Table 4 and Figure 3 illustrate how the BAU emissions are estimated to increase, thus widening the emissions reductions needed by 2030. Figure 3 also shows emissions reductions expected from State level actions as well as the reductions needed to reach the City of Santa Barbara emissions target.

Figure 3 City of Santa Barbara Future GHG Emissions Projection and Reduction Target



Source: Santa Barbara, City of. 2021. Santa Barbara CAP.

Table 5 City of Santa Barbara Future GHG Emissions Projection and Reduction Target

Description	Emissions ($MTCO_2e$)
1990 Emissions	715,530
2019 Emissions	622,110
2030 BAU Emissions	698,596
2030 Adjusted Forecast	510,812
2030 Target Emissions (49% below 1990 levels)	486,949
2030 Required Reduction from Measures	**132,305**

Source: Santa Barbara, City of. 2023. Draft CAP Update

Implementation of the measures listed in Table 3 could result in physical changes to the environment that could potentially have a significant impact on the environment. While individual projects resulting from these measures have not been identified for the purposes of this document, the types of actions that could result from realization of the measures are taken into account in considering potential environmental impacts that could occur through implementation of the CAP Update. For example, projects or actions requiring ministerial approval, such as installation of electric vehicle charging stations and supporting infrastructure, new bicycle or pedestrian facilities, and solar photovoltaic (PV), may introduce physical changes related to the temporary presence and operation of construction vehicles and equipment during installation of required facilities and the long-term presence of new facilities such as bike and pedestrian facilities, solar arrays, and electric vehicle charging stations, which could alter pedestrian and vehicular traffic patterns.

Additionally, electrification retrofits may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. The associated construction impacts and the physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing for connection of condensate drains, which in some cases may include modifications to the interior and/or exterior of buildings for wiring and panel replacement, and minor excavation for connection of drainage to sewer systems. Projects implemented in support of the CAP Update would be reviewed for consistency with the General Plan, other applicable regulatory land use actions, and would be subject to any required environmental assessment that would be completed prior to approval of any project. Future plans or projects would be subject to environmental review under CEQA, and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable.

Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis

In 2007, SB 97 acknowledged that climate change is an environmental issue that requires analysis in CEQA documents, and in 2010 the California Natural Resources Agency adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines gave lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. Specifically, Section 15183.5(b)(1)A-G of Title 14 of the California Code of Regulations was amended to state that a qualified GHG Reduction Plan may be used for tiering and streamlining the analysis of GHG emissions in subsequent CEQA project evaluation, provided that the GHG Reduction Plan does the following:

- Quantifies GHG emissions both existing and projected over a specific period of time, resulting from activities within a defined geographical area
- Establishes a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable
- Identifies and analyzes the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area
- Specifies measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level
- Establishes a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels
- Be adopted in a public process following environmental review

Therefore, the City proposes to also adopt a quantitative efficiency threshold for use in evaluating whether a plan or project's GHG emissions would result in a potentially significant environmental impact under CEQA for plans or projects with pre-2030 buildout or initial operation years. The CEQA Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would be applied to plans or projects that cannot tier from the environmental analysis for the City's CAP Update (as contained in this IS/ND) because the plan or project would not be consistent with the General Plan land use and zoning designations for the project site and would result in greater GHG

emissions than existing on-site development, or the plan or project would not be consistent with the CEQA GHG Emissions Analysis Compliance Checklist.

The threshold is set at the level of GHG emissions that new development would need to achieve to be consistent with the CAP Update's communitywide emissions reduction target of 40 percent below 1990 emissions levels by 2030. The efficiency threshold, listed below, is expressed in terms of MT CO_2e per service person[14] and is applicable to plans or projects with pre-2030 buildout or initial operational years:

- 2.13 MT CO_2e per service person[15]

Efficiency thresholds for beyond 2030 would be established later in conjunction with subsequent CAP Updates. Plans or projects that do not tier from the City CAP Update IS/ND that would generate GHG emissions in excess of these thresholds would result in a potentially significant impact on the environment related to GHG emissions and climate change. Mitigation measures would be required to be identified to reduce potentially significant impacts resulting from such plans or projects. Plans or projects that are unable to reduce GHG emissions below these thresholds through implementation of identified mitigation measures would result in a significant and unavoidable environmental impact. The Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis provides guidance during CEQA review and does not propose development or changes to land use and zoning. Thus, implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not have direct construction or operational impacts.

General Plan Designation and Zoning

The CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would be implemented throughout the City and would occur in all Santa Barbara General Plan designations and zoning designations. The plan would not alter any existing designations.

6. Cumulative Projects Scenario

For purposes of CEQA cumulative impacts analysis of the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis, the cumulative projects scenario is the total projected population growth, and the anticipated cumulative development to accommodate that growth, for Santa Barbara in 2030. Population and employment-based growth factors use the most recent SBCAG 2050 Connected - Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) demographic forecasts.[16] Household based growth factors similarly use SBCAG 2020 RTP/SCS forecast; however, these are adjusted to account for the 6th Cycle Regional Housing Needs Assessment (RHNA) allocation of housing needs for the City of Santa Barbara between 2023 and 2031. As such, the number of households in the SBCAG region is expected to grow by 8,274 units between 2019 and 2030.[17] As outlined in the CAP, the population included in the CAP is different from the population included in the Housing Element because the Department

[14] The service population is equal to the residential population plus the number of jobs.

[15] Santa Barbara, City of. 2023. CAP Update.

[16] Santa Barbara County Association of Governments. 2020. 2050 Connected Regional Transportation Plan/Sustainable Communities Strategy. https:// www.sbcag.org/wp-content/uploads/2023/09/Connected-2050-Final.pdf. Accessed October 2023.

[17] Santa Barbara County Association of Governments. 2021. Regional Housing Needs Allocation Plan 6th Cycle 2023-2031. https://www.sbcag.org/wp-content/uploads/2023/08/final_rhna_plan.pdf. Accessed October 2023.

of Housing and Community Development (HCD)[18] recommends that each jurisdiction create a buffer in the housing element inventory of at least 15 to 30 percent more capacity than required to ensure that sufficient capacity exists in the housing element to accommodate the Regional Housing Need Allocation throughout the planning period. Including a buffer in the CAP could result in an overly conservative emissions reduction forecast and target because these scenarios are in part calculated based on future population scenarios.

7. Required Approvals

City of Santa Barbara

Required approvals include:

- Adoption of the CAP Update and CEQA Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis Initial Study-Negative Declaration
- Adoption of the CAP Update
- Adoption of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis

Although individual plans or projects may be implemented later under the umbrella of the CAP Update, each individual plan or project would be subject to separate environmental review under CEQA.

Other Public Agencies

The City of Santa Barbara has sole approval authority over the CAP Update. There are no other public agencies whose approval is required.

[18] HCD. June 10, 2020. Housing Element Site Inventory Guidebook Government Code Section 65583.2. https://www.hcd.ca.gov/community-development/housing-element/docs/sites_inventory_memo_final06102020.pdf

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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

Determination

Based on this initial evaluation:

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

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

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

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

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

Signature	Date
Printed Name	Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	■	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

a. Would the project have a substantial adverse effect on a scenic vista?

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

As described in Plan Location and Physical Setting, the City of Santa Barbara is located on Santa Barbara County's South Coast, and the city's limits extend into the Pacific Ocean. The majority of Santa Barbara is developed with the densest development and largest buildings located within the City's downtown area. The primary arterial roadways in the City include U.S. Highway 101 (U.S. 101), U.S. Highway 192 (U.S. 192), and State Route 154 (SR 154). Views south of U.S. 101 include beaches, coastal bluffs, and the Mesa. North of U.S. 101, downtown cityscape of Santa Barbara, and the Santa Ynez Mountains and surrounding foothills, with single-unit residential development scattered in the Riviera on the lower elevations, provide a backdrop for the City. East of the City limits, Santa Barbara abuts the wooded, semi-rural community of Montecito, while to the west, suburban residential, commercial, and agricultural uses comprise Hope Ranch and the Goleta Valley.

The City's 2010 Program Environmental Impact Report for the General Plan Update (General Plan EIR) identifies ridgelines and foothills; ocean, beach and harbor; and substantial Open Space Areas as Important Visual Resources.[19] Surrounding steep hillsides, peaks, and rocky outcrops of the Santa Ynez Mountains contribute to the scenic quality of the City. Parks located in the foothills, such as Parma and Skofield Parks, support miles of scenic trails and provide views of the Pacific Ocean and City. Three creek systems, the Sycamore, Mission, and Arroyo Burro, provide natural corridors that contrast with existing urban development. Large groves of mature sycamore and oak trees along the Sycamore and Mission Creeks provide contrast with developed areas of the City, and woodlands along the Arroyo Burro Creek are important natural features in the San Roque, Hitchcock, and Hidden Valley neighborhoods. In addition, the City contains approximately 35,000 street trees, more than 9,000 public trees in developed parks and landscaped areas of public facilities, and around 30,000 trees within City-managed open spaces.[20] These trees soften the appearance of buildings, roads, and parking lots which provide visual contrast to building masses in addition to pleasant scenery for residents, employees, and tourists. The City's tree inventory contains 456 different varieties of trees. [21] These include specimen trees which are identified by the City's Parks and Recreation Commission to be of high value because of their type, size, and/or age.

Santa Barbara's shoreline extends approximately seven miles from Montecito on the east to Hope Ranch on the west and includes beaches, some with existing residential and commercial developments. Public beaches and waterfront and blufftop parks allow for public access to the area's natural scenery, including wide, sandy beaches and steep coastal bluffs. The waterfront of Santa Barbara provides panoramic ocean and mountain views with single-story structures along the waterfront, allowing for views of the ocean and mountains. The line of palm trees within Chase Palm Park contributes to the scenic character of the area.

Sweeping views of the City are available within certain neighborhoods and on certain public streets that are elevated within the foothills. The Riviera and Eucalyptus Hill neighborhoods, and the north side of the Mesa and TV Hill, offer views of the City, Pacific Ocean, and surrounding hillsides. Roads located within the foothills, such as Alameda Padre Serra and Mountain Drive, provide views of downtown and the Pacific Ocean.

Views from downtown Santa Barbara are characterized by foreground views of the urban environment, including buildings, roads, sidewalks, street trees, and parking areas. The downtown streetscape includes a street grid with short blocks and active transportation facilities (sidewalks/bicycle lanes). The architecture, scattered parks, and parking lots provide a sense of openness through the downtown area. Views of the Santa Ynez Mountains, hillsides, and the Rivera occur intermittently throughout the downtown urban core, primarily along roadways, intersections, and across larger parking lots and lower buildings. These views are interrupted by taller buildings and street trees. Open spaces, such as Plaza De la Guerra, the municipal Santa Barbara Golf Club, and Alameda Park, provide public mountain views. Surrounding views can also be seen from the upper stories of buildings such as the County Courthouse and on top of parking garages. Notable

[19] Santa Barbara, City of. 2010. Program Environmental Impact Report for the Plan Santa Barbara General Plan Update. September 2010. https://www.santabarbaraca.gov/services/planning/plan.asp. Accessed October 27, 2023.

[20] Santa Barbara, City of. 2022. Trees and Urban Forestry. https://sbparksandrec.santabarbaraca.gov/programs-services/trees-and-urban-forestry#:~:text=The%20City%20of%20Santa%20Barbara%20Urban%20Forestry%20Program%2C,and%20around%2030%2C000%20trees%20within%20City-managed%20open%20spaces. Accessed October 27, 2023.

[21] Santa Barbara, City of. 2014. Urban Forest Management Plan. https://santabarbaraca.gov/sites/default/files/documents/Parks%20%26%20Recreation/Urban%20Forestry/Urban%20Forest%20Management%20Plan.pdf. Accessed October 27, 2023.

structures, such as the County Courthouse and Main Post Office contribute to the visual character of downtown Santa Barbara.

According to the California Scenic Highway System, there is one officially designated scenic highway (SR 154) and one eligible scenic highway (U.S. 101) in the City. [22] The California Scenic Highway Program preserves and protects scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to these scenic highways. The City's General Plan Circulation Element contains the Scenic Highways Element which provides planning, design and maintenance standards for roads within the City including Cabrillo Boulevard, and Sycamore Canyon Road. The City of Santa Barbara Coastal Land Use Plan (Coastal LUP) identifies the segment of U.S. 101 within the Coastal Zone as providing a distinct visual gateway to the City with its landscaping, views of the mountains and ocean, and unique highway structures. [23] U.S. 101 enters the City's Coastal Zone at Mission Creek and extends to Olive Mill Road). In addition, the Coastal LUP recognizes Cabrillo Boulevard and Shoreline Drive for their visual qualities such the ability to view the Santa Barbara Channel and shoreline. [24]

The City's General Plan contains several goals and policies related to aesthetics and visual resources within the Land Use Element, Circulation Element, and Environmental Resources Element. The Land Use Element guides the physical and socioeconomic character of the City through environmental protection, growth management, community design, and neighborhoods. Land Use Element Goal LG-12 aims to strengthen and enhance design and development review standards and process to enhance community character, promote affordable housing, and strive towards community sustainability principles. The inclusion of design guidelines ensures that proposed development would not preclude preservation of visual assets; and building standards, including setbacks, height, and floor area ratios. Current Santa Barbara design guidelines include the Architectural Board of Review Guidelines, Chapala Street Guidelines, El Pueblo Viejo District Guidelines, Haley-Milpas Design Guidelines, Lower Riviera Special Design District Guidelines, Outdoor Lighting Design Guidelines, and more. [25]

The Circulation Element contains the Scenic Highways Element which provides goals for development, establishment, and protection of scenic highways. Within the City, State Route (SR) 154 is the only officially designated scenic highway and U.S. 101 is eligible for official designation. An eligible State highway becomes officially designated only if the local government takes steps to pursue nomination of an eligible route. The Scenic Highways Element contain goals for potential State Scenic Highways (Cabrillo Boulevard [no longer a State Highway] and Sycamore Canyon Road (SR 144), Stanwood Drive (SR 192), Mission Ridge Road, (SR 192) Mountain Drive) and Potential City Scenic Routes (Shoreline Drive), including landscaping the public right-of-way, and the establishment of architectural controls and setbacks. [26]

[22] California Department of Transportation (Caltrans). 2018. California State Scenic Highway System Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed October 2023.

[23] Santa Barbara, City of. 2019. Local Coastal Program. https://www.santabarbaraca.gov/civicax/filebank/blobdload.aspx?BlobID=202908. Accessed October 2023.

[24] Santa Barbara, City of. 2019. Local Coastal Program. https://www.santabarbaraca.gov/civicax/filebank/blobdload.aspx?BlobID=202908. Accessed October 2023.

[25] Santa Barbara, City of. 2011. Land Use Element. https://www.santabarbaraca.gov/sites/default/files/documents/General%20Plan/General%20Plan/Land%20Use%20Element%2A.pdf. Accessed October 2023.

[26] Santa Barbara, City of. 2011. Circulation Element. https://santabarbaraca.gov/sites/default/files/documents/General%20Plan/General%20Plan/Circulation%20Element%2A%20%28includes%20Scenic%20Highways%29.pdf. Accessed October 2023.

The Environmental Resources Element, which includes the 1979 Conservation Element, addresses visual resources, including hillsides, shorelines, trees, and open space throughout the City. The Conservation Element's Scenic Resources Map specifically designates scenic resources as:

- Riparian/Creekside open space resources;
- Hillsides (slope of 30% or greater);
- Shoreline; and
- Open Space (including Douglas Family Preserve, Montecito Golf Course, Andree Clark Bird Refuge, Clark Estate, Child's Estate, and the "Kim Nursery" property on the westside).

These resources are mapped in the City as Visual Unique, Visual Hillside, and Visual Shoreline, derived from the City's MEA Visual Resources map.

The Environmental Resources/Conservation Element incorporates goals and policies which intend to maintain the scenic character of the City. Implemented policies limit the alteration of natural topography and vegetation on hillsides, protect trees, limit the obstruction of scenic view corridors, and prevent degradation of riparian environments. [27] CAP measures and actions serve as high-level guidance policies that would adhere to existing City design guidelines, minimizing impacts to scenic views and aesthetics.

Projects implemented in support of the CAP Update would be required to adhere to City development regulations and General Plan policies to retain character of the City and minimize environmental impacts. In addition, projects implemented in support of the CAP Update would be reviewed for consistency with the General Plan, other applicable regulatory land use actions, and would be subject to any required environmental assessment that would be completed prior to approval of any project. Additionally, all CAP measures that may result in potential visual changes will be subject to City review to ensure consistency with current City design guidelines. Although some projects may result in short-term changes related to ongoing construction, facilities upgrades, and transportation improvements, these changes would undergo City review to ensure adequate timeline and aesthetic approach to minimize any potential visual changes. Such measures that might result in short-term visual changes include Measure BE-1, Measure T-3, and Measure CS-1. These measures include updating existing infrastructure to improve building electrification, biking and walking infrastructure, and planting more trees throughout the City. As such, the CAP Update would not result in adverse impacts related to scenic vistas, viewing corridors, or scenic roadways within the City. Furthermore, due to intervening development typical of an urban setting, proposed projects included in the CAP Update would not likely be visible from the scenic vistas or resources. Thus, scenic resources such as trees, rock outcroppings, and historic buildings would not be damaged within a scenic highway. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to scenic vistas and related to scenic resources within scenic highways.

LESS-THAN-SIGNIFICANT IMPACT

c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those experienced

[27] Santa Barbara, City of. 2011. Environmental Resources Element. https://santabarbaraca.gov/sites/default/files/documents/General%20Plan/General%20Plan/Environmental%20Resources%20Element%20%28includes%20Noise%2A%20and%20Conservation%2A%29.pdf. Accessed October 2023.

from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The character of the City of Santa Barbara is generally urbanized. Per CEQA Guidelines Section 15387, the City of Santa Barbara is an "urbanized area" because it is a city with a population of 50,000 or more. Distinct architectural styles, such as the California Adobe, Monterey Revival, and Spanish Colonial Revival are central to the City's visual character. [28]

Under Public Resources Code Section 21099, aesthetic and parking impacts resulting from new developments within a transit priority zone are exempt from being considered significant under CEQA for any project that would be considered residential development, mixed-use development, or an employment center. According to the California Public Resources Code Section 21099(a)(7), a transit priority area means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program.

The CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would include requirements for new development, such as all-electric building requirements. While these policies would influence development, they would not alter the visual character of portions of Santa Barbara, for example they would not cause changes to building heights that would surpass the City's zoning and Charter height limits, and massing.. New development forecasted in accordance with the CAP Update would be subject to development standards and design guidelines in the zoning ordinance.. Thus, all projects would be subject to the maximum allowable height established in the City Charter.

Projects subject to the objective standards, such as building retrofits and active transportation infrastructure, would still require consistency with City design standards and could require design board approval per the City Charter but their review would be limited to confirming that projects comply with the objective standards. Project applicants who opt-in to using the objective design and development standards would still be required to abide by other applicable objective Municipal Code standards, which include height, outdoor lighting, specific architectural styles for projects within Landmark District and Historic District overlay zones, and landscaping materials.

If a project falls within a transit priority area it would still be subject to these City policies, as Public Resources Code Section 21099 does not alter or limit the ability of the City to enforce local design ordinances. Mandatory compliance with existing review procedures, policies, guidelines, and design standards would ensure that reasonably foreseeable development under the CAP Update would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, or conflict with applicable zoning and other regulations governing scenic quality. Therefore, this impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Glare is a common occurrence in the City, primarily due to the high number of days per year with direct sunlight and the highly urbanized nature of the City. Daytime glare can result from sunlight reflecting off glass, other structural fixtures of buildings, and windshields of parked and moving

[28] Santa Barbara, City of. 2010. Program Environmental Impact Report for the Plan Santa Barbara General Plan Update. https://www.santabarbaraca.gov/services/planning/plan.asp. Accessed October 2023.

vehicles within the roadways in the City. Development forecasted in accordance with the CAP Update would be required to comply with the provisions of the City Municipal Code, including Section 30.180.070, which states that no use shall be operated such that significant, direct glare, incidental to the operation of the use is visible beyond the boundaries of the lot where the use is located. Title 30 and Title 22 state that any project involving exterior lighting with apparent potential to create significant glare on neighboring parcels is required to undergo a noticed design review hearing. [29] Section 22.75.060 sets standards to control nuisance lighting and glare in and adjacent to residential zones through enforcement measures applied by the Community Development Department. Such measures could include the preparation and implementation of a professional lighting plan, control through the use of vegetation, or use of appropriate shielding. Reasonably foreseeable development under the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not create a new source of substantial light or glare which would adversely affect surrounding areas or important public day or nighttime views in the area. Therefore, potential light and glare impacts would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. Cumulative impacts related to scenic resources, visual character, and increased light and glare would generally be site-specific, and cumulative projects are not anticipated to contribute to cumulative aesthetic impacts with adherence to the City's Municipal Code and General Plan policies. Because of the developed nature of Santa Barbara, future infrastructure projects such as building electrification and active transportation infrastructure under the CAP Update, in combination with other cumulative projects, would not adversely impact the visual character of the City because they would comply with existing design standards and ordinances. Future development in the City, that this CAP update would influence, would be required to comply with the City's objective design standards and be reviewed against applicable General Plan policies and City's design standards and guidelines for design quality and compatibility with adjacent land uses. Furthermore, as a guidance document, the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in cumulative impacts. Therefore, implementation of the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant cumulative impact related to aesthetics.

LESS-THAN-SIGNIFICANT IMPACT

[29] Santa Barbara, City of. 2022. Santa Barbara Municipal Code. https://library.qcode.us/lib/santa_barbara_ca/pub/municipal_code. Accessed October 2023.

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	■

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

or

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract

The City of Santa Barbara does not contain farmland or lands used for agricultural purposes.[30] Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas

[30] Santa Barbara, City of. 2011. Santa Barbara 2011 General Plan. https://santabarbaraca.gov/sites/default/files/documents/General%20Plan/General%20Plan/Introduction.pdf . Accessed October 24, 2023.

Emissions Analysis would result in no impact related to degradation of agricultural resources or conversion of agricultural land to non-agriculture uses, nor would there be a conflict with existing zoning or general plan land use designations.

NO IMPACT

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

or

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The City does not contain forest or timberland resources. Additionally, Measure CS-1 facilitates the implementation and expansion of the Urban Forest Management Plan and seeks to plant and maintain 4,500 net new trees by the year 2030. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in no impact related to degradation of forestry resources or conversion of forest land to non-forest uses, nor would there be a conflict with existing zoning or General Plan land use designations.

NO IMPACT

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

See impact discussions above under Topics 2a through 2d. The CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in other changes to the existing environment which, due to their location or nature, would result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. The City does not contain farmland or lands used for agricultural purposes. Additionally, the City does not contain forest or timberland resources. Cumulative projects are not anticipated to contribute to cumulative forestry impacts with adherence to General Plan policies. In addition, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not involve land use or zoning changes that could result in cumulative impacts related to conversion or loss of farmland or forest land. Therefore, implementation of the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in no cumulative impact related to agricultural and forestry resources.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The City of Santa Barbara is located in the South Central Coast Air Basin (SCCAB), which includes San Luis Obispo, Santa Barbara, and Ventura counties. The Santa Barbara County portion of the SCCAB is under the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). Geographic features that influence Santa Barbara's air quality include the Santa Barbara Channel (Pacific Ocean) to the south, and the east-west trending Santa Ynez Mountains to the north, with elevations up to 4,707 feet. The regional climate in the SCCAB is Mediterranean and is characterized by warm summers and mild winters with relatively dry weather. The annual precipitation is 22 inches on average, with most (95 percent) occurring during the rainy season, which generally spans October through April. The warmest month is August, and the coolest month is January.[3132]

As the local air quality management agency, SBCAPCD is required to monitor air pollutant levels to ensure that State and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the South Central Coast Air Basin is classified as being in "attainment" or "nonattainment." Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-attainment. The Santa Barbara County portion of SBCAPCD is in non-attainment for the California Ambient Air Quality Standards (CAAQS) for ozone standards and PM_{10} (particulate matter up to 10 microns in size). [33]

[31] Western Regional Climate Center. 2016. Recent Climate in the West. https://www.wrcc.dri.edu. Accessed October 2023.

32 Cal-Adapt. 2023. Local Climate Snapshot for Santa Barbara, California. Available online at: https://cal-adapt.org/tools/local-climate-change-snapshot. Accessed November 2023.

[33] California Air Resources Board (CARB). 2022. Top 4 summary: Select Pollutant, Years, & Area. https://www.arb.ca.gov/adam/topfour/topfour1.php. Accessed October 2023.

Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The *2001 Clean Air Plan* (2002) was the first plan prepared by SBCAPCD and established specific planning requirements to maintain the state one-hour ozone standard. In 2006, CARB revised the CAAQS and added an 8-hour average to the ozone standard. Both components of the standard must now be met before CARB can designate an area to be in attainment. The current *2022 Ozone Plan* was adopted by SBCAPCD in December 2022 and is the tenth update to the *2001 Clean Air Plan*. The *2022 Ozone Plan* addresses SBCAPCD's progress toward attaining the federal and state ozone standard. As with prior updates, the 2022 update includes an evaluation of feasible reduction measures for stationary sources and considers numerous factors such as technology advancements, efficiency measures, cost-effectiveness, and the successful implementation of measures at other California air districts. All of the control measures that were found to be feasible in prior ozone plan updates have been implemented. [34]

The evaluation of whether a project would conflict with or obstruct implementation of the applicable air quality plan is based on the project's consistency with the land use and population forecasts that underlie the air pollutant emissions forecasts contained in the plan. Therefore, consistency with the 2022 Ozone Plan is based on whether the population growth accommodated by the CAP Update was accounted for in SBCAG's Regional Growth Forecast. In addition, in order to be consistent with the 2022 Ozone Plan, projects involving earthmoving activities must implement SBCAPCD's standard dust control measures.

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would have no impact on population growth associated with the CAP Update and would not result in construction or operational impacts. Additionally, the CAP Update would not involve land use or zoning changes but would rather promote infrastructure development and redevelopment. Implementation of proposed measures would be beneficial by helping Santa Barbara meet applicable air quality plan goals and generally reducing sensitive receptor exposure to pollutant concentrations. Although the purpose and intended effect of the CAP Update is to reduce GHG emissions generated in the City to help reduce the effects of climate change, many of its measures and supporting actions would also reduce criteria pollutant (i.e., air quality) emissions.

The energy- and transportation-related measures mentioned in Figure 3 would reduce air quality emissions as well as GHG emissions. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would have a less-than-significant impact related to a conflict with or obstruction of the applicable air quality plan.

LESS-THAN-SIGNIFICANT IMPACT

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in construction or operational impacts related to an increase of criteria pollutants. The CAP Update would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the CAP Update

[34] Santa Barbara County Air Pollution Control District. 2022. Ozone Plan https://www.ourair.org/wp-content/uploads/2022-Ozone-Plan.pdf. Accessed October 2023.

would not result in impacts related to criteria pollutants. However, implementation of the following measures may promote infrastructure development and redevelopment.

Measure BE-1 promotes the decarbonization of 50% of municipal buildings, Measure BE-4 promotes the expansion of the existing Natural Gas Prohibition Ordinance for new construction, Measure BE-5 promotes reducing residential natural gas consumption, and Measure B-6 promotes reducing commercial natural gas consumption. Measure T-1 involves the development and implementation of the Municipal Transportation Demand Management (TDM) Program, which aims to increase free-of-charge access to public transit and the electric bike share program in the City. Additionally, the TDM Program aims to provide cash incentives for city-employees to bike, walk, or carpool to work while Measure T-3 aims to implement programs to enhance access to safe active transportation. Measure T-4 encourages the implementation of programs to increase public transportation mode share via public transit improvements, education, increased access, and creating pilot projects. Measure T-7 aims to accelerate zero-emission commercial vehicle use and adoption to 26% by 2030 and Measure T-8 aims to electrify or decarbonize 6% of Off-Road equipment by 2030. Furthermore, Measure CS-1 facilitates the expansion of the City's Urban Forest Management Plan and requires planting and maintaining 4,500 net new trees by the year 2030. Construction-related air quality impacts are generally associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles and soil-hauling trucks, in addition to Reactive Organic Gas (ROG) that would be released during architectural coatings drying. However, future projects or plans would be reviewed for consistency with SBCAPCD air quality regulations and other applicable local, State, and Federal regulations. Once project details and locations are known, they would be subject to environmental review under CEQA, and individual impact analyses will identify required plan or project-specific mitigation measures where applicable. Additionally, the projects included in the measures and actions would not typically warrant substantial construction emissions due to their minimal scale, keeping their emissions below construction thresholds for review under CEQA. Such projects might include implementing building retrofits to increase building electrification, increasing bike lane access, and building further walking paths to encourage alternative transportation. Thus, construction associated with implementation of the CAP Update would result in a less-than-significant impact related to net increase of criteria pollutants.

With respect to operational emissions, many measures would have the secondary benefit of reducing criteria pollutant emissions. Measures included in the CAP Update aim to increase citywide renewable energy use, promote electric vehicles, reduce building natural gas use, reduce on-road gasoline fuel use, and reduce vehicle miles traveled. Implementation of such measures would be beneficial by helping Santa Barbara meet applicable air quality plan goals. In addition, projects implemented in support of the CAP Update would be reviewed for consistency with the General Plan, and other applicable regulatory land use actions, and would be subject to any required environmental assessment that would be completed prior to approval of any project. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to criteria pollutant emissions.

LESS-THAN-SIGNIFICANT IMPACT

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in construction or operational impacts related to exposure of sensitive receptors to substantial pollutant concentrations. Implementation of the following measures may promote infrastructure development and redevelopment.

Measure BE-1 promotes the decarbonization of 50% of municipal buildings, Measure BE-4 promotes the expansion of the existing Natural Gas Prohibition Ordinance for new construction, Measure BE-5 promotes reducing residential natural gas consumption, and Measure B-6 promotes reducing commercial natural gas consumption. Measure T-1 involves the development and implementation of the Municipal Transportation Demand Management (TDM) Program, which aims to increase free-of-charge access to public transit and the electric bike share program in the City. Measure T-4 encourages the implementation of programs to increase public transportation mode share via public transit improvements, education, increased access, and creating pilot projects. Measure T-7 aims to accelerate zero-emission commercial vehicle use and adoption to 26% by 2030 and Measure T-8 aims to electrify or decarbonize 6% of Off-Road equipment by 2030. Furthermore, Measure CS-1 facilitates the expansion of the City's Urban Forest Management Plan and requires planting and maintaining 4,500 net new trees by the year 2030.

Construction-related air quality impacts are generally associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles and soil hauling trucks, in addition to ROG that would be released during the drying phase upon application of architectural coatings. While the CAP Update could result in some construction-related impacts from toxic air contaminants and exposure to sensitive receptors, projects included in the CAP Update would be reviewed for consistency to comply with SBCAPCD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known because future plans or projects would be subject to environmental review under CEQA, and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable. If the project is exempt from these regulations, it would not need to undergo this review. Thus, the construction associated with implementation of the CAP Update would not result in substantial emissions of toxic air contaminants and exposure to sensitive receptors. No operational toxic air contaminant emissions are anticipated with implementation of the CAP Update. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would have a less-than-significant impact related to exposure of sensitive receptors to toxic air contaminants.

LESS-THAN-SIGNIFICANT IMPACT

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The CARB 2005 Air Quality Land Use Handbook: A Community Health Perspective provides guidance for odor standards by identifying land uses associated with odor complaints, which include: sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations.[35] Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not have construction or operational impacts related to odors. Measure W-1 aims to increase municipal procurement of recovered organic waste products and promotes participation in recycling and organic waste programs. As such, the CAP Update could result in minor odors related to compost. However, green waste collection bins and compost application are not identified on the list of "Sources of Odor Complaints" (Table 1-4) as provided in the CARB Air Quality Land Use Handbook and would not be anticipated to result in other emissions, such as those leading to odors, adversely affecting a

[35] California Air Resources Control Board (CARB). 2005. Air Quality and Land Use Handbook: A Community Health Perspective. https://ww3.arb.ca.gov/ch/handbook.pdf. Accessed October 2023.

substantial number of people. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not facilitate development that could create adverse odors, and there would be a less-than-significant impact related to odors exposure.

LESS-THAN-SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. Implementation of the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would have a less than significant contribution related to potential cumulative air quality impacts within the air basin and on sensitive receptors within the City of Santa Barbara, given that the CAP Update would result in Citywide reduction of GHG emissions, energy use, single-occupancy vehicle travel, water use, and waste generation. As such, implementation of the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in adverse impacts related to contribution of criteria pollutants to the air basin, exposure of sensitive receptors to toxic air contaminants, or odors. Therefore, implementation of the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant cumulative impact related to air quality.

LESS-THAN-SIGNIFICANT IMPACT

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4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	■	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	■	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	■	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	■	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	■	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Santa Barbara is a primarily urbanized community with creek corridors, beaches, parks and recreational and open spaces incorporated throughout the City including riparian habitats, wetlands, and coastal habitats. The City's Municipal Code Titles 14, 15, 22,28, and 30, the Local Coastal Program, and the General Plan Environmental Resources Element incorporate goals, policies, and measures to protect biological resources, such as trees, plant habitats, and wildlife.

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not have construction or operational impacts related to habitat modification. The CAP Update would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the CAP Update would not directly result in impacts related to wildlife species identified as candidate, sensitive, or special status. However, implementation of the following CAP Update measures may promote infrastructure development and redevelopment and may result in impacts to species through habitat modification for purposes of infrastructure installation.

Measure BE-1 promotes the decarbonization of 50% of municipal buildings via retrofitting of existing infrastructure. As retrofitting would occur within the building, it would not impact species via habitat modification. Measure BE-3 promotes increasing municipally owned distributed renewable energy generation throughout the City, including sourcing new space for energy storage projects, which could impact habitat via infrastructure installation. Measure B-6 promotes reducing commercial natural gas consumption and electrifying existing commercial and mixed-use buildings, which could involve building retrofits within the building envelope and would not impact nearby habitat. Measure T-1 involves the development and implementation of the Municipal Transportation Demand Management (TDM) Program, which aims to increase free-of-charge access to public transit and the electric bike share program in the City. Additionally, the TDM Program aims to provide cash incentives for city-employees to bike, walk, or carpool to work while Measure T-3 aims to implement programs to enhance access to safe active transportation. These measures involve building enhanced walking and biking infrastructure throughout the city, which could impact sensitive species via habitat modification and infrastructure installation.

Future related projects would be required to undergo environmental review, including assessment and mitigation incorporation once project details and locations are known. The measures included in the CAP Update would not conflict with the Municipal Code or goals/policies of the General Plan Environmental Resources Element but rather would be consistent with and promote those plans. As such, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis itself would not have a substantial adverse effect on special-status wildlife species either directly through individual take or indirectly through species habitat modification. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to special-status wildlife species.

LESS-THAN-SIGNIFICANT IMPACT

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not have construction or operational impacts related to riparian or other special habitats. The CAP Update would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the CAP Update could result in impacts related to habitat whether riparian, wetland, or other sensitive natural community. According to the General Plan Sustainable Resource Use Implementation Measures, new buildings and other elements of the built environment must be designed to enhance the wildlife corridor network, preserve existing trees within identified wildlife corridors, install and maintain appropriate native landscaping, minimize disturbance to existing biological resources, increase riparian habitat within the City, site new development outside of riparian woodlands to the extent feasible, and comply with creek setback standards.[36]

Measure BE-1 promotes the decarbonization of 50% of municipal buildings via retrofitting of existing infrastructure. As retrofitting would occur within the building, it would not impact species via habitat modification. Measure BE-3 promotes increasing municipally owned distributed renewable energy generation throughout the City, including sourcing new space for energy storage projects, which could impact habitat via infrastructure installation. Measure B-6 promotes reducing commercial natural gas consumption and electrifying existing commercial and mixed-use buildings, which could involve building retrofits within the building envelope and would not impact nearby habitat. Measure T-1 involves the development and implementation of the Municipal Transportation Demand Management (TDM) Program, which aims to increase free-of-charge access to public transit and the electric bike share program in the City. Additionally, the TDM Program aims to provide cash incentives for city-employees to bike, walk, or carpool to work while Measure T-3 aims to implement programs to enhance access to safe active transportation. These measures involve building enhanced walking and biking infrastructure throughout the city, which could impact sensitive species via habitat modification and infrastructure installation.

Future related projects would be required to undergo environmental review, including assessment and mitigation incorporation once project details and locations are known. Projects would be reviewed for consistency with applicable local, regional, and State regulations once project details and locations are known. These measures and actions would not conflict with the Municipal Code or objectives and policies of the General Plan but would rather be consistent with and promote those plans. As such, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not have a substantial adverse effect on riparian habitat or sensitive natural community, such as wetlands. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would have a less-than-significant impact related to sensitive natural plant communities.

LESS-THAN-SIGNIFICANT IMPACT

[36] Santa Barbara, City of. 2011. General Plan. Environmental Resources Element. https://santabarbaraca.gov/sites/default/files/documents/General%20Plan/General%20Plan/Environmental%20Resources%20Element%20%28includes%20Noise%2A%20and%20Conservation%2A%29.pdf. Accessed October 2023.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Migration corridors in the City exist primarily within the riparian corridors which provide nearly continuous pathways of native and natural vegetation used by wildlife species to move between open foothill lands and larger urban open spaces. Upland migration corridors such as oak woodland, eucalyptus groves, and coastal sage scrub provide migratory bird habitat in the City. Mission Creek, Sycamore Creek, and Arroyo Burro provide spawning and rearing habitat for southern steelhead, and habitat for tidewater goby.[37] These corridors can be bordered on either side by urban land uses which could act as potential barriers to movement. Potentially significant effects on wildlife movement would occur if temporary disturbance during construction or permanent new residential development would result in the fragmentation or degradation of wildlife corridors or nursery sites.

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not have construction or operational impacts related to interference with species movement. The CAP Update would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the CAP Update would not result in impacts related to interference with species movement. However, implementation of the following CAP Update measures may promote infrastructure development and redevelopment.

Measure BE-1 promotes the decarbonization of 50% of municipal buildings, Measure BE-4 promotes the expansion of the existing Natural Gas Prohibition Ordinance for new construction, Measure BE-5 promotes reducing residential natural gas consumption, and Measure B-6 promotes reducing commercial natural gas consumption. Measure T-1 involves the development and implementation of the Municipal Transportation Demand Management (TDM) Program, which aims to increase free-of-charge access to public transit and the electric bike share program in the City. Additionally, the TDM Program aims to provide cash incentives for city-employees to bike, walk, or carpool to work while Measure T-3 aims to implement programs to enhance access to safe active transportation. Measure T-4 encourages the implementation of programs to increase public transportation mode share via public transit improvements, education, increased access, and creating pilot projects. Measure T-7 aims to accelerate zero-emission commercial vehicle use and adoption to 26% by 2030 and Measure T-8 aims to electrify or decarbonize 6% of Off-Road equipment by 2030. Furthermore, Measure CS-1 facilitates the expansion of the City's Urban Forest Management Plan and requires planting and maintaining 4,500 net new trees by the year 2030.

Future related projects would be required to undergo environmental review, including assessment and mitigation incorporation once project details and locations are known. These CAP Update measures and supporting actions do not conflict with the Municipal Code or objectives and policies of the General Plan and instead are consistent with and promote those plans. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to interference with species movement.

LESS-THAN-SIGNIFICANT IMPACT

[37] Santa Barbara, City of. 2010. Program Environmental impact Report for the Plan Santa Barbara General Plan Update. https://santabarbaraca.gov/sites/default/files/documents/General%20Plan/Certified%20Final%20Program%20Environmental%20Impact%20Report/Volume%20I.pdf. Accessed October 2023.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Santa Barbara is a primarily urbanized community with parks and recreational and open spaces incorporated throughout the City including riparian habitats, wetlands, and coastal habitats. The City's Municipal Code Titles 14, 15, 22,28, and 30, the Local Coastal Program, and the General Plan Environmental Resources Element incorporate goals, policies, and measures to protect biological resources, such as trees, plant habitats, and wildlife. Chapter 15.20 of the City's Municipal Code details the Street Tree Ordinance, including regulations for planting, conformity with the Master Street Tree Plan, maintenance, permitting, removal, and more. [38]

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not have construction or operational impacts related to biological resources. The CAP Update does not involve land use or zoning changes but would rather promote infrastructure development and redevelopment. The purpose and intended effect of the CAP Update is to reduce GHG emissions generated within the Santa Barbara community, including related to City municipal operations, to help reduce the effects of climate change. Implementation of proposed measures and actions would be beneficial by helping Santa Barbara meet applicable local policies and ordinances for protecting natural and biological resources. The CAP Update would not conflict with or obstruct implementation of the applicable policies for preserving biological resources and would not affect the City's ability to attain goals and policies that protect biological resources. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related consistency with local biological resources protection policies.

LESS-THAN-SIGNIFICANT IMPACT

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The City of Santa Barbara is not located within any approved local, regional, or State Habitat Conservation Plan or Natural Community Conservation Plan.[39] Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not conflict with any applicable conservation plan.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. Implementation of cumulative projects could result in impacts to biological resources during infrastructure and building construction. The CAP Update would promote infrastructure development and redevelopment. However, infrastructure development or redevelopment resulting from implementation of the CAP Update would be required to comply with applicable General Plan policies and State and federal regulatory requirements regarding avoidance of special wildlife species and habitat. Furthermore, as a guidance document, the Master

38 Santa Barbara, City of. Municipal Code Title 15 Recreation, Beaches, and Parks. https://library.qcode.us/lib/santa_barbara_ca/pub/municipal_code/item/title_15-chapter_15_20?view=all

39 California Department of Fish and Wildlife (CDFW). 2022. California Natural Diversity Database. https://apps.wildlife.ca.gov/bios/?tool=cnddbQuick. Accessed October 2023.

Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in cumulative impacts. Therefore, implementation of the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant cumulative impact related to biological resources.

LESS-THAN-SIGNIFICANT IMPACT

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5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	■	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	■	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

The City has put forth preservation regulations through the Historic Resources Element of the General Plan outlining overarching goals and policies aimed toward preserving and protecting Santa Barbara's historic, cultural, and tribal cultural resources.[40] Additionally, Santa Barbara has 17 properties listed under the National Register of Historic Places, including Andalucia Building, Santa Barbara Mission, Santa Barbara Presidio, and Virgina Hotel.[41]

The City's Historic Preservation Ordinance and Historic Resources Element contain a regulatory framework that provide protections against the demolition of City-designated landmarks and structures of merit and establish procedures for proposed development that has the potential to affect designated historic resources. The City Architectural Historian maintains and updates the Historic Resources Inventory, which lists qualifying historic structures over 50 years old that are not currently designated as Landmarks, Structures of Merit, or contributing to a Historic District Overlay Zone. Any structure over 50 years old must be evaluated prior to any addition, alteration, or demolition to determine if the structure qualifies as a historic resource as per CEQA requirements. Pursuant to the City's Municipal Code, these resources are also defined as historic resources and subject to the same local regulations as designated historical resources. Projects that would alter these eligible historical resources, as determined by the City Architectural Historian and/or Historic Landmarks Commission, would be subject to project-specific environmental review whereby adverse effects to historical resources would be minimized.

[40] Santa Barbara, City of. 2012. General Plan Historic Resources Element. https://santabarbaraca.gov/sites/default/files/documents/General%20Plan/General%20Plan/Historic%20Resources%20Element.pdf. Accessed October 2023.

[41] National Parks Service. National Register Database and Research. https://www.nps.gov/subjects/nationalregister/database-research.htm Accessed October 2023.

Under existing regulations, individual projects are reviewed by the City for consistency with the Historic Preservation Ordinance. The Historic Landmarks Commission reviews projects that may have a significant effect on character-defining features of a historic resource.

Existing City policies and regulatory processes provide an extensive framework for preservation of the integrity of important historic resources and historic and landmark districts. Application of Municipal Code provisions would minimize potential impacts on the character of the City's historic resources and districts. The City's MEA Guidelines for Archaeological Resources establish procedures for the evaluation and protection of archaeological resources and sites, consistent with the CEQA Statute and Guidelines. In addition, Municipal Code Chapter 22.12 provides standard conditions in the event of unanticipated discovery of archaeological resources. Through imposition of standard conditions, survey requirements, and procedures for unanticipated discovery, the City ensures impacts to archaeological resources are minimized for discretionary development applications.

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in construction or operational impacts related to historical resources. The CAP Update would not involve land use or zoning changes. Rather the CAP Update would promote infrastructure development and redevelopment.

The CAP Update would not involve land use or zoning changes but would promote building energy retrofits as well as infrastructure development and redevelopment that would be complimentary to existing development. Projects in Santa Barbara would be required to comply with the Historic Preservation Ordinance and Historic Resources Element.

Implementation of the following measures may promote infrastructure development and redevelopment, which could potentially impact known and unknown historical resources within the city. Measure BE-1 promotes the decarbonization of 50% of municipal buildings, Measure BE-4 promotes the expansion of the existing Natural Gas Prohibition Ordinance for new construction, Measure BE-5 promotes reducing residential natural gas consumption, and Measure B-6 promotes reducing commercial natural gas consumption. These building measures regulate new and existing development, such as requiring all-electric buildings or building retrofits. Typically building electrification is completed in a manner that doesn't impact the building's character that qualifies it as a historical resource. Measure T-1 involves the development and implementation of the Municipal Transportation Demand Management (TDM) Program, which aims to increase free-of-charge access to public transit and the electric bike share program in the City. Additionally, the TDM Program aims to provide cash incentives for city-employees to bike, walk, or carpool to work while Measure T-3 aims to implement programs to enhance access to safe active transportation. Measure T-4 encourages the implementation of programs to increase public transportation mode share via public transit improvements, education, increased access, and creating pilot projects. These alternative transportation measures involve the addition of alternative transportation routes, bike lanes, and pedestrian and cyclist safety measures. The construction of alternative transportation infrastructure may occur at or near a historical site.

The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing for connection of condensate drains, which in some cases may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and minor excavation for connection of drainage to sewer systems. However, it is anticipated that retrofit activities would avoid alterations to the historic materials and distinguishing character (e.g., overall shape of the building, its materials,

craftsmanship, decorative details, interior spaces and features, and aspects of its site and environment) of identified historic resources and, if warranted, be reviewed by the Historic Landmarks Commission. As such, implementation of the CAP Update would not conflict with or obstruct the City's ability to comply with applicable historical resources preservation policies. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to historical resources.

LESS-THAN-SIGNIFICANT IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The Santa Barbara region was favorable to Native American settlement and the City contains known archaeological sites and areas of archaeological sensitivity. There is the potential to encounter previously unidentified archaeological resources on sites that may be developed with residential uses under the CAP Update. While the City is largely developed with few vacant parcels, undeveloped properties have a higher probability of containing previously unidentified archaeological resources given the probable lack of previous ground-disturbing activities on these properties. However, ground disturbance into native (previously undisturbed) soils on any development site could encounter previously undiscovered prehistoric or historic-period resources. The potential exists for archaeological resources to occur below the ground surface throughout Santa Barbara, which may be disturbed and damaged by grading and excavation activities associated with new housing development.

The City's MEA Guidelines for Archaeological Resources establish procedures for the evaluation and protection of archaeological resources and sites, consistent with the CEQA Statute and Guidelines. In addition, Municipal Code Chapter 22.12 provides standard conditions in the event of unanticipated discovery of archaeological resources. Through imposition of standard conditions, survey requirements, and procedures for unanticipated discovery, the City ensures impacts to archaeological resources are minimized for discretionary development applications.

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not have construction or operational impacts related to archaeological resources.

The CAP Update would not involve land use or zoning changes but would promote building energy retrofits as well as infrastructure development and redevelopment.

Measure BE-1 promotes the decarbonization of 50% of municipal buildings, Measure BE-4 promotes the expansion of the existing Natural Gas Prohibition Ordinance for new construction, Measure BE-5 promotes reducing residential natural gas consumption, and Measure B-6 promotes reducing commercial natural gas consumption. These building measures promote the development of new infrastructure, such as building retrofits and increasing the electric grid in the city. Thus, the development involved in these measures could impact potential historical resources within the city. Measure T-1 involves the development and implementation of the Municipal Transportation Demand Management (TDM) Program, which aims to increase free-of-charge access to public transit and the electric bike share program in the City. Additionally, the TDM Program aims to provide cash incentives for city-employees to bike, walk, or carpool to work while Measure T-3 aims to implement programs to enhance access to safe active transportation. Measure T-4 encourages the implementation of programs to increase public transportation mode share via public transit improvements, education, increased access, and creating pilot projects. These alternative transportation measures involve the addition of alternative transportation routes and bike lanes.

The construction involved in these projects may interfere with potential historical sites. Measure T-7 aims to accelerate zero-emission commercial vehicle use and adoption to 26% by 2030 and Measure T-8 aims to electrify or decarbonize 6% of Off-Road equipment by 2030. Furthermore, Measure CS-1 facilitates the expansion of the City's Urban Forest Management Plan and requires planting and maintaining 4,500 net new trees by the year 2030.

As a policy document, the CAP Update would not directly result in impacts related to archaeological resources. Implementation of the CAP Update measures and supporting actions may promote infrastructure development and redevelopment that could result in an impact on these resources during construction. Future related projects would be required to undergo environmental review, including assessment and mitigation incorporation once project details and locations are known. The CAP Update would not conflict with or obstruct the applicable policies for preserving archeological resources and would not affect the City's ability to attain goals and policies that protect archeological resources. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to archaeological resources.

LESS-THAN-SIGNIFICANT IMPACT

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Human burials outside of formal cemeteries can occur in prehistoric archaeological contexts. Excavations during construction activities could have the potential to disturb these resources, which could include Native American burial sites. Although it is unlikely that human remains are present, development forecasted in accordance with the CAP Update has at least the possibility of uncovering previously unidentified human remains.

Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in PRC Section 5097. The California Health and Safety Code (Section 7050.5, 7051, and 7054) has specific provisions for the protection of human burial remains. Existing regulations address the illegality of interfering with human burial remains, and protect them from disturbance, vandalism, or destruction. They also include established procedures to be implemented if Native American skeletal remains are discovered. PRC Section 5097.98 also addresses the disposition of Native American burials, protects such remains, and established the NAHC to resolve any related disputes.

All development projects are subject to State of California Health and Safety Code Section 7050.5 which states that, if human remains are unearthed, no further disturbance can occur until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the County Coroner has 24 hours to notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site and make recommendations to the landowner within 48 hours of being granted access.

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not have construction or operational impacts related to human remains. The CAP Update would not involve land use or zoning changes. Rather the CAP Update would promote infrastructure development and redevelopment that could have an impact on these resources during construction. Therefore, development forecasted in accordance with the CAP Update and

Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would have less-than-significant impacts on human remains.

LESS-THAN-SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. There is the possibility of encountering buried archaeological deposits and human remains throughout Santa Barbara. Implementation of the cumulative projects would include infrastructure and building development that could have an impact on cultural resources during construction. Impacts to historic and archaeological resources are generally site-specific. Accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis. No known cultural resources would be removed, modified, or otherwise affected by the implementation of the CAP Update. In addition, future projects in Santa Barbara, including those associated with implementation of the CAP Update, would be required to comply with the Historic Preservation Ordinance and Historic Resources Element, with the main purpose of recognizing, preserving, and protecting historic resources in the interest of the health, prosperity, social and cultural enrichment, and general welfare of the people. Furthermore, as a guidance document, the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in cumulative impacts. Therefore, implementation of the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant cumulative impact related to cultural resources.

LESS-THAN-SIGNIFICANT IMPACT

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6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	■	☐

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

California is one of the lowest per-capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate.[42] California consumed 285,488 gigawatt-hours (GWh) of electricity and 2,137,920 cubic feet of natural gas in 2018.[43,44,45] The single largest end-use sector for energy consumption in California is transportation (39.1 percent), followed by industry (23.5 percent), commercial (18.3 percent), and residential (18.3 percent).[46] Adopted in 2018, SB 100 accelerates the State's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

The City of Santa Barbara has demonstrated its commitment to energy efficiency and renewable energy. Southern California Edison (SCE) delivers electricity to Santa Barbara, procured by Santa Barbara Clean Energy. At a minimum, energy procured through Santa Barbara Clean Energy provides 50 percent carbon-free energy, and buildings are automatically opted-in to the Santa Barbara Clean Energy system.[47] As such, development forecasted in accordance with the CAP Update would utilize a minimum of 50 percent carbon-free energy, which is more carbon-free energy than what is currently collectively served by California investor-owned utilities (36 percent) and assists in

[42] United States Energy Information Administration (USEIA). 2018. California Profile Overview. <https://www.eia.gov/state/?sid=CA.> Accessed October 2023.

[43] California Energy Commission (CEC). 2021. 2018 Total System Electric Generation. https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2019-total-system-electric-generation/2018. Accessed October 2023.

[44] California Energy Commission (CEC). 2021. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Accessed October 2023.

[45] USEIA. 2018. Natural Gas Consumption by End Use. https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm . Accessed October 2023.

[46] USEIA. 2018. California Profile Overview. https://www.eia.gov/state/?sid=CA . Accessed October 2023.

[47] Santa Barbara Clean Energy. 2022. Services and Incentives. https://www.sbcleanenergy.com/services-incentives. Accessed October 2023.

reaching the Renewable Portfolio Standards goal of 60 percent renewable energy retail sales by 2030.[48] The City has also completed a total (i.e., community and municipal) GHG emissions inventory for 2019, which is summarized in Table 1. The largest sectors of GHG emissions are related to energy and transportation, followed by solid waste and water. According to the California Energy Commission (CEC), Santa Barbara County consumed approximately 2,804 GWh in 2022.[49]

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in construction or operational impacts related to wasteful consumption of energy resources. The CAP Update is a policy document containing climate action measures and supporting actions to reduce Santa Barbara GHG emissions. The CAP Update would not involve land use or zoning changes but would promote infrastructure development and redevelopment. Furthermore, the purpose and intended effect of the CAP Update is to reduce GHG emissions generated in the City to help reduce the effects of climate change, including those emissions generated by energy demand and supply. The CAP Update encourages electrification, use of renewable energy, and energy efficiency in existing residential and commercial building stock as well as proposed new residential and commercial buildings.

Measures BE-1 through BE-7 propose the expansion of decarbonization and electrification efforts for municipal buildings and construction as well as increasing the impact of Santa Barbara Clean Energy (SBCE) throughout the City. In addition, Measure T-8 focuses on electrifying Off-Road Equipment used in construction and other maintenance to ensure compliance with Assembly Bill 1346. As such, the CAP Update would not result in the use of non-renewable resources in a wasteful or inefficient manner. Therefore, the CAP Update would result in a less-than-significant impact related to the wasteful, inefficient, or unnecessary consumption of energy. Rather, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would assist in reducing use of non-renewable energy resources.

LESS-THAN-SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

New development forecasted in accordance with the CAP Update would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6 of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings) and the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations). Thus, the CAP Update would not conflict with adopted renewable energy or energy conservation plans. The Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in construction or operational impacts related to consistency with a State or local renewable energy plan. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to consistency with State and local renewable energy and energy efficiency plans. Rather, the CAP Update would be consistent with State and local plans for renewable energy and energy efficiency.

[48] California Public Utilities Commission. 2022. CCA Regulatory Information – List of Registered CCA's – Community Choice Aggregators. https://www.cpuc.ca.gov/consumer-support/consumer-programs-and-services/electrical-energy-and-energy-efficiency/community-choice-aggregation-and-direct-access-/cca-regulatory-information. Accessed October 2023.

[49] California Energy Commission. 2016. Electricity Consumption by County. <http://ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed October 2023.

Thus, the CAP Update would revise but would not conflict with adopted renewable energy or energy conservation plans. Therefore, the CAP Update would result in a less-than-significant impact related to consistency with State and local renewable energy and energy efficiency plans. Rather, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would be consistent with State and local plans for renewable energy and energy efficiency.

LESS-THAN-SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. Implementation of the CAP Update would result in reducing use of non-renewable energy resources across the community and in particular with remodels and new construction. As such, construction of cumulative projects within the City could result in temporary energy consumption impacts. However, the energy used would not be wasteful and would comply with all applicable requirements. Furthermore, as a guidance document, the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would not result in cumulative impacts. Therefore, implementation of the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss and GHG Emission Thresholds would result in a less-than-significant cumulative impact related to energy.

LESS-THAN-SIGNIFICANT IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
▪ 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?	☐	☐	■	☐
▪ Strong seismic ground shaking?	☐	☐	■	☐
▪ Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
▪ Landslides?	☐	☐	■	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	■	☐
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	■	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	■	☐

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- *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;*
- *strong seismic ground shaking;*
- *seismic-related ground failure, including liquefaction; or*
- *landslides?*

The City of Santa Barbara, as with the majority of the state of California, is susceptible to seismic activity. Established in the Alquist-Priolo Earthquake Fault Zoning Act, Alquist-Priolo earthquake fault zones are regulatory zones compiled by the California Geological Survey which designate the surface traces of active faults in California.[50] For the purposes of the Alquist-Priolo Earthquake Fault Zoning Act, an active fault is defined as a fault that has ruptured in the past 11,000 years.[51] There are no Alquist-Priolo earthquake fault zones that partially or fully intersect the City.[52] The nearest Alquist-Priolo earthquake fault zone is the Red Mountain Fault – South Strand, located approximately 12.6 miles southeast of the City.[53] As such, development setback regulations pertaining to the Alquist-Priolo Earthquake Fault Zoning Act do not apply. However, several documented faults do exist within the City that could indicate near-surface faulting and surface warps; these faults have not been thoroughly evaluated for fault activity. For development projects on or near fault zones on the City geologic map, geological and geotechnical evaluations may be required during the permitting process. Incorporation of project-specific measures such as fault hazard avoidance, setbacks, and structural engineering solutions to accommodate acceptable levels of discrete movement and surface warping, would not result in significant environmental impacts.

According to the City's Map Analysis and Printing System, high liquefaction potential exists at the Santa Barbara Airport and at the southeastern portion of the City abutting a stretch of coast from Leadbetter Beach to East Beach and extending northwest into the downtown area.[54] Proposed development located in areas of high liquefaction potential (identified in the City's Map Analysis and Printing System) may require a geotechnical report during the permitting process.[55] Geotechnical reports identify liquefaction potential and provide recommendations to minimize the potential for impacts associated with liquefaction to occur. Municipal Code, Chapter 22.04, lists the adoptions of California Codes by reference, which includes CBC and subsequent measures such as requiring site-specific geotechnical investigations and incorporating site specific recommendations regarding suitability and foundation design. Compliance with the Municipal Code and CBC requirements would

[50] California Department of Conservation (DOC). 2019. Alquist-Priolo Earthquake Fault Zones. https://www.conservation.ca.gov/cgs/alquist-priolo Accessed October 2023.

[51] California Department of Conservation (DOC). 2019. Alquist-Priolo Earthquake Fault Zones. https://www.conservation.ca.gov/cgs/alquist-priolo Accessed October 2023.

[52] California Department of Conservation. 2021. Earthquake Zones of Required Investigation. September 23, 2021. https://maps.conservation.ca.gov/cgs/EQZApp/app/ . October 2023.

[53] California Department of Conservation. 2021. Earthquake Zones of Required Investigation. September 23, 2021. https://maps.conservation.ca.gov/cgs/EQZApp/app/ . Accessed October 2023.

[54] Santa Barbara, City of. 2010. Program Environmental Impact Report for the Plan Santa Barbara General Plan Update. September 2010. https://www.santabarbaraca.gov/services/planning/plan.asp. Accessed October 2023.

[55] Santa Barbara, City of. 2022. Environmental Review Universal Screening Tool. https://santabarbaraca.gov/sites/default/files/documents/Services/Planning%20Handouts%20-%20updated/Environmental%20Screening%20Guide.pdf. Accessed October 2023.

ensure current engineering practices and standards are followed, reducing impacts related to adverse effects from liquefaction risk.

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in construction or operational impacts related to risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides. The CAP Update is a policy document containing climate measures and supporting actions to reduce GHG emissions and is consistent with the Santa Barbara General Plan and other regional regulations. The CAP Update does not propose habitable development that could result in exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in less-than-significant impact related to seismic- and landslide-related hazards.

LESS-THAN-SIGNIFICANT IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in construction or operational impacts related to substantial loss of topsoil. The CAP Update would not involve land use or zoning changes, but it would promote infrastructure development and redevelopment. As a policy document, the CAP Update would not directly require ground-disturbing activities. However, implementation of the following measures may promote infrastructure development and redevelopment. Measure BE-1 promotes the decarbonization of 50% of municipal buildings, Measure BE-4 promotes the expansion of the existing Natural Gas Prohibition Ordinance for new construction, Measure BE-5 promotes reducing residential natural gas consumption, and Measure B-6 promotes reducing commercial natural gas consumption. These building measures involve regulating new infrastructure and electrification retrofits. To implement these retrofits, associated construction could interfere with soils around existing and new developments. Similarly, the following transportation measures involve the creation of new bike and walking lanes throughout the city. This construction could also result in the loss of topsoil around construction sites and contribute to erosion. Measure T-1 involves the development and implementation of the Municipal Transportation Demand Management (TDM) Program, which aims to increase free-of-charge access to public transit and the electric bike share program in the City. Additionally, the TDM Program aims to provide cash incentives for city-employees to bike, walk, or carpool to work while Measure T-3 aims to implement programs to enhance access to safe active transportation. Measure T-4 encourages the implementation of programs to increase public transportation mode share via public transit improvements, education, increased access, and creating pilot projects. Furthermore, Measure CS-1 facilitates the expansion of the City's Urban Forest Management Plan and requires planting and maintaining 4,500 net new trees by the year 2030.Increasing the urban forest via the planting of trees could result in soil erosion or loss of topsoil, as workers may need to disturb current soil to plant the trees. Although this soil disturbance may occur throughout the City as trees are planted, these effects will likely be temporary and will return to normal once the trees are planted.

The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections, active transportation pathways, and trees/green spaces, which in some cases may include minor temporary excavation.

As such, the CAP Update could result in construction-related soil erosion and topsoil loss impacts associated with such installations and plantings. However, projects would be reviewed for consistency with Santa Barbara General Plan policies and other local and State geology and soils regulations prior to final siting and construction. Further, compliance with existing regulations, including California Building Code requirements, City-issued permit requirements, and construction general permit requirements, would minimize potential cumulative seismic and geologic impacts. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to soil erosion, loss of topsoil, and the presence of unstable soils.

LESS-THAN-SIGNIFICANT IMPACT

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in construction or operational impacts related to project location on expansive soil. Additionally, the CAP Update is a policy document containing measures that are consistent with the General Plan. Some of the proposed measures of CAP Update would support construction projects, such as electric vehicle charging station construction. However, the City's Building and Safety Division would determine which projects would be required to conduct geotechnical studies based on the scope of the development and adhere to related recommendations prior to final siting and construction that would reduce impacts. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to risks associated with location on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse as well as expansive soils.

LESS-THAN-SIGNIFICANT IMPACT

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not involve the development of habitable structures and, thus, no use of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur related to soil capability support of alternative wastewater disposal systems.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in construction or operational impacts related to paleontological resources. The CAP Update would not involve land use or zoning changes. Rather the CAP Update

would promote infrastructure development and redevelopment. As a policy document, the CAP Update would not directly result in impacts related to paleontological resources or unique geologic features. However, implementation of the following CAP Update measures and supporting actions may promote infrastructure development and redevelopment.

Measure BE-1 promotes the decarbonization of 50% of municipal buildings, Measure BE-4 promotes the expansion of the existing Natural Gas Prohibition Ordinance for new construction, Measure BE-5 promotes reducing residential natural gas consumption, and Measure B-6 promotes reducing commercial natural gas consumption. Measure T-1 involves the development and implementation of the Municipal Transportation Demand Management (TDM) Program, which aims to increase free-of-charge access to public transit and the electric bike share program in the City. Additionally, the TDM Program aims to provide cash incentives for city-employees to bike, walk, or carpool to work while Measure T-3 aims to implement programs to enhance access to safe active transportation. Measure T-4 encourages the implementation of programs to increase public transportation mode share via public transit improvements, education, increased access, and creating pilot projects. Measure T-7 aims to accelerate zero-emission commercial vehicle use and adoption to 26% by 2030 and Measure T-8 aims to electrify or decarbonize 6% of Off-Road equipment by 2030. Furthermore, Measure CS-1 facilitates the expansion of the City's Urban Forest Management Plan and requires planting and maintaining 4,500 net new trees by the year 2030. However, geotechnical and design guideline studies would be required for future projects, in addition to adherence with related recommendations prior to final siting and construction. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to paleontological resources or unique geologic features.

LESS-THAN-SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. Cumulative projects could expose additional people and property to seismic and geologic hazards that are present in the region. The magnitude of geologic hazards for individual projects, including those associated with implementation of the CAP Update, would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Specific geologic hazards associated with individual project sites would be limited to those sites without affecting other areas. Similarly, potential impacts to paleontological resources associated with each individual site would be limited to that site without affecting other areas, and impacts related to these resources would be minimized on a case-by-case basis. Compliance with existing regulations, including California Building Code requirements, City-issued permit requirements, and construction general permit requirements, would minimize potential cumulative seismic and geologic impacts. Seismic and geologic hazards would be addressed on a case-by-case basis and would not result in cumulative impacts. Furthermore, as a guidance document, the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in cumulative impacts. Therefore, implementation of the CAP Update and GHG Emission Threshold would result in a less-than-significant cumulative impact related to geology and soils.

LESS-THAN-SIGNIFICANT IMPACT

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

The greenhouse effect is a natural occurrence that helps regulate the temperature of the Earth. The majority of radiation from the Sun hits Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. This process is essential to support life on Earth because it warms the planet by approximately 60°F. Emissions from human activities since the beginning of the industrial revolution (approximately 270 years ago) have been adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat and contribute to an average increase in Earth's temperature. Global warming is the observed increase in the average temperature of the Earth's surface, and climate change is the resultant change in wind patterns, precipitation, and storms over an extended period.

GHGs produced by human activities include CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorinated compound (PFC), and sulfur hexafluoride (SF_6). Combustion of fossil fuels (gasoline, natural gas, and coal), deforestation, and decomposition of waste release carbon into the atmosphere that had been locked underground and stored in oil, gas, and other hydrocarbon deposits or in the biomass of surface vegetation. Since 1750, estimated concentrations of CO_2, CH_4, and N_2O in the atmosphere have increased by over 36 percent, 148 percent, and 18 percent respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition.

Changes to the land surface also indirectly affect the atmosphere by changing the way in which Earth absorbs gases from the atmosphere. Potential impacts in California due to climate change include sea level rise, more extreme-heat days and high-ozone days, larger and more frequent forest fires, and more drought years.[56] Although GHG emissions do not typically cause direct health

[56] California Energy Commission (CEC). 2009. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Accessed October 2023.

impacts at a local level, GHG emissions can result in indirect health impacts by contributing to climate change, which can have public health implications. The primary public health impacts of climate change include the following:[57]

- Increased incidences of hospitalization and deaths due to increased incidences of extreme heat events
- Increased incidences of health impacts related to ground-level ozone pollution due to increased average temperatures that facilitate ozone formation
- Increased incidences of respiratory illnesses from wildfire smoke due to increased incidences of wildfires
- Increased vector-borne diseases due to the growing extent of warm climates
- Increased stress and mental trauma due to extreme events and disasters, economic disruptions, and residential displacement

The City of Santa Barbara has completed a total Santa Barbara (i.e., community and municipal) GHG emissions inventory for the year 2019, which is summarized in Table 1. The largest sectors of GHG emissions are related to energy and transportation, followed by solid waste and water. The measures and actions address municipal and communitywide GHG emissions. Per the CAP Update, the City of Santa Barbara is committed to an emissions reduction target of 40 percent below 1990 levels by 2030 (SB 32 target year) and reaching a longer-term goal of carbon neutrality by 2035. Table 2 summarizes the emission reduction targets included in the CAP Update compared to the reductions proposed in the 2012 CAP. This 2030 GHG emissions goal is selected to be consistent with SB 32 and CEQA Guidelines § 15183.5 for a qualified GHG emissions reduction strategy as well as to be achievable by City-supported measures identified in the CAP Update. The CAP Update includes a business-as-usual (BAU) and adjusted forecast of GHG emissions that will enable the City to estimate the amount of emissions reductions needed to meet its goal.

The CAP Update includes measures to increase use of zero-emission vehicles; increase use of public, active, and shared transportation; reduce water consumption and waste generation; increase recycling and composting; and increase tree planting. Table 3 includes a complete list of measures and descriptions of respective supporting actions included in this CAP Update. The measures included in the CAP Update combined with Statewide legislation and initiatives and regional transportation programs will enable the City to meet its emissions reduction target of 40 percent below 1990 levels by 2030 (SB 32 target year) and its carbon neutral goal by 2035. Table 5 shows the contribution of the Statewide initiatives along with the measures and actions. The City needs to achieve 132,305 MT CO_2e of GHG emissions reductions by 2030 to meet its goal. The total estimated GHG reductions accounted for in the CAP Update total 320,089 MT CO_2e by 2030.

Figure 3 and Table 5 illustrate how the BAU emissions are estimated to increase, thus widening the emissions reductions needed by 2030. Figure 3 also shows emissions reductions expected from State level actions as well as the reductions needed to reach the Santa Barbara emissions target. The measures and supporting action combined with Statewide legislation and initiatives and Countywide transportation programs will enable the City of Santa Barbara to meet its 2030 emissions reduction target.

The CAP Update includes a list of measures intended to reduce Santa Barbara GHG emissions. Implementation of the CAP Update would result in the reduction of community and municipal

[57] California Natural Resources Energy. 2018. California's Fourth Climate Change Assessment Statewide Summary Report. <http://www.climateassessment.ca.gov/state/>. Accessed October 2023.

operational GHG emissions, while only generating temporary GHG emissions during construction of infrastructure development and redevelopment such as electric vehicle charging stations, bicycle paths, et cetera. Additionally, the CAP Update would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption and vehicle miles traveled (and thus air pollution), water consumption, and solid waste generation. The Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would establish GHG emissions targets and analysis methodologies that are enforced during CEQA review with the intention of reducing GHG emissions associated with construction and operation of future projects and plans in the City. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to generation of GHG emissions.

LESS-THAN-SIGNIFICANT IMPACT

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis are policy-level documents that set strategies to reduce GHG emissions within the City in an effort to also comply with State regulations. As discussed under Topic 8a above, the CAP Update includes measures and actions to reduce City GHG emissions from forecasted levels by approximately 132,035 MT CO_2e by 2030. The purpose of the CAP Update is to meet Santa Barbara's proportionate fair share of the Statewide GHG emissions reduction target set by AB 32 and SB 32 and work toward the State's longer-term target of carbon neutrality identified in Executive Order B-55-18. The CAP Update would not conflict with any applicable GHG reduction plans, including the California Climate Change Scoping Plan and the California Climate Change Scoping Plan Updates. For example, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis specifically include policies and a locally appropriate quantitative threshold consistent with Statewide per-capita goals, as recommended by the 2022 Scoping Plan. The CAP Update identifies how the City would achieve consistency with the Statewide GHG emissions limit.

The Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would establish GHG emissions targets and analysis methodologies that are enforced during CEQA review with the intention of reducing GHG emissions associated with construction and operation of future projects and plans in the City. The CAP Update would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption and vehicle miles traveled (and thus air pollution), water consumption, and solid waste generation. Therefore, the CAP Update and GHG Emission Threshold would result in a less-than-significant impact related to consistency with applicable GHG emissions reduction plans, policies, and regulations.

LESS-THAN-SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. Analyses of GHG emissions and climate change are cumulative in nature, as they affect the accumulation of GHG emissions in the atmosphere. Cumulative projects that exceed the thresholds discussed above would have a significant impact related to GHG emissions and climate change, both individually and cumulatively. The CAP Update creates a GHG emissions reduction strategy (consistent with Section 15183.5 of the CEQA Guidelines) for the City of Santa Barbara. The

CAP Update includes a series of strategies, measures, and actions that are intended to reduce communitywide GHG emissions by approximately 40 percent below 1990 levels by 2030, which provides substantial progress toward meeting the City carbon neutrality goal by 2035, while meeting State goals. The CAP Update acknowledges that additional actions beyond those identified in the plan will be necessary to achieve carbon neutrality and, therefore, provides a mechanism for updating and adopting a new plan triennially in order to incorporate new measures and technologies that will further the City toward meeting its goal of carbon neutrality. As such, the CAP Update would result in the reduction of GHG emissions rather than generating GHG emissions. Furthermore, as a guidance document, the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in cumulative impacts. Rather, the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would establish GHG emissions targets and analysis methodologies that are enforced during CEQA review with the intention of reducing GHG emissions associated with construction and operation of cumulative buildout.

LESS-THAN-SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	■	☐
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	■	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	■	☐

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in construction or operational impacts related to creating a significant hazard. The CAP Update is a policy document containing actions and supporting measures to reduce GHG emissions. The proposed CAP Update does not involve identified site-specific development, nor would it facilitate new development. Implementation of the CAP Update measures and supporting actions would not involve the routine transport, use, or disposal of hazardous materials and would not create reasonably foreseeable upset and/or accidental conditions involving the release of hazardous materials into the environment.

Implementation of some of the CAP Update measures and actions, such as the installation of bicycle facilities, energy retrofits, and electric vehicle charging stations, may involve the use and transport of fuels, lubricating fluids, and solvents, among other activities. These types of materials are not considered acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control (CDTSC), United States Environmental Protection Agency (USEPA), Occupational Safety & Health Administration (OSHA), and Los Angeles County Department of Public Health - Environmental Health Division. Additionally, future development would be subject to review by the City for compliance with the General Plan and Municipal Code and would also be required to comply with applicable local, State, and Federal regulations. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to creating a significant hazard.

LESS-THAN-SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in construction or operational impacts related to handling hazardous materials. The CAP Update is a policy document containing measures and actions to reduce GHG emissions. The proposed CAP Update does not include site-specific proposals and development, nor would it emit or handle hazardous materials. Implementing some measures and actions may require future development or improvements, such as bike paths, solar panels, electric vehicle charging stations, battery storage, or building improvements related to electrification. However, projects would be reviewed for consistency with the General Plan and Municipal Code and applicable local, State, and federal regulations. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to handling of hazardous materials in proximity to an existing or proposed school.

LESS-THAN-SIGNIFICANT IMPACT

d. Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in construction or operational impacts related to project site location on a site listed on a hazardous material site. The CAP Update is a policy document containing measures and supporting actions to reduce GHG emissions. The CAP Update does not include site-specific proposals and development, but implementation of the measures and actions could result in projects that may be located on listed hazardous materials site. However, future projects would be reviewed for consistency with the General Plan and Municipal Code and would be required to comply with applicable local, State, and federal regulations. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to location on a listed hazardous materials site.

LESS-THAN-SIGNIFICANT IMPACT

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The City operates the Santa Barbara Airport, located in the Goleta area, approximately four miles west of the City proper. The Airport property is within the City's jurisdiction, and City-designated land use and zoning patterns apply to the approximate 950-acre property. Airport zoning, defined by Title 29 of the City of Santa Barbara Municipal Code, provides restrictions for residential development.[58] [59]

The CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis are policy documents and implementation of which would not increase airport activity or otherwise increase potential exposure to aircraft-related hazards. Additionally, projects associated with the CAP Update would undergo project-level CEQA review. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in less-than-significant impact related to risks associated with location proximate to a public airport.

LESS THAN SIGNIFICANT IMPACT

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Construction activities associated with development forecasted in accordance with the Building Energy and Transportation Measures included in the CAP Update could interfere with adopted emergency response or evacuations plans as a result of temporary construction activities within rights-of-way, which could impede emergency access. Any temporary construction barricades or other obstructions that could impede emergency access on State highway systems/routes would be subject to the standards set forth in the California Manual of Uniform Traffic Control Devices (Manual).[60] The Manual requires the creation and approval of temporary traffic control plans to be used for facilitating road users through a work zone. Adherence to the requirements of the Manual for all construction activity would minimize potential impacts associated with the impairment or physical interference of an adopted emergency response plan or evacuation procedures for State

[58] Santa Barbara, City of. 2021. Santa Barbara Municipal Code. https://qcode.us/codes/santabarbara/. Accessed October 2023.

[59] Santa Barbara, City of. 2003. Coastal Plan Component 9: Airport. https://www.santabarbaraca.gov/civicax/filebank/blobdload.aspx?BlobID=16924. Accessed October 2023.

[60] California Department of Transportation (Caltrans). 2021. California Manual on Uniform Traffic Control Devices. 2014 Edition Revision 6. https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ca-mutcd/rev6/camutcd2014-rev6.pdf. Accessed October 2023.

highways. Future development forecasted in accordance with the CAP Update will be reviewed by the Santa Barbara City Fire Department to ensure consistency with emergency access requirements. Infrastructural improvements that involve work in the public right-of-way would be subject to applicable City requirements to ensure appropriate traffic control, pursuant to the Santa Barbara Municipal Code Chapter 10.55. Additionally, as part of standard development procedures in the City, development plans must be submitted to the City's Community Development Department for review and approval to ensure that all new development would have adequate emergency access and escape routes in compliance with existing City and Fire Department regulations pursuant to the regulations as set forth by the CWPP.

The CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis are policy documents intended to reduce GHG emissions. The proposed CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis do not involve site-specific development. Any new development associated with the CAP would be subject to adherence to the Manual, review by the Santa Barbara City Fire Department, and/or Municipal Code Chapter 10.55 ensuring adequate emergency access requirements are met and construction would not interfere with adopted emergency plans. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in less-than-significant impact related to impairment or interference with implementation of an emergency response or evacuation plan.

LESS THAN SIGNIFICANT IMPACT

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The CAP Update is a policy-level document that does not propose specific or other physical changes such as habitable development that could be put at risk in the case of a wildfire, nor does it grant entitlements for development that would have the potential to directly cause wildfire. Rather, the CAP Update would aim to reduce natural gas infrastructure that poses wildfire risk if damaged during seismic events and to underground new or restructured electric power lines that pose wildfire risk if damaged during high-wind events. Thus, the CAP Update and Emissions Threshold would result in less-than-significant impact related to wildfire.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. Hazards and hazardous materials impacts are typically site specific in nature. Cumulative projects, including the CAP Update, are not anticipated to contribute to cumulative hazards and hazardous materials impacts with adherence to applicable General Plan policies, applicable regional and County regulations, and applicable State and Federal regulatory requirements. Furthermore, as a guidance document, the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would not result in cumulative impacts. Therefore, implementation of the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant cumulative impact related to hazards and hazardous materials.

LESS-THAN-SIGNIFICANT IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	■	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	■	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	■	☐
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	■	☐
(iv) Impede or redirect flood flows?	☐	☐	■	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	■	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	■	☐

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would not result in construction or operational impacts related to water quality standards. The CAP Update is a policy document containing measures and actions intended to reduce GHG emissions in the City. Future projects would be reviewed for consistency with local and State regulations, including the implementation of stormwater pollution prevention plans (SWPPPs). As such, the CAP Update's related infrastructure changes would not utilize or alter water supply or result in new or different wastewater discharge. Additionally, projects would be small in scale and would not typically warrant substantial adverse construction impacts related to surface or groundwater quality, thus maintaining impact levels below CEQA thresholds. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less than significant related to surface or groundwater water quality in Santa Barbara.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would not result in construction or operational impacts related to groundwater supplies. The CAP Update is a policy document containing measures and supporting actions that are consistent with the City's General Plan. In addition, implementation of the CAP Update actions related to infrastructure development and redevelopment would not substantially degrade groundwater quality or groundwater recharge. As a result, no adverse impacts related to groundwater supplies or resources would occur.

Measure CS-1 facilitates the expansion of the City's Urban Forest Management Plan and requires planting and maintaining 4,500 net new trees by the year 2030. Encouragement of tree planting would increase the amount of pervious areas in the City, thus increasing groundwater recharge. As such, implementing the CAP Update would have a beneficial effect related to local groundwater recharge as well as support groundwater management in Santa Barbara. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less than significant impact related to impedance of sustainable groundwater management in the Santa Barbara local Groundwater Basins.

LESS THAN SIGNIFICANT IMPACT

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. result in substantial erosion or siltation on- or off-site;

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

iv. impede or redirect flood flows?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would not result in construction or operational impacts related to alterations in polluted runoff. Implementation of the following CAP Update measures and supporting actions may promote infrastructure development and redevelopment. Measure BE-1 promotes the decarbonization of 50% of municipal buildings, Measure BE-4 promotes the expansion of the existing Natural Gas Prohibition Ordinance for new construction, Measure BE-5 promotes reducing residential natural gas consumption, and Measure B-6 promotes reducing commercial natural gas consumption. Measure T-1 involves the development and implementation of the Municipal Transportation Demand Management (TDM) Program, which aims to increase free-of-charge access to public transit and the electric bike share program in the City. Additionally, the TDM Program aims to provide cash incentives for city-employees to bike, walk, or carpool to work while Measure T-3 aims to implement programs to enhance access to safe active transportation. Measure T-4 encourages the implementation of programs to increase public transportation mode share via public transit improvements, education, increased access, and creating pilot projects. Measure T-7 aims to accelerate zero-emission commercial vehicle use and adoption to 26% by 2030 and Measure T-8 aims to electrify or decarbonize 6% of Off-Road equipment by 2030. Furthermore, Measure CS-1 facilitates the expansion of the City's Urban Forest Management Plan and requires planting and maintaining 4,500 net new trees by the year 2030.

Projects would be required to undergo environmental review, including assessment and mitigation incorporation, including the implementation of a SWPPP and compliance with applicable local, State, and Federal regulations once project details and locations are known. Further, CAP Update-related infrastructure changes would be designed to not result in substantial additional erosion or runoff. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would result in a less-than-significant impact related to drainage flows and polluted runoff.

LESS-THAN-SIGNIFICANT IMPACT

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

As described by the Santa Barbara Tsunami Response Plan, parts of the City are designated as tsunami inundation zones including the waterfront area extending into the downtown area and the Santa Barbara Airport.[61] Portions of the City are within the 100- and 500-year flood zones defined by Federal Emergency Management Agency (FEMA).[62]

Pursuant to the City's Floodplain Management Ordinance, proposed development located in FEMA Flood Hazard Zones requires a base flood elevation determination from the Building and Safety Division.[63] New development forecasted in accordance with the CAP Update that takes place within a special flood hazard zone would be required to obtain a flood development permit granted by the Floodplain Administrator for the City of Santa Barbara, pursuant to the City of Santa Barbara Municipal Code Section 22.24.110.[64] The Floodplain Administrator grants the permit on the condition that all permit requirements in Chapter 22.24 have been met, including standards for floor elevations, elevations in areas of shallow flooding, elevation or floodproofing of nonresidential structures, wet floodproofing standards, floodway encroachments, and coastal development standards.[65] All development in a special flood hazard zone is required to abide by these standards. As a result, implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis and CAP Update would not conflict with floodway or floodplain regulations and this impact would be less than significant.

LESS-THAN-SIGNIFICANT IMPACT

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would not result in construction or operational impacts related to obstruction of a water quality control plan. The CAP Update measures would not include direct extraction of groundwater and would rather encourage water savings through conservation. The CAP Update would not interfere with or obstruct implementation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would result in a less than significant impact related to consistency with a water quality control plan or sustainable groundwater management plan.

LESS THAN SIGNIFICANT IMPACT

[61] Santa Barbara, City of. 2012. Tsunami Response Plan. https://santabarbaraca.gov/sites/default/files/documents/Fire/City%20Emergency%20Plan/2012%20Tsunami%20Response%20Plan.pdf. Accessed October 2023.

[62] Santa Barbara, City of. 2018. City Flood Zones. https://www.santabarbaraca.gov/services/home/floodzones.asp. Accessed October 2023.

[63] Santa Barbara, City of. 2022. Environmental Review Universal Screening Tool. https://santabarbaraca.gov/sites/default/files/documents/Services/Planning%20Handouts%20-%20updated/Environmental%20Screening%20Guide.pdf. Accessed October 2023.

[64] Santa Barbara, City of. 2021. Santa Barbara Municipal Code. https://qcode.us/codes/santabarbara/. Accessed October 2023.

[65] Santa Barbara, City of. 2021. Santa Barbara Municipal Code. https://qcode.us/codes/santabarbara/. Accessed October 2023.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. Cumulative projects, including the CAP Update, are not anticipated to contribute to cumulative hydrology and water quality impacts with adherence to applicable General Plan policies and other applicable City policies, as well as applicable State and federal regulatory requirements. Implementation of the CAP Update would not contribute to an increase in growth and development in Santa Barbara but could result in infrastructure development or redevelopment projects, including renewable energy facilities and alternative transportation thoroughfares. As such, implementation of the CAP Update and other cumulative projects could have incremental impacts related to hydrology and water quality, with potential minor alterations to existing drainage patterns in the City. However, cumulative projects would comply with applicable local, State, and Federal regulations related to hydrology and water quality. Therefore, implementation of the CAP Update would result in a less-than-significant cumulative impact related to hydrology and water quality.

LESS-THAN-SIGNIFICANT IMPACT

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11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	■	☐

a. Would the project physically divide an established community?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would not result in construction or operational impacts related to division of an established community. The CAP Update is a policy document containing measures and actions that are consistent with the Santa Barbara General Plan and does not include specific development projects that would divide an established community. Measure T-1 involves developing and implementing a Municipal Transportation Demand Management Program, Measure T-3 involves enhancing access to safe active transportation, such as walking or biking, Measure T-4 involves implementing programs to encourage public transportation, and Measure T-5 supports and promotes the reduction of single occupancy vehicles. These measures are aimed at decreasing vehicle miles traveled and increasing active transportation within the City. Such measures and supporting actions would help to increase connectivity within the Santa Barbara community. Therefore, the CAP Update would result in no impact related to the division of an established community.

NO IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would not result in impacts related to conflict with a land use plan. The CAP Update is a policy document containing measures and actions that are consistent with the Santa Barbara General Plan and that are designed to reduce adverse environmental impacts associated with climate change. Nonetheless, implementing the CAP Update would require some modification of existing policies, including developing and implementing new programs, and projects, or modifying existing ones. For example, Measures BE-1, BE-2, T-1, T-2, T-3, T-4, T-5, T-6, T-7, W-1, and CS-1 call for the adoption of new codes/ordinances related to building electrification, solar and electric vehicle charging infrastructure installation, natural gas ban, organic waste collection and recovery, and shade trees.

The physical changes these upgrades and additions would entail are dependent on the year of building construction and location of electrical and service panels and plumbing for connection of condensate drains, which in some cases may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and minor excavation for connection of drainage to sewer systems. In order to implement these measures and the supporting actions, the City Municipal Code, General Plan, and other applicable documents may need to be amended to reflect new or modified requirements.

However, where modifications of existing policies are needed, such as updates to policies related to energy and active transportation, the measures would result in greater avoidance or reduction of environmental effects. Therefore, the CAP Update and GHG Emission Thresholds would result in less-than-significant impact related to consistency with current land use plans or policies.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. The CAP Update is a policy document containing measures and actions that are consistent with the City's General Plan. Nonetheless, implementing the CAP Update would require some modification of existing policies and ordinances, including developing and implementing new programs, and projects, or modifying existing ones. The proposed policy changes are consistent with the intent of the goals and policies established within the City General Plan and Zoning Regulations and would not cumulatively contribute to population growth or the loss of housing. Cumulative projects, including the CAP Update, would be required to adhere to City development regulations and General Plan policies to retain land use character and minimize environmental impacts. Any CAP Update projects would be reviewed for consistency with the General Plan and other applicable regulatory land use actions prior to approval. Furthermore, as a guidance document, the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would not result in cumulative impacts. Therefore, implementation of the CAP Update would result in a less-than-significant cumulative impact related to land use.

LESS-THAN-SIGNIFICANT IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	■

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The California Geological Survey's (CGS) *Updated Mineral Land Classification Map for Concrete-Grade Aggregates in the San Luis Obispo-Santa Barbara Production-Consumption Region, California – South Half* map indicates that the City is within Mineral Resources Zones-1 (MRZ) and MRZ -3 (CGS 2011). MRZ-1 designations indicate areas containing little or no mineral deposits and MRZ-3 designations indicate deposits identified but require further evaluation. The CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would not facilitate infrastructure development projects within the City that could result in the loss of availability of known mineral resources. Therefore, the CAP Update would result in no impact related to mineral resource.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. The CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis do not include components capable of limiting or extracting known mineral resources. The City of Santa Barbara does not operate mineral extraction facilities and development forecasted in accordance with the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not be located on an area where important mineral resources are present. Therefore, the CAP Update and Master Environmental Assessment

Guidelines for Greenhouse Gas Emissions Analysis would not result in the loss of a locally important mineral resource recovery site and would have no cumulative impact related to mineral resources.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	■	☐

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Noise is unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). Because of the way the human ear works, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as construction equipment). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance, while noise from a point source typically attenuates at about 6 dBA per doubling of distance. Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor

and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA.

The Environmental Resources Element of the City's General Plan, which incorporates the 1979 Noise Element, is intended to identify sources of noise and provide goals, objectives, and policies that ensure that noise from various sources, including transportation and stationary sources, does not create an unacceptable noise environment. The City has adopted land use compatibility standards for use in assessing the compatibility of various land use types with noise levels. The noise environment in Santa Barbara is predominantly characterized by transportation sources: vehicles, freight and passenger trains, and aircraft overflights. Vehicle noise affects large areas of the City along major transportation corridors, particularly communities near U.S. Route 101 (U.S. 101), which generates noise levels at or above 70 dBA Ldn generally extending out between 250 and 300 feet from the corridor. Major roadways that generate noise between 65-69 dBA Ldn include Upper State Street, Las Positas Road, and Cabrillo Boulevard, whereas roadways that generate noise between 60-64 dBA Ldn include those within the City's Downtown and Mesa neighborhoods. Freight and passenger train operations intermittently generate high noise levels often exceeding 100 dBA at 100 feet from the track centerline. For instance, portions of U.S. 101 noise overlap that associated with the Union Pacific Railroad (UPRR), which intermittently increases noise exposure at communities near these portions of the corridor. Aircraft overflights also intermittently create higher noise levels citywide. However, the nearest airport is Santa Barbara Airport, which is within the City limits but located in the Goleta area approximately four miles west of City proper. The airport's 65 dBA CNEL noise contour extends approximately 3,000 feet east of the airport which does not reach City proper, located adjacent to La Cumbre Country Club.[66]

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would not result in construction or operational impacts related to excessive noise levels. The CAP Update is a policy document containing programs that are consistent with the General Plan. Some of the measures and actions included in the CAP Update would support construction projects, such as electric vehicle charging station construction that may result in a temporary increase in noise levels. However, future projects identified as measures/actions in the CAP Update would be reviewed for consistency with the General Plan Environmental Resources Element and the City's noise ordinance, found in Municipal Code Title 9 Chapter 16, and would be required to comply with applicable local, State, and Federal regulations.[67]

The City of Santa Barbara General Plan identifies noise-sensitive land uses and noise sources and policies to provide for the protection of the community from the adverse effects of excessive noise. The CAP Update encompasses a suite of GHG-reduction opportunities that affect the transportation sector. For example, Measure T-1 involves developing and implementing a Municipal Transportation Demand Management Program, Measure T-3 involves enhancing access to safe active transportation, such as walking or biking, Measure T-4 involves implementing programs to encourage public transportation, and Measure T-5 supports and promotes the reduction of single occupancy vehicles. These measures would not only reduce vehicle miles traveled but also reduce traffic-related noise in Santa Barbara. Therefore, the CAP Update and Master Environmental

[66] Santa Barbara, City of. 2010. Program Environmental Impact Report for the Plan Santa Barbara General Plan Update. https://santabarbaraca.gov/sites/default/files/documents/General Plan/Certified Final Program Environmental Impact Report/Volume I.pdf. Accessed October 2023.

[67] Santa Barbara, City of. 2020. Municipal Code Chapter 9.16. Noise. https://library.qcode.us/lib/santa_barbara_ca/pub/municipal_code/item/title_9-chapter_9_16. Accessed October 2023

Assessment Guidelines for Greenhouse Gas Emissions Analysis would not generate excessive noise levels and, therefore, would result in a less-than-significant impact related to noise exposure.

LESS-THAN-SIGNIFICANT IMPACT

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise.[68] Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern of vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or Root Mean Square (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.[69] Vibration significance ranges from approximately 50 vibration decibels (VdB), which is the typical background vibration-velocity level, to 100 VdB, the general threshold where minor damage can occur in fragile buildings.[70] The general human response to different levels of groundborne vibration velocity levels is described in Table 6.

Table 6 Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day

VdB = vibration decibels

Source: Federal Transit Administration. Transit Noise and Vibration Impact Assessment Manual. 2018.[71]

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would not result in construction or operational impacts related to groundborne vibration. The CAP Update is a policy document containing measures that are consistent with the General Plan. Some of the measures and actions would support construction projects, such as electric

[68] California Department of Transportation (Caltrans). 2013. Transportation and Construction Vibration Guidance Manual (CT-HWANP-RT-13-069.25.3). <http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf>. Accessed October 2023.

[69] Federal Highway Administration (FHWA). 2006. Highway Construction Noise Handbook. (FHWAHEP-06-015; DOT-VNTSC-FHWA-06-02). <http://www.fhwa.dot.gov/environment/construction_noise/handbook>. Accessed October 2023.

[70] Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf>. Accessed October 2023.

71 Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual. <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf>. Accessed October 2023.

vehicle charging station construction that may result in a temporary increase in groundborne vibration. However, future projects would be subject to review by the City for compliance with the General Plan and Municipal Code and would be required to comply with applicable local, State, and Federal regulations. Additionally, due to the small scale of the projects included in the measures and actions, major ground disturbing equipment is unlikely to be used, thus minimizing instances of groundborne vibration. Therefore, the CAP would result in a less-than-significant impact related to groundborne vibration.

LESS-THAN-SIGNIFICANT IMPACT

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The Santa Barbara Airport's 65 dBA CNEL noise contour extends approximately 3,000 feet to the east of the airport; however, the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis and the CAP Update do not propose new residential uses within this noise contour. Therefore, any development that would occur immediately surrounding the Santa Barbara Airport is outside of the scope of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis and the CAP Update, and no residential development would be located within the Airport's 65 CNEL noise contour. Although aircraft overflights have the potential to expose people residing or working in the City to aircraft noise, this intermittent and temporary noise disturbance is present under existing conditions., Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would not result in noise exposure impacts related to airports, airstrips, or helicopters. The CAP Update does not propose land use or zoning changes related to airports, airstrips, or heliports, nor does it include development that would increase exposure to excessive noise levels associated with operation of airports, airstrips, or heliports. and implementation of the GHG Emissions. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss impacts related to aviation-related noise exposure would be less-than-significant.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth Santa Barbara (96,637 persons) in 2030. The CAP Update is a policy document containing measures and actions that are consistent with the City of Santa Barbara General Plan. Some of the measures would support construction projects, such as electric vehicle charging station construction, which may result in a temporary increase in groundborne vibration or noise levels. However, cumulative projects, including the CAP Update, would be subject to review by the City for compliance with the General Plan and Municipal Code and would be required to comply with applicable State and federal regulations. Additionally, the CAP Update encompasses a suite of GHG-reduction opportunities that would decrease traffic and traffic-related noise. As such, implementation of the CAP Update would not generate excessive groundborne vibration or noise levels. Therefore, the CAP Update would result in a less-than-significant cumulative impact related to noise.

LESS-THAN-SIGNIFICANT IMPACT

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14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	■
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

or

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would not result in construction or operational impacts related to substantial unplanned population growth. Likewise, the CAP Update does not include measures or actions that would increase the population or induce additional population growth that would displace people or housing. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in no impact related to population and housing.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. Cumulative projects, including the CAP Update, are not anticipated to displace people or housing nor induce substantial unplanned population growth in the City. Specifically, the CAP Update would not contribute to person or housing displacement in the City of Santa Barbara nor result in population growth beyond that already assumed and planned for in the General Plan. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in no cumulative impact related to population and housing.

NO IMPACT

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15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
▪ Fire protection?	☐	☐	☐	■
▪ Police protection?	☐	☐	☐	■
▪ Schools?	☐	☐	☐	■
▪ Parks?	☐	☐	☐	■
▪ Other public facilities?	☐	☐	☐	■

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered facilities, or the need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:

- *Fire protection;*
- *Police protection;*
- *Schools;*
- *Parks; or*
- *Other public facilities?*

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would not result in construction or operational impacts related to public services. The CAP Update is a policy document containing measures and actions that are consistent with the Santa Barbara General Plan. Implementation of the CAP Update would not result in increases in population or induce additional population growth. As such, the CAP Update would not require the construction of new or physically altered governmental facilities to serve additional population, the construction of which could cause significant environmental impacts. Furthermore, future projects identified as measures/actions in the CAP Update would be reviewed for consistency with the City of Santa Barbara General Plan and other applicable local and State regulations.

Nonetheless, implementing the CAP Update would require some modification of existing policies, including developing and implementing new programs and projects, or modifying existing ones. The CAP Update is designed to reduce adverse environmental impacts associated with climate change. While modifications of existing policies are needed, the measures and actions included in the CAP Update would not result in increases in population or induce additional population growth that would result in the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in no impact related to public services in terms of need for the construction of new or altered governmental facilities.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. Implementation of cumulative projects, including the CAP Update, would not result in increases in population or induce additional population growth beyond that assumed under the City of Santa Barbara General Plan. Therefore, implementation of the CAP Update would not result in substantial cumulative need to expand public services facilities. Therefore, the CAP Update would result in no cumulative impact related to public services.

NO IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	■
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	■

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Recreational amenities in Santa Barbara include approximately 1,827 acres of park land comprised of passive parks, neighborhood parks, community parks, regional parks, beach parks, open space parks, and sports fields.[72] Many of these parks include indoor and outdoor facilities that provide or host adult classes, aquatics, camps, outdoor picnics, weddings, photo shoots, and special events. City Parks and Recreation charges use fees that fund Parks staff and maintenance crews to ensure the facilities do not deteriorate.

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would not result in construction or operational impacts related to neighborhood or regional parks. The CAP Update is a policy document containing programs that are consistent with the Santa Barbara General Plan. Additionally, the CAP Update would not result in substantial population growth or direct land use changes. As such, implementation of the CAP Update would not result in a substantial physical deterioration of parks or other recreational facilities or result in the need to expand recreational facilities. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in no impact related to the need for construction of new or altered recreational facilities.

NO IMPACT

[72] Santa Barbara, City of. 2022. Resources Inventory. https://sbparksandrec.santabarbaraca.gov/sites/default/files/documents/Parks%20%26%20Recreation/Parks%20%26%20Recreation/Parks%20and%20Recreation%20Resources%20Inventory.pdf. Accessed October 2023.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. Implementation of cumulative projects, including the CAP Update, would not result in increases in population or induce additional population growth beyond that assumed under the General Plan. In addition, the CAP Update would not result in population growth or direct land use change. Therefore, implementation of the CAP Update would not result in substantial cumulative physical deterioration of parks or other recreational facilities or result in the cumulative need to expand recreational facilities. Therefore, implementation of the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in no cumulative impact related to recreation.

NO IMPACT

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	■	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	■	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	■	☐

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Transportation issues are addressed in adopted City, County, State and federal plans, policies and regulations. Within the City, primary responsibility for these issues is addressed in the City's General Plan and Municipal Code as administered by the City's Public Works and Community Development Departments. In 2011, the City Council adopted Plan Santa Barbara, which included a readoption of the 1997 Circulation Element and new 2011 Circulation Element policies. The comprehensive goal and vision of the 2011 Circulation Element is: "While sustaining or increasing economic vitality and quality of life, Santa Barbara should be a city in which alternative forms of transportation and mobility are so available and attractive that use of an automobile is a choice, not a necessity." Supporting transportation planning documents include the Pedestrian Master Plan (2006), Bicycle Master Plan (2016) and Vision Zero Strategy (2018), which aims to eliminate all severe injuries and fatalities on the City's road network. There are also neighborhood specific transportation management plans (NTMP) focusing on neighborhood livability by improving the active transportation network. Examples of neighborhood plans include Eastside NTMP (2013), Westside and Lower West NTMP (2020), Cliff Drive Vision Zero Planning Effort (2022) and Milpas Street Corridor (2020/2022).

The City embraces a policy direction to make Santa Barbara a place where bicycling and walking are encouraged and fostered, and where safety, education and facilities are provided as an ongoing part of transportation and recreational planning and programs. While allowing people to circulate without cars is an emphasis of the Circulation Element, another emphasis is getting people to share

rides and reduce the number of vehicular trips. The CAP transportation measures are consistent with the Circulation Element, which includes several policies regarding alternative forms of transportation. Such policies include themes such as reducing dependence on automobiles, improving pedestrian and bicycle use, enhancing alternative transportation services and infrastructure, achieving equality of convenience among transportation options, developing urban design standards that facilitate alternative transportation, increasing regional transit services, designating a Bicycle Coordinator, expanding Transportation Demand Management programs, and educating residents on alternative forms of transportation.

In addition, SBCAG is required by State and federal law to prepare, update, and adopt a Regional Transportation Plan (RTP) every four years. The most recent update to the RTP was completed by SBCAG in 2021 (Connected 2050) and sets forth long-range transportation planning goal describing how the region will meet its transportation needs for the 30-year period from 2020 to 2050. Connected 2050 provides a collective vision for the region's future that balances transportation and housing needs with social, economic, and environmental goals. Connected 2050 helps guide future planning efforts and policy decisions that affect transportation, including its relationship with housing and land use, with the goal to reduce regional greenhouse gas emissions. Connected 2050 is based, in part, on SBCAG's Regional Growth Forecast which projects population and employment data to 2050. SBCAG designates RHNA allocations based on the Regional Growth Forecast.

Connected 2050 includes five goal areas – Environment, Mobility & System Reliability, Equity, Health & Safety, and Prosperous Economy – with respective policies to meet each goal areas, which are expected to result in significant benefits to the region, not only with respect to transportation and mobility, but also economic activity, safety, and social equity. Policies in Connected 2050 applicable to the CAP Update address land use, circulation, alternative transportation, affordable housing, and safe roads and highways.

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysiss would not result in construction or operational impacts related to conflict with a program, plan, ordinance, or policy addressing the transportation circulation system. The CAP Update is a policy document containing measures and actions that are consistent with the City General Plan Circulation Element, with many that are aimed at facilitating the implementation of the local transportation programs and improvements.

Implementation of some of the measures and actions included in the CAP Update may require future infrastructure development or improvements, such as bike paths and lockers. However, projects would be subject to review by the City for compliance with the General Plan and be required to comply with applicable local, State, and Federal regulations. Additionally, the projects included in the measures and actions support decreasing vehicle miles traveled by encouraging alternative forms of transportation and the development of related infrastructure, thus reducing total GHG emissions from transportation throughout the City. This reduction in vehicle miles traveled supports the City's 2021 updated Environmental Thresholds and Guidance Manual, which provides guidelines and standards for vehicle miles traveled for residential, employment, and retail projects.[73] Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in less-than-significant impact related to consistency with plans addressing the transportation circulation system.

73 Santa Barbara, County of. Planning and Development. Environmental Thresholds and Guidelines Manual. 2021. https://cosantabarbara.app.box.com/s/vtxutffe2n52jme97lgmv66os7pp3lm5. Accessed 2024.

LESS-THAN-SIGNIFICANT IMPACT

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

d. Would the project result in inadequate emergency access?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in construction or operational impacts related to risk associated with transportation design or features. The CAP Update is a policy document containing measures and supporting actions that are consistent with the City General Plan and would not facilitate development beyond that allowed under the General Plan. The CAP measures and supporting actions included in Table 3 would promote active transportation, ridership, and sustainable transportation practices within the community to enhance bicycle, pedestrian, and transit connectivity. The development of alternative transportation infrastructure would occur in a manner that complies with existing city guidelines and ordinances and would not be designed or developed in a way that increase hazards or cause inadequate emergency access.

The CAP Update does not include measures and actions that would substantially increase transportation hazards due to a design feature or incompatible land uses. Furthermore, projects would be reviewed for consistency with the Santa Barbara General Plan and other applicable local and State regulations. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to transportation hazards and emergency access.

LESS-THAN-SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. The CAP Update is a policy document containing measures and actions that are consistent with the City's General Plan, and, similar to the other cumulative projects, the CAP Update does not propose development beyond that anticipated under the General Plan that would require transportation facilities. The measures and actions included in the CAP Update promote alternative modes of transportation and reduction of the amount of vehicle miles traveled throughout the City. In addition, the CAP Update measures and actions would not conflict with the objectives and policies of the General Plan but would rather be consistent with and promote those plans. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant cumulative impact related to transportation.

LESS-THAN-SIGNIFICANT IMPACT

18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	■	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	■	☐

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

The Santa Barbara region was favorable to Native American settlement and the City contains known archaeological sites and areas of archaeological sensitivity. There is the potential to encounter previously unidentified archaeological resources on sites that may be developed with residential uses under the CAP Update. While the City is largely developed with few vacant parcels, undeveloped properties have a higher probability of containing previously unidentified archaeological resources given the probable lack of previous ground-disturbing activities on these properties. However, ground disturbance into native (previously undisturbed) soils on any development site could encounter previously undiscovered prehistoric or historic-period resources. The potential exists for tribal cultural resources to occur below the ground surface throughout Santa

Barbara, which may be disturbed and damaged by grading and excavation activities associated with new housing development.

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not have construction or operational impacts related to archaeological resources. The CAP Update would not involve land use or zoning changes but would promote building energy retrofits as well as infrastructure development and redevelopment. For example, Measure BE-1 promotes the decarbonization of 50% of municipal buildings, Measure BE-4 promotes the expansion of the existing Natural Gas Prohibition Ordinance for new construction, Measure BE-5 promotes reducing residential natural gas consumption, and Measure B-6 promotes reducing commercial natural gas consumption. Measure T-1 involves the development and implementation of the Municipal Transportation Demand Management (TDM) Program, which aims to increase free-of-charge access to public transit and the electric bike share program in the City. Additionally, the TDM Program aims to provide cash incentives for city-employees to bike, walk, or carpool to work while Measure T-3 aims to implement programs to enhance access to safe active transportation. Measure T-4 encourages the implementation of programs to increase public transportation mode share via public transit improvements, education, increased access, and creating pilot projects. Measure T-7 aims to accelerate zero-emission commercial vehicle use and adoption to 26% by 2030 and Measure T-8 aims to electrify or decarbonize 6% of Off-Road equipment by 2030. Furthermore, Measure CS-1 facilitates the expansion of the City's Urban Forest Management Plan and requires planting and maintaining 4,500 net new trees by the year 2030. The physical changes these installations and enhancements would entail are dependent on the location of construction for the electric vehicle charging connections and active transportation.

Implementation of these measures could impact unknown tribal cultural resources during construction that involves below-grade activities. However, projects would be required to comply with the City's Historic Preservation Ordinance and Historic Resources Element that require the identification and preservation of sites and structures of architectural, historical, archaeological, and cultural significance. This includes sites, structures, and areas that are associated with tribal cultural activities or persons that contribute to the cultural character of artifacts. As such, tribal cultural resources would be protected upon discovery and, thus, impacts would be reduced to a minimal level. Additionally, future related projects would be required to undergo environmental review, including assessment and mitigation incorporation once project details and locations are known. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to tribal cultural resources.

On May 10, 2023, the City requested from the Native American Heritage Commission an updated Local Government Tribal Consultation List. On May 11, 2023, that list was provided by the NACH. On May 23, 2023, the City notified the listed tribes pursuant to SB 52 and SB 18 informing them about the City's intent to develop a Climate Action Plan and CEQA negative declaration and inquiring if they wished to enter into a consultation process. On May 24, 2023, the Santa Ynez Band of Chumash Indians responded that they would like to have a formal consultation. City staff met with representatives of the tribe on June 22, 2023, and while the representatives didn't have any particular concern with the CAP at that time, they requested to be kept informed with the draft CAP and ND was released. On June 27, 2023, the Northern Chumash Tribal Council requested to engage in consultation. On September 26, 2023, City staff met with a representative of the Northern Chumash Tribal Council who asked several questions about the project and asked to be kept on the notification list for the Draft CAP and ND.

LESS-THAN-SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. Cumulative projects could increase the potential for adverse effects to unknown tribal cultural resources in the City. Impacts to tribal cultural resources are site-specific; accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis as cumulative project details and locations become known. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant cumulative impact related to tribal cultural resources.

LESS-THAN-SIGNIFICANT IMPACT

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19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	■	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	■
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	■
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	■	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	■	☐

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not have direct construction or operational impacts related to utilities and service systems. The CAP Update is a policy document aimed at reducing water and energy consumption and related GHG emissions throughout the City of Santa Barbara and does not include site-specific infrastructure designs or project proposals. Implementing the CAP Update would not result in an increase in population and housing nor would it facilitate growth beyond that anticipated by the

General Plan. As such, implementing the CAP Update would not create new demand related to water, wastewater, stormwater drainage, electric power, natural gas power, or telecommunications utilities.

However, projects resulting from implementation of the CAP Update could include redevelopment and/or restructuring of electricity and natural gas power facilities and infrastructure. Measure BE-1 promotes the decarbonization of 50% of municipal buildings and Measure BE-4 promotes the expansion of the existing Natural Gas Prohibition Ordinance for new construction. Measure T-1 involves the development and implementation of the Municipal Transportation Demand Management (TDM) Program, which aims to increase free-of-charge access to public transit and the electric bike share program in the City. Measure T-7 aims to accelerate zero-emission commercial vehicle use and adoption to 26% by 2030 and Measure T-8 aims to electrify or decarbonize 6% of Off-Road equipment by 2030. Furthermore, Measure CS-1 facilitates the expansion of the City's Urban Forest Management Plan and requires planting and maintaining 4,500 net new trees by the year 2030. Therefore, the cumulative impact related to new demand related to water, wastewater, stormwater drainage, electric power, natural gas power, or telecommunications utilities would be less-than-significant. Impacts on demand for water, wastewater, stormwater drainage, electric power, natural gas power, or telecommunications utilities are detailed below.

Water Supply Facilities/Infrastructure

The City's water supplies are managed pursuant to the Enhanced Urban Water Management Plan (EUWMP). The service area for the City water system includes most areas within the City's limits aside from the Santa Barbara Airport which is served by the Goleta Water District and the Coast Village Road and Westmont Road areas which are served by Montecito Water District[74]. The City also serves selected areas outside of the City limits, including the unincorporated areas of Mission Canyon and Barker Pass[75]. The majority of the City's potable water is treated at the Cater Water Treatment Plant (WTP) which has a capacity of 37 million gallons per day (MGD) and is used to provide water treatment for the Montecito Water District and Carpinteria Valley Water District.[76] The City's potable water distribution system consist of approximately 312 miles of distribution main, 15 balancing reservoirs, 15 pumping stations, and nine production wells. The water system is supported by approximately 70 employees within the City's Public Works Department, Water Resources Division.[77]The City water supply is obtained from a diverse water supply portfolio which includes the following[78]:

[74] Santa Barbara, City of. 2021. 2020 Enhanced Urban Water Management Plan. https://santabarbaraca.gov/sites/default/files/documents/Public%20Works/Water%20Vision/Final%202020%20Enhanced%20Urban%20Water%20Management%20Plan.pdf. Accessed October 2023.

[75] Santa Barbara, City of. 2021. 2020 Enhanced Urban Water Management Plan. https://santabarbaraca.gov/sites/default/files/documents/Public%20Works/Water%20Vision/Final%202020%20Enhanced%20Urban%20Water%20Management%20Plan.pdf. Accessed October 2023.

[76] Santa Barbara, City of. 2021. 2020 Enhanced Urban Water Management Plan. https://santabarbaraca.gov/sites/default/files/documents/Public%20Works/Water%20Vision/Final%202020%20Enhanced%20Urban%20Water%20Management%20Plan.pdf. Accessed October 2023.

[77] Santa Barbara, City of. 2021. 2020 Enhanced Urban Water Management Plan. https://santabarbaraca.gov/sites/default/files/documents/Public%20Works/Water%20Vision/Final%202020%20Enhanced%20Urban%20Water%20Management%20Plan.pdf. Accessed October 2023.

[78] Santa Barbara, City of. 2021. 2020 Enhanced Urban Water Management Plan. https://santabarbaraca.gov/sites/default/files/documents/Public%20Works/Water%20Vision/Final%202020%20Enhanced%20Urban%20Water%20Management%20Plan.pdf. Accessed October 2023.

- **Lake Cachuma**. The U.S. Bureau of Reclamation constructed Lake Cachuma and Bradbury Dam in the early 1950s. The City's share of the annual yield is 8,277 acre-feet per year (AFY). Water is delivered for treatment at Cater Water Treatment Plant (WTP) via the Tecolote Tunnel and South Coast Conduit. The City can store allocated Cachuma water in Lake Cachuma for the following year, allowing the City to use other available supplies and build up reserves of Cachuma supplies.
- **Gibraltar Reservoir.** The City has pre-1914[79] appropriative water rights to divert water from the Santa Ynez River. Construction of Gibraltar Dam was completed in 1920. The reservoir had an initial storage capacity of 15,793 acre-feet (AF). As of 2020, siltation has reduced the reservoir capacity to 4,559 AF. Water from the reservoir is conveyed through Mission Tunnel for treatment at Cater WTP.
- **Devil's Canyon Diversion.** The City has pre-1914 appropriative water rights to divert water from Devil's Canyon Creek and maintains a small diversion weir on Devil's Canyon Creek below Gibraltar Dam, which diverts water from Devil's Canyon Creek into Mission Tunnel.
- **Mission Tunnel Infiltration.** Mission Tunnel is 3.7 miles long and conveys water from Gibraltar Reservoir through the Santa Ynez Mountains to the City. Infiltration through cracks and fissures into the tunnel from watersheds on both sides of the mountains contributes to the City's water supply. Infiltration to Mission Tunnel is dependent on rainfall.
- **State Water Project.** The City is entitled to request up to 3,300 AFY from the State Water Project (SWP). The water is conveyed to Lake Cachuma from SWP facilities in the Central Valley via the Central Coast Branch of the California Aqueduct. Once in Lake Cachuma, the water is conveyed along with Cachuma Project water, via the Tecolote Tunnel, to Cater WTP for treatment and distribution.
- **Supplemental Water.** The SWP pipeline provides the City with the ability to convey supplemental water purchases to augment drought-year supplies. During the recent drought, the City purchased water from other SWP water contractors.
- **Desalination.** The Charles E. Meyer Desalination Plant was reactivated in 2017 in response to the recent drought. The plant can provide 3.0 million gallons per day (MGD) of supply, equivalent to 3,125 AFY at 93% of production capacity. The City maintains permits to provide a desalination supply of up to 10,000 AFY.
- **Groundwater.** The City pumps groundwater from the Foothill Basin and the Santa Barbara Basin, which is subdivided into two water-storage basins: Storage Unit 1, and Storage Unit 3. Storage Unit 1 underlies downtown Santa Barbara, covering approximately seven square miles. Storage Unit 3 lies to the southwest of Storage Unit 1 and covers approximately 2.5 square miles. Foothill Basin and Storage Unit 1 are used to supply the potable water system. Storage Unit 3 is used only to supplement the recycled water system, if needed.
- **Recycled Water.** Recycled water is produced at the El Estero Water Resource Center (WRC) for distribution to the recycled water system for irrigation of large landscapes and toilet flushing at a handful of public locations. The City upgraded the recycled water treatment system in 2015.

The CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in new land uses that would contribute to an increase in water use compared to existing conditions or require relocation or construction of new water infrastructure.

[79] California courts have clarified since 1914 the only way a new water right is acquired is to receive a water right permit from the State Water Resources Control Board. However, some jurisdictions have pre-1914 appropriative water rights which are valid today and do not require a water right permit.

Additionally, Measures W-2 and W-3 support the reduction of City-wide water consumption through the creation of the Green Community Infrastructure Program and the expansion of the City's Water Conservation Program. Therefore, no impact related to the need for construction or expansion of water supply facilities and infrastructure would occur.

Wastewater Treatment Facilities/Infrastructure

The City operates a wastewater/stormwater collection system consisting of 255 miles of sewer pipe and seven lift stations which convey water to the El Estero WRC. El Estero WRC also provides recycled water from its tertiary treatment plant to irrigate parks, school grounds, golf courses, and other large landscapes.[80,81] Approximately four dry tons of biosolids are produced every day at El Estero WRC which are composted and used at farms and parks as a nutrient-rich soil amendment. Gas generated in the treatment process is converted to electricity to offset approximately 50 percent of the electricity needs at El Estero WRC.[82] The circularity of the El Estero WRC is aligned with the CAP Update measures, specifically Measure W-1 and W-4, which include increasing the application of recycled water and compost throughout the city. The CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not require relocation or construction of new wastewater collection or treatment infrastructure. Therefore, no impact related to the need for construction or expansion of wastewater treatment facilities and infrastructure would occur.

Stormwater Drainage Facilities/Infrastructure

Stormwater within the City that does not infiltrate into the ground becomes surface runoff, which flows into surface waterways or is channeled into the City's storm drain system which conveys rainwater into creeks and the Pacific Ocean.[83] The Creeks Division of the City's Sustainability & Resiliency Department is responsible for the water quality management of stormwater drainage systems within the City. The Public Works Department is responsible for owning and maintaining City owned or street storm drains. Discharges from the City's storm drain system into the ocean and creeks are permitted under the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s), Order No. 2013-0001-DWQ.[84,85]

Construction of infrastructure development and redevelopment could result in erosion and potential redirect of flood flows or drainage patterns. However, implementation of proposed actions would not include infrastructure changes that would result in additional sources of polluted

[80] Santa Barbara, City of. 2022. El Estero Water Resource Center. https://santabarbaraca.gov/government/departments/public-works/water-resources/wastewater-system/el-estero-water-resource. Accessed October 2023.

[81] Santa Barbara, City of. 2021. 2020 Enhanced Urban Water Management Plan. https://santabarbaraca.gov/sites/default/files/documents/Public%20Works/Water%20Vision/Final%202020%20Enhanced%20Urban%20Water%20Management%20Plan.pdf. Accessed October 2023.

[82] Santa Barbara, City of. 2022. El Estero Water Resource Center. https://santabarbaraca.gov/government/departments/public-works/water-resources/wastewater-system/el-estero-water-resource. Accessed October 2023.

[83] Santa Barbara, City of. 2022. Wastewater Collection System. https://santabarbaraca.gov/government/departments/public-works/water-resources/wastewater-system/wastewater-collection-system. Accessed October 2023.

[84] City of Santa Barbara Parks & Recreation. 2022. Storm Water Management Program (SWMP). https://sbparksandrec.santabarbaraca.gov/programs-services/creek-and-ocean-water-quality/water-quality-improvement/storm-water-management. Accessed October 2023.

[85] State Water Resources Control Board (SWRCB). 2013. National Pollutant Discharge Elimination System (NPDES) General Permit for Waste Discharge Requirements (WDRs) for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s). February 5, 2013. https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/remediated_phase2ms4permit_v2.pdf. Accessed October 2023.

runoff. Additionally, future related projects would be required to undergo environmental review, including assessment and mitigation incorporation once project details and locations are known. As a result, no negative impacts related to polluted runoff would occur. Therefore, implementing the CAP Update would have no effect on polluted runoff. As such, implementation of the CAP Update would not require a Stormwater Pollution Prevention Plan (SWPPP). Therefore, no impact related to the need for construction or expansion of stormwater drainage facilities and infrastructure would occur.

Electric Power Facilities/Infrastructure

Measures BE-5 and BE-6 propose reducing residential and commercial natural gas consumption by 10% below 2019 levels by 2030 and incorporating electrification accelerator programs for these buildings. In addition, the installation of new electric vehicle charging stations would involve the construction of new electric power facilities and infrastructure and could also involve the relocation of existing electric power infrastructure and transmission lines. The CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would serve as a pathway to reduce GHG emissions and other beneficial environmental and sustainability effects. These benefits include a reduction in energy consumption. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to construction, expansion, or relocation of electric power facilities and infrastructure.

Natural Gas Power Facilities/Infrastructure

The CAP Update would not involve new land uses that require new or additional natural gas service. However, implementation of the CAP Update could involve the relocation or removal of existing natural gas facilities and infrastructure. The CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would serve as a pathway to reduce GHG emissions and other beneficial environmental and sustainability effects. These benefits include a reduction in energy consumption. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to removal of natural gas power facilities and infrastructure.

Telecommunications Facilities/Infrastructure

The proposal plan would not involve new land uses that would require telecommunications infrastructure and is not anticipated to involve the relocation of existing telecommunications facilities. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less than significant impact related to the need for construction or expansion of telecommunication facilities and infrastructure.

LESS THAN SIGNIFICANT IMPACT

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in construction or operational impacts related to water supplies. The CAP Update is a policy-level document that does not include site-specific infrastructure designs or project proposals, nor does it grant entitlements for development that would have the potential to increase demand for water supply or other utility services. Implementing the CAP Update would include no new residential construction and would have no effect on water demand and wastewater treatment demand. Thus, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in no impact related to water supply and wastewater treatment.

NO IMPACT

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Solid waste collection services in the City are provided by the City's franchised waste hauler, MarBorg Industries.[86] Solid waste is hauled to the County-owned South Coast Recycling and Transfer Station located at 4430 Calle Real between the cities of Goleta and Santa Barbara. The South Coast Recycling and Transfer Station acts as a consolidation point for waste. The County separates recyclable materials from non-recyclable materials and transfers the non-recyclable materials to the Tajiguas Landfill. The South Coast Recycling and Transfer facility is permitted to process up to 550 tons per day of solid waste.[87] The Tajiguas Landfill has a maximum permitted daily throughput of 1,500 tons per day and a remaining capacity of approximately 4,336,335 cubic yards. The Tajiguas Landfill is scheduled for closure January 1, 2036.[88] In addition, the Tajiguas landfill includes the County of Santa Barbara's ReSource Center with a Materials Recovery Facility (MRF) and anaerobic digester. The MRF separates any excess recyclable and organic material delivered to Tajiguas. Organic materials are processed in the anaerobic digester. The ReSource Center converts organics for use in soil.[89] [90]

Construction and demolition waste is primarily disposed of at local construction and demolition recycling facilities. These include MarBorg Construction and Demolition Recycling Facility, Lash

[86] Santa Barbara, City of. 2022. Trash & Recycling. https://santabarbaraca.gov/services/utilities/trash-recycling. Accessed October 2023.

[87] California Department of Resources, Recycling, and Recovery (CalRecycle). 2022. South Coast Recycling & Transfer Station (42-AA-0014). https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1251?siteID=3282. Accessed October 2023.

[88] California Department of Resources, Recycling, and Recovery (CalRecycle). 2022. Tajiguas Res Rec Proj & Sanitary LF (42-AA-0015). https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1252?siteID=3283. Accessed October 2023.

[89] Santa Barbara, City of. 2022. Foodscraps Composting. https://santabarbaraca.gov/services/utilities/trash-recycling/collection-types/foodscraps-composting. Accessed October 2023.

[90] Santa Barbara, County of. 2022. ReSource Center. https://lessismore.org/material_categories/9-trrp/. Accessed November 2022.

Construction, and Granite Construction.[91] Recyclables, metal and glass, antifreeze, oil, and e-waste are accepted at multiple drop-off facilities including the Downtown Recycling Center, the Goleta Recycling Center, Santa Barbara Iron & Metal Recyclers, M & M Scrap Metals, and the Community Household Hazardous Waste Collection Center at the University of California Santa Barbara.[92]

A food scraps collection service was implemented by the City in 2009 for the business sector, and has over 200 participating businesses including coffee shops, restaurants, hotels, as well as schools and multi-unit apartment buildings. Food scraps are hauled by MarBorg Industries to the South Coast Recycling and Transfer Station and then transferred to the ReSource Center.

Implementation of the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis s would not result in construction or operational impacts related to solid waste. The CAP Update would not involve new land uses that require new or additional solid waste collection service. The CAP Update includes Measure W-4, which aims to decrease the amount of organic waste in the waste stream, as well as educate stakeholders and collaborate with the County to decrease the use and purchase of non-recyclables and enhance sustainable purchasing practices. Thus, the CAP Update would not facilitate development and would decrease solid waste collection and disposal demand. Additionally, because the CAP is a policy document that would not facilitate growth beyond that anticipated by the General Plan, it would not generate solid waste in excess of State or local standards. Additionally, should any potential increases in waste occur due to retrofit infrastructure development, it would be in compliance with state law. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less than significant impact related to solid waste.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth Santa Barbara (96,637 persons) in 2030. Cumulative projects within the City could result in increases in population and additional use of or need for utilities and service systems. While implementation of the CAP Update and related infrastructure projects would not result in increases in population or induce additional population growth that would require additional use of existing City utilities or service systems, implementation of new or replacement energy or transportation infrastructure under the CAP Update could result in less-than-significant cumulative utility construction impacts. Therefore, implementation of the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant cumulative impact related to utilities and service systems.

LESS-THAN-SIGNIFICANT IMPACT

[91] Santa Barbara, City of. 2022. Drop-Off Locations (Self Haul). https://santabarbaraca.gov/services/utilities/trash-recycling/drop-locations-self-haul. Accessed October 2023.

[92] Santa Barbara, City of. 2022. Drop-Off Locations (Self Haul). https://santabarbaraca.gov/services/utilities/trash-recycling/drop-locations-self-haul. Accessed October 2023.

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	■	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	■	☐
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	■	☐

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The City includes State designated Very High Fire Hazard Severity Zones in the northeast and northwest portions of the City and local designated High Fire Hazard Areas mainly in areas with land use designations of open space, hillside low density residential, and low density residential, as well as a small portion of land designated medium density residential.[93]

The City completed an update to the Community Wildfire Protection Plan (CWPP) in 2021, aimed at mitigating wildland fire impacts. CWPP Policy 7.9 requires the City of Santa Barbara's Fire Department to conduct a detailed evacuation study which addresses increased residential density on roadway capacities and evacuation capabilities.[94] The City's Annex to the County's Multi-Jurisdictional Hazard Mitigation Plan (2023) includes a high priority project to combine the CWPP and 2014 Evacuation procedures analysis, identify roads that do not meet Fire Department standards, and conduct a detailed evacuation study.

As part of standard development procedures in the City, development plans must be submitted to the City's Community Development Department for review and approval to ensure that new development has adequate emergency access and escape routes in compliance with existing City and Fire Department regulations. The CAP Update would not introduce new features or policies that would preclude implementation of or alter these policies or procedures. Therefore, implementation of the CAP Update would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and this impact would be less than significant.

The CAP Update is a policy-level document that does not propose specific or other physical changes such as habitable development that could be put at risk in the case of a wildfire, nor does it grant entitlements for development that would have the potential to directly cause wildfire. Rather, the CAP aims to reduce natural gas infrastructure that poses wildfire risk if damaged during seismic events and to underground new or restructured electric power lines that pose wildfire risk if damaged during high-wind events. Thus, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in less-than-significant impact related to wildfire.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Santa Barbara (96,637 persons) in 2030. The CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis do not include new habitable development that could be at risk from wildfire, nor does it grant entitlements for development that would have the potential to cause wildfire. Thus, the CAP Update and the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in less-than-significant cumulative impact related to wildfire.

LESS THAN SIGNIFICANT IMPACT

[93] California Department of Forestry and Fire Protection (CAL FIRE). 2008. Very High Fire Hazard Severity Zones in LRA As Recommended by CAL FIRE. September 2, 2008. https://osfm.fire.ca.gov/media/5929/santa_barbara.pdf. Accessed October 2023.

[94] Santa Barbara, City of. 2021. Community Wildfire Protection Plan. February 2021. https://cwpp.santabarbaraca.gov/wp-content/uploads/2021/03/SB-CWPP-Final_Feb-2021_OPT_signed.pdf. Accessed October 2023.

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	■	☐
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	■	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The intent of the CAP Update is to reduce GHG emissions from the Santa Barbara community and municipal operations through implementation of measures and corresponding actions. The measures and supporting actions are consistent with the 2011 Santa Barbara General Plan and encourage residents, businesses, and the City to reduce energy, fuel use, water use, vehicle miles traveled, and solid waste generation and the associated GHG emissions. The CAP Update would not facilitate development that would eliminate or threaten wildlife habitats or eliminate important examples of the major periods of California history or prehistory. Furthermore, as a guidance

document, the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in significant biological and cultural resources impacts. Therefore, as discussed in more detail in Section 4, *Biological Resources*, and Section 5, *Cultural Resources*, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would result in a less-than-significant impact related to biological and cultural resources.

LESS-THAN-SIGNIFICANT IMPACT

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Implementation of the CAP Update would result in a cumulatively beneficial reduction of GHG emissions across the City. In addition, as discussed throughout the respective cumulative impacts discussions within this document, the CAP Update would not result in significant cumulative impacts. Rather, implementation of the CAP Update would be consistent with General Plan policies aimed at reducing emissions of GHGs and air pollutants, reducing vehicle miles traveled, reducing energy and water supply demands on utilities, and decreasing solid waste generation. Furthermore, as a guidance document, the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis s would not result in cumulative impacts. Therefore, the CAP Update and Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis s would result in an overall less-than-significant cumulative impact related to all CEQA topics addressed within this document.

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c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The CAP Update would not result in adverse effects on human beings. Rather, as discussed throughout this document, the CAP Update would serve as a pathway to reduce GHG emissions and other positive environmental and sustainability effects. These benefits include reduction in non-renewable building energy consumption and vehicle miles traveled (and thus air pollution), in transportation- related GHG emissions, energy and water consumption, and solid waste generation. However, as discussed in more detail in Section 3, *Air Quality*, Section 13, *Noise*, and Section 17, *Transportation*, the CAP Update could cause temporary construction impacts related to transportation, air quality, and noise that could, in turn, affect human beings but would not result in a substantial adverse environmental effect. Furthermore, as a guidance document, the Master Environmental Assessment Guidelines for Greenhouse Gas Emissions Analysis would not result in cumulative impacts. Therefore, the CAP Update would result in a less-than-significant impact related to potential for adverse effects on human beings.

LESS-THAN-SIGNIFICANT IMPACT

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Appendix A

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Pollutant	Sources	Health Effects	Typical Controls
Ozone (O_3)	Formed when reactive organic gases (ROG) and nitrogen oxides react in the presence of sunlight. ROG sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage.	Breathing difficulties, lung tissue damage, vegetation damage, damage to rubber and some plastics.	Reduce motor vehicle reactive organic gas (ROG) and nitrogen oxide (NO_X) emissions through emission standards, reformulated fuels, inspections programs, and reduced vehicle use. Limit ROG emissions from commercial operations, gasoline refueling facilities, and consumer products. Limit ROG and NO_X emissions from industrial sources such as power plants and manufacturing facilities.
Carbon monoxide (CO)	Any source that burns fuel such as automobiles, trucks, heavy construction and farming equipment, residential heating.	Chest pain in heart patients, headaches, reduced mental alertness.	Control motor vehicle and industrial emissions. Use oxygenated gasoline during winter months. Conserve energy.
Nitrogen dioxide (NO_2)	See Carbon Monoxide.	Lung irritation and damage. Reacts in the atmosphere to form ozone and acid rain.	Control motor vehicle and industrial combustion emissions. Conserve energy.
Sulfur dioxide (SO_2)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Respirable particulate matter (PM_{10})	Road dust, windblown dust, agriculture and construction, fireplaces. Also formed from other pollutants (NO_X, SO_X, organics).	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling.	Control dust sources, industrial particulate emissions, woodburning stoves and fireplaces. Reduce secondary pollutants which react to form PM_{10}. Conserve energy.
Fine particulate matter ($PM_{2.5}$)	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning. Also formed from reaction of other pollutants (NO_X, SO_X, organics, and NH3).	Increases respiratory disease, lung damage, cancer, and premature death, reduced visibility, surface soiling. Particles can aggravate heart diseases such as congestive heart failure and coronary artery disease.	Reduce combustion emissions from motor vehicles, equipment, industries, and agricultural and residential burning. Precursor controls, like those for ozone, reduce fine particle formation in the atmosphere.
Lead	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint.	Learning disabilities, brain and kidney damage. Control metal smelters.	No lead in gasoline or paint.
Sulfur Dioxide (SO_2)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Sulfates	Produced by reaction in the air of SO2, (see SO2 sources), a component of acid rain.	Breathing difficulties, aggravates asthma, reduced visibility.	See SO2

Pollutant	Sources	Health Effects	Typical Controls
Hydrogen Sulfide	Geothermal power plants, petroleum production and refining, sewer gas.	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations).	Control emissions from geothermal power plants, petroleum production and refining, sewers, and sewage treatment plants.
Visibility Reducing Particulates	See $PM_{2.5}$	Reduced visibility (e.g., obscures mountains and other scenery), reduced airport safety.	See $PM_{2.5}$
Vinyl Chloride	Exhaust gases from factories that manufacture or process vinyl chloride (construction, packaging, and transportation industries).	Central nervous system effects (e.g., dizziness, drowsiness, headaches), kidney irritation, liver damage, liver cancer.	Control emissions from plants that manufacture or process vinyl chloride, installation of monitoring systems.
Toxic Air Contaminant (TAC)	Combustion engines (stationary and mobile), diesel combustion, storage and use of TAC-containing substances (i.e., gasoline, lead smelting, etc.)	Depends on TAC, but may include cancer, mutagenic and/or teratogenic effects, other acute or chronic health effects.	Toxic Best Available Control Technologies (T-BACT), limit emissions from known sources.

Source: Compiled by Rincon Consultants, Inc. in September 2020

Appendix B

Description of Greenhouse Gases of California Concern

Description of Greenhouse Gases of California Concern

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Carbon dioxide (CO_2)	Odorless, colorless, natural gas.	1	50–200	Burning coal, oil, natural gas, and wood; decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; oceanic evaporation; volcanic outgassing; cement production; land use changes
Methane (CH_4)	Flammable gas and is the main component of natural gas.	28	12	Geological deposits (natural gas fields) extraction; landfills; fermentation of manure; and decay of organic matter
Nitrous oxide (N_2O)	Nitrous oxide (laughing gas) is a colorless GHG.	298	114	Microbial processes in soil and water; fuel combustion; industrial processes
Chloro-fluoro-carbons (CFCs)	Nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (level of air at the Earth's surface); formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms.	3,800–8,100	45–640	Refrigerants aerosol propellants; cleaning solvents
Hydro-fluoro-carbons (HFCs)	Synthetic human-made chemicals used as a substitute for CFCs and contain carbon, chlorine, and at least one hydrogen atom.	140 to 11,700	1–50,000	Automobile air conditioners; refrigerants
Per-fluoro-carbons (PFCs)	Stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface.	6,500 to 9,200	10,000–50,000	Primary aluminum production; semiconductor manufacturing
Sulfur hexafluoride (SF_6)	Human-made, inorganic, odorless, colorless, and nontoxic, nonflammable gas.	22,800	3,200	Electrical power transmission equipment insulation; magnesium industry, semiconductor manufacturing; a tracer gas
Nitrogen trifluoride (NF_3)	Inorganic, is used as a replacement for PFCs, and is a powerful oxidizing agent.	17,200	740	Electronics manufacture for semiconductors and liquid crystal displays

Source: Compiled by Rincon Consultants, Inc. in September 2020

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