City of Santa Barbara
Planning Division

Memorandum

DATE: September 20, 2006

TO: Planning Commission

FROM: Planning Division
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Irma Unzueta, Project Planner

SUBJECT: 601 E. Micheltorena Street – Santa Barbara Cottage Hospital Foundation Workforce Housing Project

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INTRODUCTION

On September 14, 2006, the Planning Commission held a public hearing to consider the certification of the Final EIR and approval of the proposed Santa Barbara Cottage Hospital Workforce Housing Project. Due to time constraints the project was continue to the Planning Commission meeting of September 21, 2006.

The Planning Commission requested that Planning Staff return with responses to questions and comments raised at the September 14, 2006 hearing. This Memorandum provides staff responses to questions and comments raised at the hearing. Also, please note that many of the comments presented at the September 14, 2006 public hearing are addressed in Volume I and Volume III of the Final EIR for the proposed project.

EIR ADEQUACY AND CERTIFICATION

An EIR is intended by CEQA to be an informational document that is considered in conjunction with other project analysis as part of the overall permitting process. The EIR analysis is not required to be exhaustive, and is based on reasonably available information. As noted in the CEQA Guidelines Section 15151, *"the courts have not looked for perfection, but for adequacy, completeness, and a good faith effort at full disclosure"*.

Staff advises that the Final EIR, including the impact analysis, technical appendices, and extensive responses to public comment, has been completed in compliance with the procedural and substantive requirements of CEQA, and is ready for certification.

STAFF RECOMMENDATION

Santa Barbara Cottage Hospital is a major employer in the community with a goal to provide affordable housing to its employees who provide health care services to area and the south coast residents. The approval of the proposed Workforce Housing project would contribute 81 affordable employee housing units and 34 market rate units to the City's housing stock. The provision of affordable workforce housing is supported by City policies of the General Plan Housing Element.

Staff recognizes that this is a major project for the community and the Lower Riviera Neighborhood both with respect to long-term benefits and short-term impacts. Aside from providing essential employee housing, the project will provide elements that serve to benefit the immediate neighborhood and the City, including a new public street and parkway dedication for the Salsipuedes Street extension connecting Micheltorena and Arrellaga Streets, a bicycle/pedestrian access easement along the Arrellaga and California Street driveway and two semi-public open space areas to which neighborhood residents and members of the general public will have access to. Providing affordable housing to SBCH employees would reduce long-distance commute trips, vehicle miles traveled, and assures that health care employees are available during area emergencies. The process has brought forth many legitimate concerns, including from neighboring residents. The short-term construction impacts will be significant.

Overall, Staff supports the project and the provision of employee housing and believes that project impacts have been avoided and lessened to the extent feasible through project design and proposed conditions of approval. Therefore, Staff recommends that the Planning Commission approve the project, making the findings (as amended) and outlined in Section VIII of the August 3, 2006 Staff report, and subject to the revised conditions of approval in Exhibit A (included with this Memorandum).

ENVIRONMENTAL IMPACT REPORT (EIR) SSUES

LONG-TERM IMPACTS/ MITIGATION

Historic Resource Impacts

- Historian report: Please see FEIR Response to Comment 3-8 (FEIR Volume III, page 11-55), which responded to these comments. In summary:

  The City Attorney determined that no conflict of interest violation has occurred under state or local statutes or regulations that would require the preparation of a new historic structures report.

  The historic structures report (HSR) was prepared by Dr. Shelley Bookspan, who is on the list of City-qualified historians. Regular City procedures were followed, in which the report received independent peer review by the City's Urban Historian, a qualified historian, and the City Historic Landmarks Commission (HLC), which includes a qualified historian as member and which is charged by City Council with the responsibility for determining the adequacy of such historic reports. Both the Urban Historian and HLC concluded that the report was prepared in compliance with the requirements outlined in the *City Master Environmental Assessment (MEA) Guidelines for Archaeological Resources and Historic Structures and Sites.*

  The historic structures report and the City Urban Historian determined that the hospital buildings do not retain sufficient integrity of design, materials, or workmanship to qualify as architecturally or historically significant, per established Secretary of the Interior standards. The HLC concurred that the buildings themselves do not have historic significance. The HLC found that the site location is notable due to its long-term use as a hospital, and they requested that the new project incorporate a commemoration of that prior use. Draft Condition C.1.a requires the project to provide a commemorative display plaque about the history of the St. Francis Hospital within the open space at the corner of Micheltorena and Salsipuedes Streets.

Transportation, Circulation, Parking Impacts

- Baseline conditions for traffic analysis: Please see FEIR Master Response 2- Baseline Conditions and Project-Related Traffic Impacts (FEIR Volume III, page 11-11), which already responded to these comments. To recap:

  In circumstances involving an already developed site, project-related impacts are measured as the net change between traffic generated from the existing development and traffic generated from the proposed redevelopment project.

  The hospital closed approximately one year prior to a complete application determination for the proposed project. The project site had been used for medical uses for many decades since the early 1900's, and traffic conditions associated with the hospital were well-established in the surrounding neighborhood. Traffic conditions during hospital operations constitute the proper baseline condition for comparing project impacts, consistent with City traffic analysis practices.

  The baseline traffic level used average traffic generation over time from the prior hospital use, based on ITE trip-generation characteristics, and prior CEQA documents. A second analysis of project traffic impacts compared to existing traffic conditions (based on 2004 traffic counts) was also presented in the EIR for information and comparison purposes. The traffic analysis did not undercount traffic effects of the project.

- Cumulative projects list: Please refer to FEIR Response to Comment 6-1 (FEIR Volume III, Page 11-78), which already responded to this comment. In summary:

  The EIR cumulative traffic analysis considered reasonably foreseeable development in the project area that could affect the same roads and intersections affected by the project. The comprehensive list of pending and approved development projects known at the time the analysis was initiated is included in Appendix D of the EIR.

  Projects included in the Appendix D list that would have the potential to generate more than 10 peak-hour trips are listed in Section 5.5.1 of the EIR. Most potential development projects in the vicinity are relatively small projects that would generate fewer than 10 peak-hour trips. To account for traffic generated by these smaller projects, a cumulative traffic growth factor of one percent growth per year for ten years is added to baseline volumes, along with traffic estimates for cumulative projects that generated more than 10 peak-hour trips. If any particular project is not listed in the Section 5.5.1 cumulative list, it is covered by the general traffic growth factor.

  The cumulative traffic analysis utilized reasonable worst case assumptions for future traffic conditions and adequately accounted for potential future development in the area. The CEQA Guidelines do not require that the cumulative project lists and analysis be continually updated as additional projects occur over time. Cumulative traffic has not been undercounted.

- Villa Riviera: The applicant has stated that they intend to continue operation of the Villa Riviera congregate care facility, and they have no plans to change uses or redevelop the site. There is no basis and it would be speculative to presume additional traffic associated with redevelopment of that site as part of the housing project traffic study.

- Shuttle mitigation: Please refer to FEIR Master Response 2 (FEIR Volume III, page 11-14), which addresses this issue. The EIR traffic analysis considered the shuttle program proposed by the applicant to provide employee work trip transportation between the project site and Cottage Hospital. The traffic analysis found that, with reasonable assumptions of shuttle ridership levels, the shuttle operation could fully mitigate the project's significant contribution

to cumulative traffic to a less than significant level. However, the applicant's shuttle proposal is somewhat general, and the City cannot mandate people to use the shuttle, and therefore the long-term ridership level and the extent of long-term traffic mitigation cannot be assured. The EIR did not give full mitigation credit for the shuttle for this reason.

State law prohibits local government from requiring transportation demand management measures; however, in this case, the applicant has proposed the shuttle as part of the project description. Conditions of approval for that project component may be applied as long as they do not constitute a performance requirement for ridership levels.

Reference has been added to the draft findings noting that, as part of the hospital reconstruction project, Cottage Hospital is establishing an employee parking cash-out program (Exhibit B). This program provides cash payment in the amount of parking fees paid by employees if they parked in the parking lots to employees that choose not to use the parking facilities. This program would provide an incentive for employees living at the new project residences to use the shuttle. (See also Shuttle discussion under Project Issues)

- Mission/Bath intersection impact: Please refer to the FEIR traffic analysis (Volume I, pages 5.5-1 through 5.5-58). The traffic analysis indicates that the project would send traffic to three intersections where cumulative traffic would cause the intersection levels of service to exceed the City significance thresholds of .77 volume-to-capacity (v/c) ratio at signalized intersections (Mission/Bath p.m. peak hour) and 22 seconds of delay at unsignalized intersection (Anapamu/Laguna p.m peak hour, and Arrellaga/Garden a.m. peak hour). The shuttle could reduce the project's contribution to these cumulative impacts to a less than significant level. However because shuttle ridership levels and, therefore, the extent of mitigation cannot be assured over the long term, the EIR identifies the impact as significant.

  City Transportation Planning Staff has noted other mitigation approaches that have been considered: Making Bath Street a two-way street again would improve the intersection service level, but would have negative effects for the larger circulation and traffic network downtown. The potential for widening Mission Street to add lanes is problematic with respect to requiring difficult property takings, and because this would also result in the need for a larger Mission interchange at Highway 101. Analysis is planned to look at the potential for turning Calle Real near Cottage Hospital back into a two-way street, which would be expected to take some pressure off some alternate routes such as Mission Street. However, the results, timing, funding, and implementation of this option are unknown.

  Transportation Planning has identified that a project reduction of 86 units (resulting in a total of 29 units) would be required to avoid the significant project cumulative a.m. peak-hour impact at the Mission/Bath intersection.

TEMPORARY CONSTRUCTION IMPACTS AND MITIGATION

Construction Air Quality

- Construction Air Quality Effects; Diesel Particulates Health Impacts: Please refer to FEIR analysis (Volume I, pages 5.1-12 to -13) and Master Response 1 (FEIR Volume III, pages 11-6 through11-10), which addresses comments regarding construction diesel particulates analysis in the EIR.

  The EIR analysis is complete and no further analysis is warranted. The EIR analysis was conducted by qualified professional consultants, including West Coast Environmental, Dr. Charles Lambert, and EIR project manager Steve Rodriguez. The EIR analysis has gone beyond requirements for analyzing construction-related air quality effects as specified in

adopted analysis guidelines of the City, Santa Barbara County Air Pollution Control District (SBCAPCD), California Air Resources Board (ARB), and the Office of Environmental Health Hazard Assessment (OEHHA). Other residential projects have not provided such extensive analysis of temporary construction-related diesel particulates emissions, and it is not anticipated that other projects will do so until such time as the air quality regulatory agencies develop the scientific basis and analysis guidelines for doing so.

- EIR Table 5.1-1 Peak Daily Construction Emissions and Table 5.1-2 Annual Construction-Related Emissions. Table 5.1-1 indicates peak emissions of each pollutant for the various Development Areas. Table 5.1-2 identifies estimated annual construction-related emissions based on all operations within each Development Area. For example, all construction equipment used in Development Area 1 would result in emissions of .59 tons of Reactive Organic Compounds (ROG), based on 0.14 tons from demolition, 0.08 tons from grading equipment, and 0.37 tones from building construction. To provide a reasonable worst case analysis, the construction emission estimates have assumed that peak construction operations would occur over the entire duration of the Development Area's construction period, although peak operations would not occur every day. Therefore, the construction emission estimates are very "conservative", that is higher than what is likely to occur. As depicted on Table 5.1-2, even when it is assumed that peak daily emissions would occur throughout the entire project construction period, the proposed project's combined construction-related emissions are substantially below the SBCAPCD impact significance guideline of 25 tons per year, and the EIR therefore concluded that these construction emissions would not be significant.
- Errata and SBCAPCD communications: The Santa Barbara County Air Pollution Control District (SBCAPCD) suggested adding to the FEIR a summary recap of the analysis conclusions for short-term construction-related diesel impacts. The SBCAPCD and City are in agreement with these conclusions. The FEIR was already printed and a one-page errata sheet dated August 23, 2006 has been added to the FEIR to include this brief summary for clarification. There are no new analyses or conclusions on the errata page; it only clarifies and summarizes conclusions already in the FEIR. There are no requirements under law for any specified period of public review of the errata page or recirculation of the FEIR document.

  The entirety of the Errata is as follows:

  In Section 5.1.3 (air quality impact evaluation for short-term construction emissions), the concluding sentence (first sentence on page 5.1-14) is revised for clarification as follows:"

  "Therefore, potential ~~air quality~~ chronic health impacts associated with project short-term construction-related diesel exhaust emissions would not be significant (Class III)."

  For further clarification, the following additional text is added at the end of this section to summarize the analysis in this section:"

  "Summary of Analysis for Construction Diesel Particulates

  - Airborne particulate matter produced by petroleum diesel fuel combustion is a toxic air contaminant, exposure to which has the potential to produce short term chronic, acute non-cancer, and cancer health impacts to humans.
  - Currently available analytical tools and regulatory standards and guidelines do not provide the necessary precision to characterize accurately potential cancer risk from exposure to diesel particulates emitted during the 16-month duration of this project construction. Also, uncertainty in the emission factors for acrolein prevents

characterizing the acute non-cancer risk created by that pollutant. Therefore, the significance level of the risk for acute and long term cancer impacts associated with diesel combustion emissions from project construction cannot be determined or quantified at this time.

- Currently available analytical tools allow us to estimate the potential for chronic impacts (e.g., respiratory tract irritation or exacerbation of existing lung and respiratory diseases). The analysis for chronic health impacts associated with this project's short-term construction-related diesel combustion emissions concludes that the risk for chronic health impacts would be insignificant (Class III impact)."

- Mitigations and Feasibility: The EIR identified temporary air quality and health effects from construction-related dust, and chronic health effects of construction diesel emissions as *not significant*. Numerous measures are nevertheless identified to minimize construction dust and construction equipment emissions (Please see FEIR Volume I, Pages 5.1-16 to 5.1-19), many of them recommended by the SBCAPCD. These measures, incorporated into draft Conditions H.17, H.18, H.19, H.20, H.21, H.32, H.33, H.34, H.3, F.2 and H.7 include the following action:

  Construction Dust Mitigations: Site watering; treatment of stockpiled materials; on-site vehicle speed control; watering of soil and demolition materials before loading; covering of truck loads; installation of gravel pads at entrances to minimize tracking of dirt onto streets; street sweeping; wind erosion controls after earthwork (e.g., seeding, watering, soil binders); expeditious paving; and compliance monitor and contact person for resident complaints.

  Construction Equipment Emissions Control: Use of newer (post-'92) 'clean" diesel engines; minimum size engines; minimize number of pieces of equipment operated simultaneously; proper equipment maintenance; proper engine timing; catalytic converters on gasoline-powered equipment; minimizing employee trips by carpooling and on-site lunch opportunities; installation of diesel catalytic converters, diesel oxidation catalysts and diesel particulate filter if available; use of electric equipment in place of diesel equipment whenever feasible; use of architectural coatings with low volatile organic compounds whenever feasible; and use of bio-diesel fuels if feasible.

  Language in the last four of these measures indicates "if available" or "whenever feasible", consistent with SBCAPCD standard language that recognizes it cannot be assured that these types of equipment and products would be available. The City Mitigation Monitoring and Reporting Program (MMRP) requirements require that the applicant would either comply with these measures or demonstrate to the satisfaction of the City why it would not be feasible to do so.

- Bio-diesel: The use of bio-diesel fuel results in a lower level of particulates and lower toxicity than regular diesel fuel. There are two bio-diesel fueling stations on the South Coast, one in Goleta and one in Santa Barbara. Condition H.7.I has been amended to specify that post-1992 diesel –powered equipment and vehicles used on the project site during demolition and construction shall be fueled using bio-diesel fuels if such fuels are available on the South Coast of Santa Barbara County and bio-diesel shall be used to the maximum extent feasible for all other construction phases. The California Air Resources Board has determined that it is feasible to use B20 bio-diesel fuel with specified retrofit kits for older vehicles.

- Monitoring mitigation compliance during construction process: Condition F.1 requires the project to have a City-approved Mitigation Monitoring and Reporting Program (MMRP) and a City-approved Project Environmental Coordinator (PEC) to monitor project compliance with

required mitigation requirements throughout the demolition, grading, and construction process, including measures to minimize construction dust and construction equipment emissions. There are no mitigations or conditions requiring monitoring of air quality or surrounding resident health.

- Hazardous Materials: The EIR identified hazardous materials such as asbestos that are likely to be located in the hospital buildings, identified regulations that pertain to the abatement and disposal of those materials, identified procedures that can be feasibly implemented to identify and remove hazardous materials from the buildings, and has provided a mitigation measure that requires those materials to be removed from the on-site structures prior to the start of demolition. A mitigation measure was also identified that requires the applicant to certify to the City that required abatement activities have been completed prior to building demolition. The above referenced mitigation measures have been included as Conditions of Approval F.11 though F.15.

Construction Noise and Vibration

- Impact and Mitigation: The EIR identifies short-term noise effects during project demolition, earthwork, and construction to be significant and unavoidable. Identified mitigation measures to reduce construction noise were identified in the EIR and have been incorporated in Conditions H.6, H.8, H.10, H.11, H.12, H.13, H.14, H.15. These include measures for City approval of construction vehicle and haul truck routes, construction hour limitations, notification to neighbors of construction schedule, construction perimeter barrier, construction equipment mufflers and shields, location of construction staging areas, contact and phone line for complaints, noise complaint resolution procedures, delivery vehicle hours, construction activity scheduling, minimizing size and number of equipment used, limitations on use of portable equipment, radios, alarms, catering trucks, vehicle noise, and site access.
- Vibration mitigation: The EIR mitigation measure require the project applicant to undertake a pre-construction survey of structures for cracks in structures located on parcels when any part of the parcel is within 100 feet of the project site. Condition G.5 has revised wording to clarify this intention.

Construction Traffic

- Construction truck routes: An EIR Mitigation Measure included as Conditions H.6 and H.8 are standard City measures for minimizing temporary construction-related traffic and parking impacts. City Public Works Managers must approve construction vehicle routes to minimize effects to residential neighborhoods. Construction haul routes have been discussed in general. They will be approved when a building permit is issued. The haul routes may change depending upon the construction task, origin of material being delivered, adjacent construction activities and more. The goal is to minimize the impact on the residential areas as much as possible. There will be an attempt to use direct routes and avoid schools, parks and other high activity areas. In this case, truck routes cannot entirely avoid residential areas surrounding the project site.

Construction Solid Waste

- Recycling of demolition/construction waste: The EIR (FEIR Volume I, page 5.4-2 to -4) identifies 70% reuse or recycling of demolition and construction waste as a feasible minimum performance measure for reducing the effect of landfill disposal of solid waste. The applicant has researched the matter further and reported that they expect a greater than 90% rate of recycling of demolition and construction waste from the project to be feasible. Condition H.4

has been revised to require a 90% reuse/recycle rate for demolition and construction waste and to require compliance with this requirement to be monitored and certified.

Construction Schedule

- Rider Hunt Levett & Bailey construction schedule report: The report indicates that Saturday and Sunday operations would consist only of "non-noisy work such as material placement, drywall taping, painting, clean-up etc. that does not cause disturbance to residents in the neighborhood." The use of diesel equipment clearly does not meet this definition. Therefore, the duration of diesel equipment use on the project site would not be extended by conditions that either limit or permit such weekend work hours. The EIR noise mitigation specifies that "noise-generating construction activity" is prohibited on evenings, weekends and holidays unless exceptions are granted by the City. The EIR identifies proposed wording for mitigation, but the City decision-makers on this project have the discretion to determine the feasibility of EIR measures and to balance among various competing objectives in determining finally whether and how to approve or condition a project.

  Even if the use of diesel equipment on the project site was extended for a limited period of time beyond the assumptions used by the EIR, the chronic health risk analysis concluded that the project would result in a health risk index of 0.04. This is practically two orders of magnitude (100x) below the impact significance threshold of 1.0. Minor increases in the use of construction equipment would not result in a significant health impact or result in changes to the conclusions provided by the EIR.

ADAPTIVE REUSE ALTERNATIVES

- Impact comparison charts: With respect to questions about characterizing comparative impact levels as "reduced" or "similar", EIR project manager Steve Rodriguez replies as follows:

  Alternative 8.3 – Short-Term Noise: Alternative 8.3 would require the demolition of the maintenance building, storage building and the southern portion of the Main Building. Approximately 53 days would be required for demolition activities compared to 173 days for the proposed project. Although the duration of demolition activities would be substantially reduced by this alternative, peak demolition noise levels experienced by the surrounding neighborhood would be similar to the peak demolition noise levels that would result from the proposed project. In addition, despite the reduction in the duration of demolition activities, Alternative 8.3 would result in other noise-generating construction activities over the duration of the construction project, similar to the proposed project. Therefore, based on the overall effect to the surrounding neighborhood, the EIR concluded that short-term construction noise of Alternative 8.3 would be similar to the construction noise impacts of the proposed project.

  Alternative 8.3 – Short-Term Traffic: The EIR determined that Alternative 8.3 would result in a 50% reduction in demolition- and grading-related truck trips (not a 50% reduction in total construction trips as indicated by the Impact Comparison Matrix included in the staff report). It is estimated that the proposed project would result in a total of approximately 16,920 construction trips, while the EIR estimated that Alternative 8.3 would result in approximately 13,500 total construction trips. Despite the reduction in demolition and grading truck trips, Alternative 8.3 would result in the generation of a substantial amount of construction traffic. Therefore, it was concluded that construction traffic impacts of the proposed project and Alternative 8.3 would be similar.

- Alternatives Analysis: CEQA establishes that an EIR analysis of alternatives is provided in less detail than for the project as proposed. In accordance with the CEQA Guidelines, the EIR

has evaluated a reasonable range of potentially feasible alternatives to foster informed decision-making and public participation. The EIR analysis is adequate and no further analysis of the reuse alternatives is necessary.

- Meeting Objectives. It has been noted that the EIR identifies the reuse alternatives as accomplishing the basic objectives of the project, while the project applicant has stated that the reuse alternatives would not meet project objectives because the number of housing units would be substantially reduced compared to the project as proposed and the type of units would not meet employee needs. For purposes of CEQA environmental review, project objectives are considered in the broader sense of public objectives rather than just applicant objectives. The CEQA Guidelines gives direction that the EIR analysis should provide analysis of a range of alternatives that could feasibly reduce any significant effects of the project, while still feasibly attaining most of the basic objectives of the project. City decision-makers are not bound in their decision-making by this EIR informational determination. It is up to the decision-makers to consider the EIR analysis of alternatives and make a final determination as to the importance of various, sometimes competing, public objectives in their action on the project. The stated (public) objectives of the project are as follows (FEIR p. 3-20):

    1. Implement a feasible development plan for the reuse of the former Saint Francis Medical Center property.
    2. Develop affordable residential units that will provide housing opportunities for Cottage Hospital employees.
    3. Develop housing in the City of Santa Barbara to reduce vehicle miles traveled by employees with the South Coast.
    4. Develop market-rate residential units to provide additional housing opportunities in the Santa Barbara community and support development of affordable employee units.
    5. Minimize the potential for short-term and long-term environmental impacts to the neighborhoods located adjacent to the project site.
    6. Ensure that development provides for adequate public services and facilities.
    7. Provide quality architecture and "green" design elements compatible with the character of the surrounding neighborhood with periphery building massing similar to adjacent residential patterns.

- Feasibility of alternatives: It has been stated in public comment that, because the EIR identified the reuse alternatives as "feasible" and because these alternatives would have somewhat reduced traffic and construction-related impacts, that, under CEQA, the City must approve reuse and cannot approve the project as proposed. That is not the case. City decision-makers have full discretion in considering whether and how to approve the project or alternatives. The EIR generally characterizes the reuse alternatives as technically and economically feasible. However, the City decision-makers use their independent judgment in considering "feasibility" in broader terms including social factors, and in balancing among competing public objectives. The State CEQA Guidelines make this clear as follows:

    "15021 Duty to Minimize Environmental Damage and Balance Competing Objectives

    (a) CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible.

(1) In regulating public or private activities, agencies are required to give major consideration to preventing environmental damage.

(2) A public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment.

(b) In deciding whether changes in a project are feasible, an agency may consider specific economic, environmental, legal, social, and technological factors.

(c) The duty to prevent or minimize environmental damage is implemented through the findings required by Section 15091.

(d) *CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors and in particular the goal of providing a decent home and satisfying living environment for every Californian. An agency shall prepare a statement of overriding considerations as described in Section 15093 to reflect the ultimate balancing of competing public objectives when the agency decides to approve a project that will cause one or more significant effects on the environment."*

CEQA provides further direction to avoid reducing the number of housing units in a project if possible:

Section 15041 Authority to Mitigate

(c) With respect to a project which includes housing development, A Lead or Responsible Agency shall not reduce the proposed number of housing units as a mitigation measure or alternative to lessen a particular effect on the environment if that agency determines that there is another feasible, specific mitigation measure or alternative that would provide a comparable lessening of the significant effect."

- Environmentally Superior Alternative: An EIR identifies the "environmentally superior" alternative as information. City decision-makers are not bound to select the alternative so identified in an EIR.

PROJECT ISSUES

Affordability

- Market Rate Units (30%, 34 units) Subsidize Affordable Units (70%, 81 units): The high percentage of affordable units proposed as part of the project would be financed by the not-for-profit Cottage Foundation and subsidized by the market rate units. The Foundation has estimated that it would provide a subsidy above and beyond the revenue from market unit sales of $8-10 million. Conditions B.2 a-c would lock in the number of affordable units and level of affordability.

- Criteria for Employee Qualifications to Purchase Units: The project proposes a lottery system that gives advantage based on length of employment (one lottery ticket for every seven years of employment). To the question of whether eligibility criteria could be weighted to provide preference to out-of-area residents in order to address community issues of disaster emergency needs and highway traffic and air quality, the applicant has said no, because in fairness, SB resident employees have similar difficulty in achieving home ownership. Many area residents are renters who, if not given equal opportunity to purchase, might choose to leave the area.

Density and Modifications

- Project Density: As discussed in the August 3rd Planning Commission Staff Report, the project would result in a residential density of 19.36 units per acre on the 5.94 portion of the site. If the overall project site (7.39 acres) were considered in the density calculation, it would result in a density of approximately 16.37 units per acre (based on 121 units). Although these densities may be higher than some of the densities that presently exist in the area, both the Land Use and Housing Element of the General Plan support higher density growth in areas designated for "higher density development" as well as increased density for affordable housing.

  As proposed, the project would consist of 42 units above the base density allowed by the C-O zone. This increase in density is permitted through the City's bonus density program provided that the units are sold at prices affordable to middle and upper middle income households and must remain affordable for the life of the project.

- Distance Between Buildings/ Setback Encroachment Modifications: The project is requesting several modifications from development standard requirements of the Zoning Ordinance, including distance between buildings and front and interior yard setbacks. The Planning Commission must find that the requested modifications are consistent with the purposes and intent of the Zoning Ordinance and that they are necessary to secure an appropriate improvement on the lot, prevent unreasonable hardship, or promote uniformity of improvement. It is Staff's position that the requested modifications are consistent with these findings. These modifications are necessary to accommodate the proposed residential density on the project site, which is supported by both the Land Use and Housing Elements. Both State Bonus Density law (not applicable to this project) and the City Housing Element provide for various concessions to the applicant as necessary to provide affordable units in addition to increased density. The City has typically considered modifications of building standards, such as setbacks, distance between buildings and others. Additionally, the modifications will permit the project to provide 70% of the units at affordable prices. The project is also proposing to include a new public street dedication, and a number of open space and pedestrian access features, which are made possible by allowing less than the required distance between buildings and front and interior yard setbacks for some of the proposed units.

Utilities

- Streetlight Cobra-Head Replacement: Condition D.12 has been revised to provide for replacement of the cobra head fixture with a residential standard dome street light, using the marbelite pole at the intersection of the new street with Arrellaga. Additionally, Condition D.13 requires retirement of the cobra head streetlight and the installation of a residential dome standard streetlight per City standards at the corner of Micheltorena and California Streets.

- Undergrounding of Utilities: Santa Barbara Municipal Code Section 27.08.025 requires the undergrounding of all service connections, new distribution facilities and related facilities for electrical, telephone, street lighting, communication, and cable television to service new created subdivisions. If poles serve other properties in the neighborhood, they are not required to be removed. This project would not require the removal of any utility poles, but will require the undergrounding of all service connections to the project site.

Transportation and Parking

- Shuttle: The shuttle is proposed by the applicant and is part of the project description. Condition B.5 provides that the shuttle must be in operation at the point that 75% of the

project units are occupied. The Applicant has indicated that providing the Shuttle at 50% occupancy would pose a financial hardship as operation of the Shuttle has been estimated at $150,000 annually and the revenue from 50% of the unit sales would not cover the cost of operating the Shuttle at that point. The Applicant is requesting that the Planning Commission allow the Condition to remain at 75% occupancy.

The Planning Commission asked whether another operator other than Cottage Hospital could run the operation of the Resident Shuttle. The Applicant has previously approached MTD about operating the Shuttle for the project. However, MTD has declined because to do so would require them to stop at all MTD stops between the project site and the Cottage Hospital facilities. As well, the City is not equipped to run such a Shuttle program for a private project. The Condition of Approval requiring the Resident Shuttle Program does not name a particular shuttle operator, therefore, operator options are open and subject to review and approval by the Public Works Department.

- Transit Stop Locations for Shuttle and MTD: MTD makes annual changes to their bus stops and routes based upon demand and available resources. Condition F.16 requires that Cottage Hospital bond for the provision of bus stop shelters on both sides of Salsipuedes Street in anticipation that there will be additional demand for MTD services as a result of the proposed project. If it is determined that bus stop improvements are not warranted within a year of the Certificate of Occupancy, the securities are released. Brian Cearnal, Project Architect, has provided a site plan identifying potential locations for the future MTD stop and the Resident Shuttle stops. (See Exhibit C)

- Tandem Parking Design: Tandem parking is allowed by the Zoning Ordinance in housing developments that have mixed use as long as the tandem configuration is for the same housing unit and the exchange of vehicles in tandem configuration takes place off street. The only difference here is that the housing development does not have a commercial component. The Circulation Element specifically mentions that the City should consider tandem parking configurations. Tandem parking is usually requested in order to minimize the amount of space used to store parking on-site. Staff believes that, while the tandem configuration is not as convenient to use, it is functional when designed properly and can increase the amount of land available for other City desired project attributes.

  Additionally, Staff discussed the Cottage Housing tandem configuration early on with the Planning Commission to get input. The Planning Commission at that time was supportive of tandem parking and was more concerned about the garage spaces in front of the parking space being used for storage rather than parking.

"Green" Building

- Level 2 and Level 3: The Built Green Program was designed by the Santa Barbara Contractor's Association working with representatives from local jurisdictions as a self-certification volunteer program and has many flexible guidelines. The program was begun in 2004 and approximately 40 contractors and some architects have signed up for the program and are working on green projects.

  Once a proposed green star program is completed, the contractor turns in a checklist which identifies the items the project included to achieve points totaling one, two or three green stars. There are four categories that a project could fall under, including whole house/commercial remodel, addition, remodel and small remodel. The proposed Workforce Housing project would likely fall under the whole house/commercial remodel category.

Points can be attained for incorporating features into the project associated with the following areas: innovation and integration, site and water, energy efficiency, health and indoor air quality, materials efficiency, environmentally friendly owner operations and maintenance. In order for a whole house/commercial remodel project to achieve a one star level, the project must attain a minimum of 30 points; a two star level requires a minimum of 110 points and 220 points for a three star level. (See Exhibit D for the Built Green Program details)

The Applicant has indicated that the project will meet the two star level and strive to achieve three stars. Condition G.11 has been revised to reflect this change.

- Use of Photo-Voltaics: Condition C.11 has been added to require that photo-voltaics be used to provide electricity to all common outdoor areas and surface parking. In addition, the condition requires that the system be designed to be minimally visible.

Exhibits:

A. Revised Conditions of Approval dated 9/21/06
B. Revised Finding for Shuttle Mitigation 2
C. Potential Transit and Resident Shuttle Stops
D. Santa Barbara Built Green Self-Certification Checklist

PLANNING COMMISSION CONDITIONS OF APPROVAL

601 EAST MICHELTORENA STREET
REZONE, TENTATIVE SUBDIVISION MAPS, MODIFICATIONS
REVISED
SEPTEMBER ~~14~~21, 2006

[Mitigation Measure Numbers are shown in parentheses at the end of conditions imposed to reduce environmental impacts; those from the Initial Study are shown in italics (*AQ-1*); those from the EIR in standard font (AQ-1).]

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

A. **Recorded Agreement for Five-Lot Final Map.** Prior to the issuance of any Public Works permit or Building permit for the project on the Real Property, the Owner shall execute an "Agreement Relating to Subdivision Map Conditions Imposed on Real Property" which shall be reviewed as to form and content by the City Attorney, Community Development Director and Public Works Director, recorded in the Office of the County Recorder, and shall include the following:

1. **Uninterrupted Water Flow.** The Owner shall provide for the uninterrupted flow of water through the Real Property including, but not limited to, swales, natural watercourses, conduits, and any access road, as appropriate. The Owner is responsible for the adequacy of any project-related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health or damage to the Real Property or any adjoining property.

2. **Recreational Vehicle Storage Limitation.** No recreational vehicles, boats, or trailers shall be stored on the Real Property unless enclosed or concealed from view as approved by the Architectural Board of Review (ABR).

3. **Landscape Plan Compliance.** The Owner shall comply with the Landscape Plan approved by the Architectural Board of Review (ABR). Such plan shall not be modified unless prior written approval is obtained from the ABR. The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan.

4. **Maintenance of Drainage System.** Owner shall be responsible for maintaining the drainage system in a functioning state. Should any of the project's surface or subsurface drainage structures fail or result in increased erosion, the Owner shall be responsible for any necessary repairs to the system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the applicant shall submit a repair and restoration plan to the Community Development Director to determine if an amendment or a new Building permit is required to authorize such work.

5. **Approved Development.** The development of the Real Property approved by the Planning Commission on _____ is limited to five lots and the improvements shown on the Tentative Subdivision Map signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.

EXHIBIT A

6. **Lighting.** Exterior lighting, where provided, shall be consistent with the City's Lighting Ordinance. No floodlights shall be allowed. Exterior lighting shall be shielded and directed toward the ground.

7. **Oak and Specimen Tree Protection.** The existing oak and specimen trees proposed to be retained on-site shall be preserved, protected, and maintained, subject to review and approval by the Architectural Board of Review. Per the Tree Protection Plan, the following provisions shall apply to any oak and specimen trees to remain on the property:

   a. No irrigation systems shall be installed within the drip line of any oak tree.

   b. The use of herbicides or fertilizer shall be prohibited within the drip line of any oak or specimen tree.

8. **Street Tree Protection.** The street trees within the City's right-of-way shall be preserved and protected.

9. **Storm Water Pollution Control Systems Maintenance.** The Owners of each lot shall maintain the drainage system, storm drain water interceptor, and other storm water pollution control devices in accordance with the Operations and Maintenance Procedure Plan approved by the Building Official and/or the Public Works Director. The Owner shall provide verification of maintenance provisions through a signed statement, as part of the project application, accepting responsibility for all structural and treatment control BMP maintenance until the time the property is transferred.

B. Recorded Agreement for Condominium Project Final Map. Prior to the issuance of any Public Works permit or Building permit for the project on the Real Property, the Owner shall execute an "Agreement Relating to Subdivision Map Conditions Imposed on Real Property" which shall be reviewed as to form and content by the City Attorney, Community Development Director and Public Works Director, recorded in the Office of the County Recorder, and shall include the following:

1. **Recreational Vehicle Storage Prohibition.** No recreational vehicles, boats, or trailers shall be stored on the Real Property.

2. **Ownership Unit Affordability Restrictions.**

   a. Nineteen (19) dwelling units, to be designated by the Owner, are density bonus unit that are within the first 25% of the density bonus approved on the Real Property and shall be designated as Affordable Middle Income Units and sold only to and occupied only by households who qualify as Middle Income Households as defined in the City's adopted Affordable Housing Policies and Procedures. However, Owner may choose to restrict some or all of these units as Moderate Income Units or as Middle Income units as defined in the City's Affordable Housing Policies and Procedures. Owner may restrict ownership of these units to Owner's employees according to policies and procedures to be developed by Owner and approved by the Community Development Director. The maximum sale prices upon initial sale shall not exceed the following:

1-bedroom = $237,800

2-bedroom units = $294,400

3-bedroom duplex or luxury units = $351,200

b. Twenty-three (23) dwelling units, to be designated by the Owner, are density bonus units that are above the first 25% of the density bonus approved on the Real Property and shall be designated as Affordable Upper-Middle Income Units and sold only to and occupied only by households who qualify as Upper-Middle Income Households as defined in the City's adopted Affordable Housing Policies and Procedures. However, Owner may choose to restrict some or all of these units as Moderate Income Units or as Middle Income units as defined in the City's Affordable Housing Policies and Procedures. Owner may restrict ownership of these units to Owner's employees according to policies and procedures to be developed by Owner and approved by the Community Development Director. The maximum sale prices upon initial sale shall not exceed the following:

1-bedroom units = $325,000

2-bedroom units = $399,000

3-bedroom = $473,200

c. Thirty-nine (39) dwelling units, to be designated by the Owner, are not density bonus units but are units that the Owner wishes to restrict as affordable units under the City's policies. These units shall be designated as Affordable Upper-Middle Income Units and sold only to and occupied only by households who qualify as Upper-Middle Income Households as defined in the City's adopted Affordable Housing Policies and Procedures. However, Owner may choose to restrict some or all of these units as Moderate Income Units or as Middle Income units as defined in the City's Affordable Housing Policies and Procedures. Owner may restrict ownership of these units to Owner's employees according to policies and procedures to be developed by Owner and approved by the Community Development Director. The maximum sale prices upon initial sale shall not exceed the following:

1-bedroom units = $325,000

2-bedroom units) = $399,000

3-bedroom units = $473,200

The Affordable Units shall be sold and occupied in conformance with the City's adopted Affordable Housing Policies and Procedures. The resale prices of the Affordable Units shall be controlled by means of a recorded affordability covenant executed by Owner and the City to assure continued affordability for ~~at least forty-five (45) years from the initial sale of the affordable unit~~the entire useful life of the project.

No affordable unit may be rented prior to its initial sale, subject to approval of a waiver by the Community Development Director.

3. **Approved Development.** The development of the Real Property approved by the Planning Commission on _____ is limited to 115 dwelling units, 254 parking spaces, and the improvements shown on the Tentative Subdivision Map, site plans, and landscape plan signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.

4. **Required Private Covenants.** The Owners shall record in the official records of Santa Barbara County either private covenants, a reciprocal easement agreement, or a similar agreement which, among other things, shall provide for all of the following:

   a. **Common Area Maintenance.** An express method for the appropriate and regular maintenance of the common areas, common access ways, common utilities and other similar shared or common facilities or improvements of the development, which methodology shall also provide for an appropriate cost-sharing of such regular maintenance among the various owners of the condominium parcels.

   b. **Garages Available for Parking.** A covenant that includes a requirement that all garages and uncovered parking spaces be kept open and available for the parking of vehicles owned by the residents of the property in the manner for which the parking spaces were designed and permitted.

   c. **Landscape Maintenance.** A covenant that provides that the landscaping shown on the approved Landscaping Plan shall be maintained and preserved at all times in accordance with the Plan.

   d. **Trash and Recycling.** Adequate space shall be provided and maintained for trash and recycling purposes.

   e. **Storm Water Pollution Control Systems Maintenance.** The Owner(s) shall maintain all common area BMP's to ensure their continued effectiveness.

   f. **Site Drainage Facilities Maintenance.** The Owner(s) shall maintain all common area drainage facilities to ensure their continued effectiveness.

   g. **Covenant Enforcement.** A covenant that permits each owner to contractually enforce the terms of the private covenants, reciprocal easement agreement, or similar agreement required by this condition.

5. **Transportation Demand Management.** The following alternative mode incentives shall be incorporated into the project to reduce traffic impacts caused by the project. Owner shall be responsible for insuring that all tenants comply with the provisions of the approved Transportation Management Plan.

   a. **Resident Shuttle Program.** The project applicant shall implement and operate a shuttle program designed to serve project residents and to reduce the project's peak hour trip generation. The objective of the program shall be to reduce the

proposed project's significant cumulative contribution of traffic to the intersections of:

- Anapamu Street/Laguna Street
- Arrellaga Street/Garden Street, and
- Mission Street/Bath Street.

Prior to the issuance of building permit for the Cottage Hospital Foundation Housing project, the project applicant shall submit a proposed Project Resident Shuttle Program Plan to the City Public Works Department for review and approval. At minimum, the following elements shall be specified by the Plan.

(1) Operation Hours. At minimum, the shuttle program shall provide service during the A.M. and P.M. peak traffic hours, and during shift changes at Cottage Hospital. The plan shall indicate the specific hours that the shuttle service is to be provided.

(2) Shuttle Routes. Routes to be used by the shuttle to transport project residents to Cottage Hospital and other Cottage Health Systems facilities ~~and locations in downtown Santa Barbara~~ shall be described. To the extent possible, proposed shuttle routes shall avoid intersections that operate at unacceptable levels of service during peak hour periods. A procedure for obtaining City approval to modify proposed shuttle routes to accommodate the needs of project residents that wish to participate in the program shall also be included in the Plan.

(3) Shuttle Ridership Monitoring. The Project Resident Shuttle Program Plan shall include a monitoring program to quantify ridership characteristics. Shuttle ridership and peak hour trip reduction data shall be provided to the Public Works Department within six months of the start of the shuttle program and once annually thereafter.

The Project Resident Shuttle Program Plan shall also contain a range of measures that may be implemented to increase participation in the shuttle program ~~should the monitoring data indicate that the program is not reducing the proposed project's peak hour trip generation characteristics sufficiently to reduce its cumulative traffic impacts to a less than significant level~~. Such additional measures may include, but are not limited to: expanding the shuttle service times and/or routes to make it more convenient for program participants, or offering ~~financial or~~ other incentives to program participants~~, or expanding the program to neighborhood residents that also commute to Cottage Hospital or Cottage Health Systems facilities~~.

(4) Shuttle Bus. The type and size of vehicle(s) to be used to implement the shuttle bus program shall be specified.

(5) Program Implementation. A shuttle program shall be initiated in accordance with the provisions in the approved Project Resident Shuttle

Program Plan before more than 75% of the affordable residential units are occupied. (TRF-1a)

b. **Bicycle Parking.** Thirty-three bicycle parking spaces shall be provided. The required bicycle parking facilities shall be distributed throughout the project site. (TRF-3a)

C. **Design Review for the Condominium Project.** The following is subject to the review and approval of the Architectural Board of Review (ABR), unless otherwise stated:

1. **Historic Landmarks Commission (HLC) Review.** The following is subject to review by the HLC:

   a. **Historic Plaque.** A commemorative display for the education of the public detailing the history of St. Francis Hospital shall be integrated within the open space area located at the corner of Micheltorena and Salsipuedes Streets. All text for the display shall be written by a City-qualified Historian and approved by the HLC. Additionally, at least one of the art pieces from the former St. Francis Hospital shall be incorporated into the on-site display, if available. *(C-7)*

   b. **HLC Courtesy Review.** Advisory comments shall be provided by the HLC to the ABR regarding the Santa Barbara Cottage Hospital Foundation Workforce Housing Project with respect to the architectural style of the project and its compatibility with the neighborhood and the design of the commemorative display area. *(C-8)*

2. **Tree Removal and Replacement.** With the exception of fruit trees, all trees removed shall be replaced on-site on a one-for-one basis with a minimum 15-gallon size tree of an appropriate species or like species. Street trees proposed for removal shall be replaced per Parks and Recreation Department requirements.

3. **Tree Inventory and Relocation.** A further inventory of existing specimen trees on the project site ~~should~~ shall be performed by a qualified arborist, noting health of the trees and suitability for transplanting or removal. Based on the arborist's recommendations, as reviewed by the City Arborist, the City would make a final determination regarding which trees can be feasibly transplanted or need to be removed. The existing trees shall be relocated on the Real Property and shall be fenced and protected during construction. *(B-1)* (BIO-1a)

4. **Tree Protection Measures.** The landscape plan and grading plan shall include the following tree protection measures:

   a. **Fencing.** Fencing or protective barriers around the trees during construction.

   b. **Landscaping Under Trees.** Landscaping under the trees that is compatible with the preservation of the trees.

c. **Arborist's Report.** Include a note on the plans that recommendations/conditions contained in the arborist's report referenced in Condition C.3 shall be implemented.

d. **Tree Protection and Replacement Plan**. The applicant shall submit a tree protection and replacement plan with project landscape plans for City approval. The plan shall identify trees to be preserved, measures to be taken during grading and construction to protect trees, measures for replacement of trees in the event of inadvertent damage or loss, and irrigation and maintenance plans. Trees shall be maintained for the life of the project. The tree protection plans shall incorporate the following measures *(B-2)* (BIO-1b):

(1) Prior to grading, temporary protective fencing (4 feet high) shall be installed three feet outside the dripline of all trees to be preserved. Trees in close proximity may be fenced as a group. All fencing shall be maintained during the entire construction period. *(B-2)* (BIO-1b)

(2) No grading shall occur under any oak or specimen tree dripline. Grading within the dripline during construction of this area shall be minimized and shall be done with light (one ton or less) rubber-tired equipment or by hand. If use of larger equipment is necessary within the dripline of any oak, it shall only be operated under the supervision and direction of a qualified Arborist. *(B-2)*

(3) A qualified Arborist shall be present during any grading or excavation adjacent to or beneath the dripline of any oak tree. Any roots encountered shall be cleanly cut and sealed with a tree-seal compound. Any thinning or root pruning and trimming shall be done under the direction of a qualified Arborist.

(4) Heavy equipment shall not be used or parked within three (3) feet of oak tree driplines, except where approved by a qualified arborist, and after protective fencing has been installed. Soil, rocks, or construction material shall not be stored or placed within the dripline of oak trees. *(B-2)* (BIO-1b)

(5) Landscaping provided under the oak tree(s) shall be compatible with preservation of the trees as determined by the ABR. No irrigation system shall be installed under the dripline of any oak tree.

(6) Specimen trees slated for preservation that are inadvertently damaged (25% or more of root area) or lost due to construction processes shall be replaced prior to issuance of occupancy permits. Tree replacement shall be according to the following replacement ratios: Oak Trees – 10:1 (using 5-15 gallon saplings); other native trees and ornamental species at 3:1 with replacement trees at no less than ¼ the diameter of the existing tree). The applicant shall submit an annual report on establishment and success of replacement trees. *(B-2)* (BIO-1b)

(7) Oak seedlings and saplings less than four inches (4") at four feet (4') above the ground that are removed during construction shall be transplanted where feasible, as determined by the Arborist in consultation with the Community Development Director. If transplantation is not feasible, replacement trees shall be planted at a minimum one to one (1:1) ratio. Replacement trees shall be a minimum of one (1) gallon size derived from South Coastal Santa Barbara County stock.

5. **Pedestrian Pathway.** A designated pedestrian pathway shall be provided to all units from the sidewalk through the use of a different paving material.

6. **Minimize Visual Effect of Paving.** Textured or colored pavement shall be used in paved areas of the project to minimize the visual effect of the expanse of paving, create a pedestrian environment, and provide access for all users.

7. **Lighting.** Exterior lighting, where provided, shall be consistent with the City's Lighting Ordinance. No floodlights shall be allowed. Exterior lighting shall be shielded and directed toward the ground.

8. **Crime Analyst Plan Review.** The Developer shall meet with the City Police Department Crime Analyst prior to ABR Preliminary Approval to determine how lighting, locking mechanisms, egress and fencing can be designed and installed to reduce the potential number of calls for police service from occupants of the Real Property.

9. **Screened Check Valve/Backflow.** The check valve or anti-backflow devices for fire sprinkler and/or irrigation systems shall be provided in a location screened from public view or included in the exterior wall of the building.

10. **Permeable Paving.** Incorporate a permeable paving system for the project driveways and parking areas that will allow a portion of the driveway runoff to percolate into the ground, except as necessary to meet Fire Department weight requirements. Materials must be approved by the Transportation Manager.

11. **Common Area Photo-Voltaics Required.** Photo-voltaics shall be used to provide electricity to all common outdoor areas and surface parking. Such systems shall be designed to be minimally visible.

D. Public Works Submittal Prior to Final Maps Approval. The Owner shall submit the following, or evidence of completion of the following, to the Public Works Department for review and approval, prior to processing the approval of the Final and Parcel Maps for the project:

1. **Final Maps Submittal and Timing.** The Owner shall submit to the Public Works Department for approval, Final Maps prepared by a licensed land surveyor or registered Civil Engineer. The Final Maps shall conform to the requirements of the City Survey Control Ordinance. The Final map for the five-Lot subdivision shall be recorded prior

to the Final Map for the Condominium Project. Completion of conditions specific to the condominium development shall not delay recordation of the five-lot subdivision.

2. **Water Rights Assignment Agreement.** The Owner shall assign to the City of Santa Barbara the exclusive right to extract ground water from under the Real Property. Said agreement will be prepared by Engineering Division Staff for the Owner's signature.

3. **Required Private Covenants.** The Owner shall submit a copy of the recorded private covenants, reciprocal easement agreement, or similar private agreements required for the project.

4. **Hydrology Report.** The Owner shall submit a hydrology report justifying that the existing on-site and proposed on-site drainage system adequately conveys a minimum of a 25-year storm event and that runoff discharge rates shall not exceed the estimated current rates and that runoff discharge rates shall not exceed the estimated current rates.

5. **Storm Drain Design Standards.** The Owner shall incorporate storm drain design recommendations in the drainage study prepared April 17, 1998 and revised March 15, 2004. The Engineered drainage study prepared by Penfield and Smith shall be reviewed and approved by the Building and Safety Division, and by the Public Works Department.

6. **Utility Undergrounding.** The Owner shall underground all utilities to the subject site and remove all ~~non-transmission~~distribution line utility poles that provide service solely to the site.

7. **Land Development Agreement.** The Owner shall submit an executed Agreement for Land Development Improvements, prepared by Engineering Division staff, an Engineer's Estimate, signed and stamped by a registered civil engineer, and securities for construction of improvements prior to execution of the agreement.

8. **Dedications.** Easements as shown on the approved Tentative Subdivision Map, subject to approval by the Public Works Department:

   a. All street purposes along the proposed Salsipuedes Street extension in order to establish a 60-foot wide public right-of-way.

   b. All street purposes along California Street in order to establish an additional one-foot wide public right-of-way to widen the sidewalk.

9. **Proof Easements Abandoned.** Show evidence that easements have been modified or abandoned as shown on the tentative map.

10. **Encroachment Permits.** Any encroachment or other permits from the City or other jurisdictions (State, Flood Control, County, etc.) for the construction of improvements (including any required appurtenances) within their rights of way (easement).

11. **Removal or Relocation of Public Facilities.** Removal or relocation of any public utilities or structures must be performed by the Owner or by the person or persons having ownership or control thereof.

The following conditions apply only to the condominium project:

12. **New Public Street.** The Owner shall submit C-1 public improvement or building plans for construction of a new public road to public standards for that portion of land extending north of the present end of Salsipuedes Street, between Micheltorena and Arrellaga Streets. As determined by the Public Works Department, the improvements shall include construction of a 34-foot wide Right-of-Way, 20-foot wide paved width public road to City standards (widened where public parking is recommended by Transportation Planning and Operations), and the following: roadway shall be retrofitted if not satisfying traffic rated loading conditions; realignment and construction of 5 foot wide City standard sidewalk on project side of road only; 4 foot wide parkway strip with additional 2-foot clearance where on street parking occurs both sides of road; drought-tolerant parkway landscaping; street trees as approved by the City Arborist; driveway apron designed to meet Title 24 requirements; curbs; gutters; two-way access ramp; slurry seal entire width of road along entire subject property frontage; underground utilities; connection to City water main, City sewer main, and City storm drainage system; supply and install City residential standard dome street lights as required by the City Street Light Master Plan replace cobrahead fixture with a residential standard dome street light, using the existing marblite pole at the intersection of this new street with Arrellaga Street; install electrical pedestal meter to service street lights (one for every three new lights); provide directional/regulatory traffic control signs as directed by Public Works; storm drain stenciling; and provide adequate positive drainage from site. Where tree roots are the cause of the damage, the roots are to be pruned under the direction of the City Arborist. The public improvement plans shall be prepared by a registered civil engineer or licensed architect and reviewed and signed by the City Engineer.

13. **Off-Site Public Micheltorena Street Improvement Plans.** The Owner shall submit C-1 public improvement or building plans for construction of improvements along the property frontage on Micheltorena Street. The C-1 plans shall be submitted separately from plans submitted for a Building permit. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following: 6-foot wide sidewalk and 6-foot wide parkway; drought-tolerant parkway landscaping; driveway apron modified to meet Title 24 requirements; curbs; gutters; two-way access ramp(s); slurry seal the entire width of the street along subject property frontage; underground service utilities; connection to City water and sewer mains; public drainage improvements with supporting hydrology report for drainage pipe, curb drain outlets, slot/trench drain, drop inlet, detention, erosion protection (provide off-site storm water BMP plan), etc.), including removal of existing drain outlet at the northwest corner of Micheltorena and California Streets; supply and install one residential dome standard street light(s), consistent with the City Street Light Master Plan, at the Corner of Micheltorena and California Streets; coordinate with City staff to retire light standard on existing utility pole, preserve and/or reset survey monuments and contractor stamps, supply and install directional/regulatory traffic control signs, storm drain stenciling pollution prevention interceptor device, off-site

biofilter/swale sized per drainage calculations, new street trees and tree grates as approved by the City Arborist; and provide adequate positive drainage from site. Existing private sewer laterals serving the property shall be repaired before new dwellings are occupied. Any existing sewer laterals identified to be abandoned, shall be disconnected at the sewer mainline connection. A licensed plumber shall verify if the property requires a backwater valve. If existing lateral already has a backwater valve, then it shall be inspected. The building plans, drainage calculations, and hydrology report shall be prepared by a registered civil engineer or licensed architect. Any work in the public right of way requires a public works permit.

14. **Off-Site Public California Street Improvement Plans.** The Owner shall submit C-1 public improvement or building plans for construction of improvements along the property frontage on California Street. The C-1 plans shall be submitted separately from plans submitted for a Building permit. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following: 7-foot wide sidewalk and 5-foot wide parkway; drought-tolerant parkway landscaping; driveway apron modified to meet Title 24 requirements; remove and replace concrete curbs with sandstone curbs where sandstone curbs are prevalent and as recommended by the Architectural Board of Review; gutters; two-way access ramp(s); asphalt concrete; concrete pavement on aggregate base; slurry seal the entire width of the street along subject property frontage; underground service utilities; connection to City/private water and sewer mains; public drainage improvements with supporting hydrology report for drainage pipe, curb drain outlets, slot/trench drain, drop inlet, detention, erosion protection, storm drain manhole (provide off-site storm water BMP plan), etc.); supply and install one residential dome standard street light(s), consistent with the City Street Light Master Plan, in the vicinity of the proposed new driveway; coordinate with City staff to retire light standard on existing utility pole, preserve and/or reset survey monuments and contractor stamps, supply and install directional/regulatory traffic control signs, storm drain stenciling pollution prevention interceptor device, off-site biofilter/swale sized per drainage calculations, new street trees and tree grates as approved by the City Arborist and provide adequate positive drainage from site. Existing private sewer lateral(s) serving the property shall be repaired before new dwelling(s) is occupied. Any existing sewer lateral(s) identified to be abandoned, shall be disconnected at the sewer mainline connection. A licensed plumber shall verify if the property requires a backwater valve. If existing lateral already has a backwater valve, then it shall be inspected. The building plans, drainage calculations, and hydrology report shall be prepared by a registered civil engineer or licensed architect. Any work in the public right of way requires a public works permit.

Condition for Five-Lot Final Map:

15. **Off-Site Public Grand Avenue Street Improvement Plans.** The Owner shall submit building plans for construction of improvements along the property frontage on Grand Avenue. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following: 6-foot wide

sidewalk and 4-foot wide parkway; drought-tolerant parkway landscaping; driveway aprons modified to meet Title 24 requirements; unused driveway aprons removed and replaced with appropriate curb, gutter and sidewalk; curbs; gutters; two-way access ramp(s); asphalt concrete; concrete pavement on aggregate base; slurry seal the entire width of the street along subject property frontage; underground service utilities; connection to City water and sewer mains; public drainage improvements with supporting hydrology report for drainage pipe, curb drain outlets, slot/trench drain, drop inlet, detention, erosion protection (provide off-site storm water BMP plan), etc.); preserve and/or reset survey monuments and contractor stamps; supply and install directional/regulatory traffic control signs and storm drain stenciling; pollution prevention interceptor device; off-site biofilter/swale sized per drainage calculations, new street trees and tree grates as approved by the City Arborist and provide adequate positive drainage from site. Existing private sewer lateral(s) serving the property shall be repaired before new dwelling(s) is occupied. Any existing sewer lateral(s) identified to be abandoned, shall be disconnected at the sewer mainline connection. A licensed plumber shall verify if the property requires a backwater valve. If existing lateral already has a backwater valve, then it shall be inspected. The building plans, drainage calculations, and hydrology report shall be prepared by a registered civil engineer or licensed architect. Any work in the public right of way requires a public works permit.

E. **Public Works Requirements Prior to Building Permit Issuance.** The Owner shall submit the following, or evidence of completion of the following to the Public Works Department for review and approval, prior to the issuance of a Building Permit for the project.

1. **Recordation of Final Maps and Agreements.** After City Council approval, the Owner shall provide evidence of recordation to the Public Works Department. Completion of conditions specific to the condominium development shall not delay recordation of the five-lot subdivision.

2. **Approved Public Improvement Plans and Concurrent Issuance of Public Works Permit.** Upon acceptance of the approved public improvement plans, a Public Works permit shall be issued concurrently with a Building permit.

3. **Storm Drain Operation and Maintenance Plan Required.** The Owner shall provide an Operations and Maintenance Procedure Plan (describing replacement schedules for pollution absorbing filters, etc.) for the operation and use of the storm drain system. The Plan shall be approved by the Creeks Division, Building and Safety Division, and the Public Works Department.

F. **Community Development Requirements Prior to Building or Public Works Permit Application/Issuance.** The following shall be finalized prior to, and/or submitted with, the application for any Building or Public Works permit:

1. **Project Environmental Coordinator Required.** Submit to the Planning Division a contract with a qualified representative for the Owner, approved by the Planning Division, to act as the Project Environmental Coordinator (PEC). The PEC shall be responsible for assuring full compliance with the provisions of the Mitigation

Monitoring and Reporting Program (MMRP) to the City. The contract shall include the following, at a minimum:

a. The frequency and/or schedule of the monitoring of the mitigation measures.

b. A method for monitoring the mitigation measures.

c. A list of reporting procedures, including the responsible party, and frequency.

d. A list of other monitors to be hired, if applicable, and their qualifications.

The PEC shall have authority over all other monitors/specialists, the contractor, and all construction personnel for those actions that relate to the items listed in the MMRP, including the authority to stop work, if necessary, to achieve compliance with mitigation measures.

2. **Construction Site Monitor.** Construction contractors shall designate a monitor for the dust control program. The monitor's work schedule shall include holiday and weekend periods when work at the project site may not be in progress. The name and telephone number of such persons shall be provided to the Santa Barbara County APCD prior to the issuance of a grading permit. (AQ-1k)

3. **Neighborhood Notification Prior to Construction.** At least twenty (20) days prior to commencement of demolition or construction activities, the contractor shall provide written notice to all property owners, businesses, and residents within 450 feet of the project area. Surrounding area homeowners associations shall also be notified, and notices describing planned development activities shall be posted at the access locations to the project site. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, required noise and air quality conditions applied to the project, the name and phone number of the Project Environmental Coordinator (PEC), Construction Site Monitor, and Contractors, site rules and Conditions of Approval pertaining to construction activities (including noise and air quality conditions, and any additional information that will assist the Building Inspectors, Police Officers and the public in addressing problems that may arise during construction. The language of the notice and the mailing list shall be reviewed and approved by the Planning Division prior to being distributed. An affidavit signed by the person(s) who compiled the mailing list shall be submitted to the Planning Division. (N-1b)

4. **Contractor and Subcontractor Notification.** The Owner shall notify in writing all contractors and subcontractors of the site rules, restrictions, and Conditions of Approval. Submit a copy of the notice to the Planning Division.

5. **Solid Waste Management Plan.** A solid waste management plan identifying measures for reuse, source reduction, and recycling shall be developed for construction and operation of the project, and submitted to the City's Environmental Analyst and the County's Solid Waste Division for review and approval prior to building permit issuance. *(PS-1)* (SW-1a)

6. **Archaeological Monitoring Contract.** Submit to the Planning Division a contract with an archaeologist from the most current City Qualified Archaeologists List for monitoring during all ground disturbing activities associated with the project, including, but not limited to, grading, excavation, trenching vegetation or paving removal and ground clearance in the areas identified in the Phase 1 Archaeological Resources Report prepared for this site by Larry Wilcoxon, dated 1992. The contract shall be subject to the review and approval of the Planning Division.

   The archaeologist's monitoring contract shall include the following provisions: If cultural resources are encountered or suspected, work shall be halted or redirected by the archaeologist immediately and the Planning Division shall be notified. The archaeologist shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List, preparation of further site studies and/or mitigation.

   If the discovery consists of possible human remains, the Owner shall contact the Santa Barbara County Coroner immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. The Owner shall retain a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization.

   If the discovery consists of possible prehistoric or Native American artifacts or materials, the Owner shall retain a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization. *(C-1 – C-4)* (CUL-1a, CUL-1c, CUL-1d, and CUL-1e)

7. **Park Commission Tree Removal Approval.** Submit to the Planning Division verification of approval from the Park Commission for the removal of two (2) street trees with a trunk diameter greater than four (4) inches at a point twenty-four (24) inches above the ground.

8. **Arborist's Monitoring.** Submit to the Planning Division a contract with a qualified arborist for monitoring of all work subject to the approved Tree Preservation and Relocation Plan during construction. The contract shall include a schedule for the arborist's presence during demolition, grading, and construction activities, and is subject to the review and approval of the Planning Division.

9. **Earthwork, Foundation, and Structural Design.** The applicant shall implement all recommendations specified in the geology report prepared by URS (February 26, 2004). These recommendations include:

a. Foundation and earthwork elements of the final design documents (i.e., plans, specifications, and cost estimate) shall be based on a geotechnical investigation tailored to meet the specific requirements of this project. The investigation shall include a sufficient number of borings or other subsurface explorations to allow evaluation of the geotechnical conditions in the area of proposed construction. The results of the investigation shall be presented in a report prepared under the supervision of a qualified geotechnical engineer.

b. Due to the potential for groundwater seepage at higher elevations in the older alluvium, all below-grade earth-retaining walls shall be designed to resist hydrostatic pressure and to prevent infiltration of water into interior building spaces.

c. Seismic design of all proposed structures shall be in accordance with the currently adopted model building code or more restrictive recommendations made by the project structural engineer and agreed to by the City. Existing structures that will be incorporated into the proposed development shall be re-evaluated for compliance with current seismic design requirements.

d. All foundations shall be supported on firm native soil or approved, properly compacted fill material. For planning purposes, it is assumed that all structural fill will be compacted to at least 95% relative compaction per ASTM D1557.

e. Overexcavation will be required in areas where foundations or structural fill would otherwise be supported on existing unengineered fill or soft/loose native soil. The actual depth of overexcavation will depend on building locations, pad elevations, and foundation depths. However, for planning purposes, average overexcavation depths of five feet and two feet may be assumed in areas of unengineered fill or soft/loose native soil, respectively.

f. Existing fill consisting of nonexpansive granular soil should be usable for structural fill if cleaned of deleterious material and properly recompacted.

g. All site grading activities related to structures or pavement, in addition to the compaction of all fill material, shall be observed and tested by a representative of the geotechnical engineer of record for the project. *(G-1)* (GEO-1a)

10. **Soils Report.** Submit to the Building and Safety Division a soils report.

11. **Building Demolition Hazardous Materials Management**. The applicant shall conduct a comprehensive survey of buildings to be demolished for hazardous materials, including sampling and analytical testing of all suspect lead and asbestos-containing materials, and materials that may contain mercury and PCBs. A plan shall identify measures for materials handling to minimize exposure to workers, the public, or environment, and proper disposal/recycling recommendations. Certified removal contractor(s) shall prepare a work plan for the removal of all identified hazardous materials prior to the issuance of a demolition permit for City approval. At minimum, the plan shall address the following hazardous material management elements:

a. Identification of suspect materials.

b. Survey and assessment of the existing buildings.

c. Scope of work development for hazardous material removal.

d. Hazardous material removal and disposal.

e. Quality control.

f. Post Remediation Sampling and Assessment. *(H-1)* (HAZ-1a)

12. **Hazardous Material Removal Certification.** Prior to the issuance of a demolition permit for the proposed project, the project applicant/contractor shall provide to the Planning Department a certification indicating that surveys of the buildings to be demolished have been conducted by appropriately licensed personnel to detect the presence of asbestos, lead-based paint, mercury and PCBs. It shall also be certified that all identified asbestos, lead-based paint, mercury and PCB materials have been removed from the project site in accordance with applicable local, state, and federal regulations. The certification shall identify the contractor(s) that conducted the surveys and material removal work, the transporter that removed the materials from the site, and the recycling/disposal facilities that accepted the waste material. (HAZ-1b)

13. **Potential Lead-based Paint Contamination.** If areas with concentration of lead paint or dust that exceed applicable threshold standards are identified in any on-site building, soil adjacent to the building(s) shall be tested for the presence of lead. The location and number of samples shall be determined by the Santa Barbara County Fire Department – Protection Services Division. If necessary, lead-related soil contamination shall be remediated to the satisfaction of the Protection Services Division prior to the issuance of a demolition permit for the proposed project. (HAZ-1c)

14. **Hazardous Materials Safety.** Measures to protect workers and neighbors, contain exposure, provide for proper disposal, and remediate from any hazardous material contamination shall be implemented in accordance with local, state, and federal regulations. (HAZ-1d)

15. **Soil Remediation.** Adherence to the URS Remediation Work plan for Diesel Contaminated Soil dated April 20, 2004 as conditioned by direction and requirements provided by the County Fire Department, Protection Services Division, relating to remediation activities for the underground tanks shall occur prior to new residential construction on the property. Additional Fire Department conditions include:

    a. Following removal of the USTs and appurtenant facilities, verification soil samples shall be collected, at a minimum, below the former UST locations (two samples/tank), below each dispenser, and below all pipeline joints and at any location where stained soil or petroleum odors are observed. The report containing the results of the remediation and verification work shall be submitted to the County Fire Department, Protection Services Division, within 60 days after the completion of site work.

b. Following removal of contaminated soil, a workplan shall be submitted to the County Fire Department, Protection Services Division, for a minimum of one boring to be placed at the location of the formerly contaminated area to document that groundwater is greater than 50 feet below the contaminate soils. If water is encountered within 50 vertical feet of the former contamination, a workplan shall be submitted to the County Fire Department with recommendations to determine the local groundwater gradient and to verify the absence of UST related groundwater contamination at the site. The workplan shall be submitted to the County Fire Department no later than 30 days after completion of soil removal activities.

c. UST removal permits shall be obtained from the County Fire Department, Protection Services Division, prior to initiation of site work. Notify the County Fire Department at least 72 hours prior to any beginning site work. *(H-2)* (HAZ-2a)

16. **Bus Stop Improvement Bond.** Prior to the occupancy of the proposed project, the project applicant shall submit to the City of Santa Barbara Public Works Department Transportation Division, Public Improvement securities in an amount sufficient to provide bus stop improvements and as outlined in a separate Cost Estimate Summary (including but not limited to shelters, benches, trash receptacles, and required road improvements) submitted to Public Works staff for both sides of Salsipuedes Street. The amount of the securities shall be reviewed and approved by the City and MTD. After providing the securities to the City, if it has been determined within a one-year period that bus stop improvements adjacent to the project site are not warranted, the securities shall be released. (TRF-6a)

17. **General Construction Activity Permit.** In addition to the Erosion/Sedimentation Control Plan required under Condition G.4 below, prior to the issuance of a demolition, grading, or building permit for the proposed project, the applicant or project developer shall comply with the requirements of the State General Permit for Storm Water Discharges Associated with Construction Activity. Compliance shall include providing the City with a copy of the Notice of Intent to obtain coverage under the NPDES Construction General Permit, and a copy of the subsequent Waste Discharge Identification Number issued by the RWQCB. Compliance with the General Permit also requires the preparation of a SWPPP that identifies how potential water quality impacts associated with demolition, grading, and construction operations will be minimized and controlled. A copy of the SWPPP shall be kept at the project site and be available for City review. (WQ-1a)

18. **Recorded Affordability Covenant.** Submit to the Planning Division a copy of an affordability control covenant that has been approved as to form and content by the City Attorney and Community Development Director, and recorded in the Office of the County Recorder, which includes price restrictions as specified in Section B.5. above.

19. **Letter of Commitment for Pre-Construction Conference.** The Owner shall submit to the Planning Division a letter of commitment that states that, prior to disturbing any part of the project site for any reason, except for hazardous materials and underground storage tank removal, and after the Building permit has been issued, the General Contractor shall schedule a conference to review site conditions, construction schedule, construction conditions, archaeological procedures, and environmental monitoring requirements. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, the assigned Building Inspector, the Planning Division, the Property Owner, the Archaeologist, the Architect, the Arborist, the Landscape Architect, the Project Engineer, the Project Environmental Coordinator, the Contractor and each subcontractor. *(C-3)*

20. **Final Planning Commission Resolution Submittal.** The final Planning Commission Resolution shall be submitted, indicating how each condition is met with drawing sheet and/or note references to verify condition compliance. If the condition relates to a document submittal, describe the status of the submittal (e.g., Final Map submitted to Public Works Department for review), and attach documents as appropriate.

G. **Building Permit Plan Requirements**. The following requirements/notes shall be incorporated into the construction plans submitted to the Building and Safety Division for Building permits.

1. **Design Review Requirements.** Plans shall show all design, landscape, and tree protection elements, as approved by the Architectural Board of Review, outlined in Section C above.

2. **Pre-Construction Conference.** Prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, archaeological procedures, arborist monitoring, and other environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Building Division, Planning Division, the Property Owner Archaeologist, Architect, Arborist, Landscape Architect, Project Engineer, Project Environmental Coordinator, Mitigation Monitors, Contractor and each Subcontractor. (CUL-1b)

3. **Mitigation Monitoring and Reporting Requirement.** Note on the plans that the Owner shall implement the Mitigation Monitoring and Reporting Program (MMRP) for the project's mitigation measures, as stated in the Environmental Impact Report for the project.

4. **Erosion Control Plan.** The applicant or project developer shall prepare an erosion control plan that is consistent with the requirements outlined in the *Procedures for the Control of Runoff into Storm Drains and Watercourses* and the Building and Safety Division *Erosion/Sedimentation Control Policy* (2003). The erosion control plan shall specify how the required water quality protection procedures are to be designed, implemented, and maintained over the duration of the development project. A copy of the erosion control plan shall be submitted to the Community Development and Public

Works Departments for review and approval, and a copy of the approved plan shall be kept at the project site. At a minimum, the Plan shall include the following elements:

a. Minimize the area of bare soil exposed at one time (phased grading) and schedule grading to occur during the dry season.

b. Install silt fences, sand bags, waddles, silt devices or other BMPs where necessary around the project site to prevent offsite transport of sediment.

c. Bare soils shall be protected from erosion by applying heavy seeding, within five days of clearing or inactivity in construction.

d. Construction entrances shall be stabilized immediately after grading and frequently maintained to prevent erosion and control dust.

e. Establish fuel and vehicle maintenance staging areas located away from all drainage courses, and design these areas to control runoff.

f. Maintain and wash equipment and machinery in confined areas specifically designed to control runoff. Thinners or solvents ~~should~~ shall not be discharged into sanitary or storm sewer systems. Washout from concrete trucks ~~should~~ shall be disposed of at a location not subject to runoff and more than 50 feet away from a storm drain, open ditch or surface water.

g. Storm drain inlets shall be protected from sediment-laden waters by use of inlet protection devices such as gravel bag barriers, filter fabric fences or other approved materials and/or systems. Sediment control measures shall be maintained for the duration of the project development period and until graded areas have been stabilized by structures, long-term erosion control measures or landscaping.

h. Construction entrances and exits shall be stabilized using gravel beds, rumble plates, or other suitable measures to prevent sediment from being tracked onto adjacent roadways. Any sediment or other materials tracked off site shall be removed the same day using dry cleaning methods.

i. At minimum, the erosion control plan prepared for the proposed project shall address the design, implementation, installation, and maintenance of each of the following water resource protection strategies:

- De-Watering Operations
- De-silting Basins
- Potable Water Irrigation
- Paving and Grinding
- Sandbag Barriers
- Spill Prevention/Control
- Solid Waste Management
- Storm Drain Inlet Protection
- Stabilize Site Entrances and Exits

- Illicit Connections and Illegal Discharges
- Water Conservation
- Stockpile Management
- Liquid Wastes
- Street Sweeping and Vacuuming
- Concrete Waste Management
- Sanitary/Septic Waste Management
- Vehicle and Equipment Maintenance
- Vehicle and Equipment Cleaning
- Vehicle and Equipment Fueling *(W-1)* (WQ-1b)

5. **Prepare a Structural Crack Survey and Video Reconnaissance.** Prior to the issuance of demolition permits, the applicant or its designee shall prepare a structural crack survey and video reconnaissance of neighboring structures whose occupants wish to participate in the survey. The purpose of the survey shall be to document the existing condition of neighboring structures within 100 feet of the project site property line and more than 20 years old. After each major phase of project development (demolition, grading and construction), a follow-up structural crack survey and video reconnaissance of neighboring structures on parcels wholly or partially within 100 feet of the project site shall be conducted to determine whether any new cracks or other structural damage consistent with project-related vibrations have occurred. The City and project applicant shall review the results of both pre- and post-construction surveys to determine whether any new structural damage resulted from project-related construction activities. The project applicant shall be responsible for the cost of repairing damage to structures on parcels within 100 feet of the project site resulting from project-related construction activities. (N2-a)

6. **Post-Construction Erosion Control and Water Quality Plan.** Provide an engineered drainage plan that uses the existing natural drainage patterns and leads towards improvement of the quality and/or rate of water run-off conditions from the site. The Owner shall install bioswales, catch basins, storm drainage interceptors or clarifiers on the Real Property, or other measures specified in the Erosion Control Plan, to intercept all sediment and minimize storm water pollutants of concern from the parking lot areas and other improved, hard-surfaced areas prior to discharge into the public storm drain system, including any creeks. All proposed interceptors or clarifiers shall be reviewed and approved by the Public Works Department and the Building and Safety Division. Maintenance of these facilities shall be provided by the Owner, as outlined in Condition I.B.12, above, which shall include the regular sweeping and/or vacuuming of parking areas where interceptors and clarifiers are located and a catch basin cleaning program.

7. **Technical Reports.** All recommendations of the technical reports, as approved by the Building and Safety Division, shall be incorporated into the construction plans.

8. **Fire Sprinkler System.** A fire sprinkler system shall be provided, as required by the Fire and Building Codes.

9. **Fire Alarm System.** A fire alarm system shall be provided pursuant to City requirements.

10. **Emergency Evacuation Plan.** Provide an emergency evacuation plan subject to approval by the Fire Department.

11. **Green Building Techniques.** Owner shall design project to ~~strive to~~ meet Santa Barbara County Built Green Two-Star Standards and strive to meet the Three-Star Standards.

12. **Trash Enclosure Provision.** A trash enclosure with adequate area for recycling containers shall be provided on the Real Property and screened from view from surrounding properties and the street. Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five (5) feet of combustible walls, openings, or roofs, unless protected with fire sprinklers.

13. **Commercial Dumpsters.** Commercial dumpsters shall be provided, including an equal area for recycling containers. Dumpsters shall not be placed within five feet (5') of combustible walls, openings or combustible roof eaves lines unless sprinkler coverage is provided.

14. **Project Directory.** A project directory, (including map and parking directional signs) listing all units on-site shall be indicated on the project plans. This directory shall be placed in a location or locations approved by the Fire Department, shall meet current accessibility requirements, and is subject to Sign Committee Approval.

15. **Private Road/Driveway Improvements.** The proposed private road/driveway shall be constructed to the standards provided in the Subdivision Design and Improvement Standards or the Zoning Ordinance Standard (§28.90.001), as appropriate, and as approved by the Public Works Director or the Chief Building Official, as appropriate.

16. **Tandem Parking Space Assignment.** The proposed parking plan for the Workforce Housing project shall be revised to indicate that each pair of proposed tandem parking spaces are to be assigned to the same residential unit. (TRF-2a)

17. **Bicycle Parking Spaces.** The site plan for the proposed project shall be revised to provide secure bicycle parking facilities for at least 33 bicycles. If feasible, as determined by the Public Works Director, enclosed (i.e., bike locker) facilities shall be provided. The required bicycle parking facilities shall be distributed throughout the project site. (TRF-3a)

18. **Sandstone Curb Recycling.** Any existing sandstone curb in the public right-of-way that is removed and not reused shall be salvaged and sent to the City Corporation Annex Yard.

19. **Storm Drain Markings.** Stenciled information shall be printed on all curb storm drains warning of the direct connection to the creek and ocean. *(W-2)* (WQ-2a)

20. **Site Runoff.** All project runoff waters from areas such as the access roads, roofs, or driveways shall be captured on-site and conducted, via the proposed permanent erosion control systems, to prevent increased site runoff. *(W-3)* (WQ-2b)

21. **Pedestrian and ADA Circulation.** The internal circulation of the project shall be revised to provide at least one access connection between the northern and southern portions of the project site to the extent required by California Title 24 Accessibility standards. (TRF-5a)

22. **Utilities.** Provide individual water meter, electric meter, gas meter, and sewer lateral for each residential unit. Service lines for each unit shall be separate until a point at least five feet (5') outside the building foundation.

23. **Water-Conserving Fixtures.** All plumbing fixtures shall be water-conserving devices in new construction, subject to the approval of the Water Resources Management Staff.

24. **Project Site Perimeter Barrier.** To minimize construction noise exposures resulting from prolonged demolition, grading and construction activities at the project site, a temporary solid fence or similar barrier constructed of material approved by the City shall be provided along the project site property line at the following locations when demolition, grading and exterior construction operations are occurring:

    a. Micheltorena Street Between California and Salsipuedes Streets.

    b. California Street between Micheltorena Street and the northernmost boundary between project Development Areas 1 and 4.

    c. Arrellaga Street between Salsipuedes Street and the driveway onto the project site at the terminus of Arrellaga Street.

    The noise barrier shall be designed by a licensed engineer and shall be at least eight feet in height. The noise barrier requires the issuance of a building permit. All gates in the barrier shall be provided with approved sound blocking or absorbing material. (N-1c)

25. **Conditions on Plans/Signatures.** The final Planning Commission Resolution shall be provided on a full size drawing sheet as part of the drawing sets. Each condition shall have a sheet and/or note reference to verify condition compliance. If the condition relates to a document submittal, indicate the status of the submittal (e.g., Final Map submitted to Public Works Department for review). A statement shall also be placed on the above sheet as follows: The undersigned have read and understand the above conditions, and agree to abide by any and all conditions which is their usual and customary responsibility to perform, and which are within their authority to perform. (AQ-1m)

Signed:

Property Owner		Date
Contractor	Date	License No.
Architect	Date	License No.
Engineer	Date	License No.

H. Construction Implementation Requirements. All of these construction requirements shall be carried out in the field for the duration of the project construction.

1. **Hazardous Materials Safety.** Measures to protect workers and neighbors, contain exposure, provide for proper disposal, and remediate from any hazardous material contamination shall be implemented in accordance with State regulations. *(H-4)*

2. **Construction Notification to Neighbors.** At least twenty (20) days prior to commencement of construction, the contractor shall provide written notification to property owners and residents within 450 feet of the project area, to surrounding area homeowners associations, and posted at the access to construction site. The notice shall provide a construction schedule, required noise and dust control conditions applied to the project, and the name and telephone number of the Project Environmental Coordinator and Construction Site Monitor who can address questions and problems that may arise during construction. *(N-2)* (AQ-1k)

3. **Construction Dust Complaints.** The site development contractor shall provide a phone line that can be used by project area residents to register dust-related complaints at the project site. The phone line shall be answered between the hours of 8 a.m. and 5 p.m., and recorded by an answering machine at other times. The phone number and an explanation of what the phone number is for shall be posted at construction site entrances located on Arrellaga, Salsipuedes, Micheltorena, and California Streets. The phone number of the Santa Barbara APCD shall also be posted. The contractor shall be responsible for implementing ~~feasible~~ dust control measures in a timely manner in response to complaints that are received. A log shall be kept at the project site to document complaints that are received and actions implemented in response to individual complaints. A construction team member/responsible party shall return all complaint phone calls within one business day. (AQ-1l)

4. **Demolition/Construction Materials Recycling.** Recycling and/or reuse of demolition/construction materials shall be carried out to the extent feasible as determined by the Public Works Director, and containers shall be provided on site for that purpose. All construction/demolition waste generated by the Workforce Housing project shall be salvaged for reuse or be transported to an appropriate off-site recycling facility. Indicate on the plans the location of 40 yd. ~~R~~roll-off container for collection of

demolition/construction materials. At a minimum, 90% of all demolition materials by weight, except hazardous materials, shall be recycled and/or reused. Such recycling percentage shall be monitored and certified for compliance by the demolition contractor and recycling facility, as appropriate. To the extent feasible, as determined by the Community Development Director, based on condition of the material, Mission roof tile existing on buildings to be demolished shall be saved and re-used in the new construction. (SW-1b)

5. **Construction-Related Truck Trips.** Construction-related truck trips shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). The purpose of this condition is to help reduce truck traffic on adjacent streets and roadways.

6. **Construction Related Traffic Routes.** Truck traffic related to the construction and related traffic controls will be limited to the routes specified by the City of Santa Barbara and agreed upon during the contractor's detailed noise mitigation plan. The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods. Temporary traffic control measures, such as but not limited to appropriate signage, flag-persons, barriers, etc shall also used to minimize construction-related traffic conflicts. Truck traffic through residential neighborhoods shall be as limited as possible, subject to approval by the Public Works Director. *(N-5d & T-1)* (N-1n & TRF-7a)

7. **Construction Equipment Air Quality Controls.** The following measures shall be carried out to reduce diesel particulate and ozone precursor emissions:

   a. **Diesel Engines.** Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be utilized to the maximum extent feasible, as determined by the Community Development Director. (AQ-2a)

   b. **Engine Size.** The engine size of construction equipment shall be the minimum practical size. (AQ-2b)

   c. **Equipment Use Management.** The number of pieces of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. (AQ-2c)

   d. **Equipment Maintenance.** Construction equipment shall be properly maintained per the manufacturer's specifications. (AQ-2d)

   e. **Engine Timing.** Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. (AQ-2e)

   f. **Catalytic Converters.** Catalytic converters shall be installed on gasoline-powered equipment. (AQ-2f)

g. **Diesel Emission Reduction.** Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by the EPA or California shall be installed, if available, as determined by the Community Development Director. (AQ-2g)

h. **Diesel Equipment Replacement.** Diesel powered equipment shall be replaced by electric equipment whenever feasible, as determined by the Community Development Director. (AQ-2h)

i. **Minimize Employee Trips.** Construction worker trips shall be minimized by requiring carpooling and by providing for lunch opportunities on-site. (AQ-2i)

j. **Low VOC Coatings.** Low volatile organic compound (VOC) architectural coatings shall be used whenever feasible, as determined by the Community Development Director. (AQ-2j)

k. **Low Sulfur Fuel.** All diesel-powered equipment shall use ultra-low sulfur diesel fuel when available, as determined by the Public Works Director. (AQ-2k)

l. **Bio-diesel.** ~~To the extent feasible~~During the demolition and grading phases, all diesel-powered construction equipment and vehicles manufactured in 1992 or later and used on site shall be fueled using bio-diesel fuels if such fuels are available on the South Coast of Santa Barbara County. Bio-diesel fuels shall be used to the maximum extent feasible for all other construction phases. Availability and feasibility shall be determined by the Public Works Director. (AQ-2l)

8. **Haul Routes.** The haul routes for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Public Works Director.

9. **On-Site Vehicle Speed Control.** On-site vehicle speeds shall be limited to 15 miles per hour or less. (AQ-1d)

10. **Construction Hours.** Construction (including preparation for construction work) is prohibited Monday through Friday before 8:00 a.m. and after 5:00 p.m., and all day on Saturdays, Sundays and holidays observed by the City of Santa Barbara, as shown below:

New Year's Day	January 1st*
Martin Luther King's Birthday	3rd Monday in January
Presidents' Day	3rd Monday in February
Memorial Day	Last Monday in May
Independence Day	July 4th*
Labor Day	1st Monday in September
Thanksgiving Day	4th Thursday in November
Following Thanksgiving Day	Friday following Thanksgiving Day
Christmas Day	December 25th*

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

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the Chief of Building and Safety to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out night construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number. *(N-1 & N-5b)* (N-1a)

11. **Construction Activity Scheduling.** Demolition, grading and construction activities in each proposed project site development areas shall be scheduled to minimize the occurrence of simultaneous construction operations that have the potential to result in excessive noise generation. For example, concrete breaking demolition activities should not occur in more than one development area at a time. (N-1l)

12. **Minimize Equipment Use.** Equipment use for demolition, grading and construction activities shall be minimized, and the simultaneous operation of equipment within a proposed project development area shall be limited to the extent possible. (N-1m)

13. **Delivery and Storage of Materials and Equipment.** All deliveries of material and equipment will occur on-site within the gates located within the construction barricades and only during the hours specified by the City on weekdays, unless otherwise authorized under Condition H.10 above. The queuing of construction vehicles outside the site specified hours will be strictly prohibited. Vehicles delivering materials and equipment to the site shall be operated in strict conformance with regulations established by the United States Department of Transportation and all State and Local requirements. The vehicles shall all utilize mufflers and other devices to minimize noise levels. All materials and equipment will be stored on-site and within the confines of the construction barricades, unless otherwise authorized. *(N-5c)*

14. **Construction Equipment Mufflers and Shields.** All construction equipment used on the site, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices. Sound control devices and techniques,

such as noise shields and blankets, shall be employed as needed to reduce the level of noise to surrounding residents. *(N-3)* (N-1d)

15. **Construction Staging Areas.** Only designated and City-approved construction equipment and material staging areas shall be used. All staging areas shall be located a minimum of 50 feet from the perimeter of the project site. *(N-4)* (N-1e)

16. **Construction Parking/Storage.** Construction parking and storage shall be provided as follows:

    a. During construction, free parking spaces for construction workers and construction equipment shall be provided on-site or off-site in a location subject to the approval of the Public Works Director. If parking is provided off-site, a shuttle service between the parking area and the project site shall be provided.

    b. Storage or staging of construction materials and equipment within the public right-of-way is prohibited except within the extension of Salsipuedes Street, unless otherwise authorized. (TRF-4a)

17. **Water Sprinkling During Grading.** During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving, or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. At a minimum, this shall include wetting down disturbed areas in the late morning and after work is completed for the day. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

    Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph. Increased watering frequency shall be required whenever necessary to prevent visible dust emissions from leaving the project site. Disturbed areas must also be kept moist during weekends and days when no construction activities are occurring. (AQ-1a & 1b)

18. **Stockpiled Material.** Stockpiles of soil and demolition material shall be located as far from the perimeter of the projects site as possible. Stockpiles shall be kept covered, moist, or treated with soil binders to prevent dust emissions from leaving the project site. (AQ-1c)

19. **Dust Emissions from Loading.** Stockpiled soil and demolition material shall be sprayed with water prior to and during loading into transport vehicles or containers. The amount of water applied shall be sufficient to prevent visible dust emissions from leaving the project site. (AQ-1e)

20. **Wind Erosion Control.** After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind erosion of soil. This may be accomplished by:

    a. Seeding and watering until grass cover is grown;

    b. Spreading soil binders;

    c. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;

    d. Other methods approved in advance by the Air Pollution Control District. (AQ-1i)

21. **Covered Truck Loads.** Trucks transporting fill material to and from the site shall be covered from the point of origin. (AQ-1f)

22. **Construction Noise and Vibration Complaints.** The site development contractor shall provide a phone line that can be used by project area residents to register complaints about noise and vibration at the project site. The phone line shall be answered between the hours of 8 a.m and 5 p.m., Monday through Friday, and recorded by an answering machine at other times. The phone number and an explanation of what the phone number is for shall be posted at construction site entrances located on Arrellaga, Salsipuedes, Micheltorena and California Streets. The contractor shall be responsible for implementing ~~feasible~~ noise and vibration control measures in a timely manner in response to complaints that are received. A log shall be kept at the project site to document complaints that are received and actions implemented in response to individual complaints. *(N-5a)* (N-1f)

23. **Noise Complaint Resolution.** In response to verified complaints regarding excessive construction-related noise, the City may require the applicant/project developer to implement a noise monitoring program. The noise monitoring program shall be designed and conducted to ensure that ~~feasible and~~ appropriate noise reduction and control measures are identified and implemented so that construction-related noise levels at sensitive receptors (residences) adjacent to the project site do not exceed the following levels.

    a. Noise exceeding 70 dBA shall not occur for than five minutes at a time, nor for more than 15 minutes per hour.

    b. Noise exceeding 75 dBA shall not occur for more than one minute at a time, nor for more than five minutes per hour.

    c. Noise exceeding 85 dBA shall not occur for more than 1 minute per hour.

    The results of all required noise monitoring, along with a description of actions implemented to conform with the above noise standards, shall be provided to the City Planning Department. Noise monitoring at receptor locations may be required until it has been demonstrated to the satisfaction of the Planning Department that effective

noise abatement and control measures have been implemented and the noise standards described above have been achieved. (N-1g)

24. **Delivery and Storage of Materials and Equipment**. All deliveries of material and equipment will occur on-site within the construction site barricades and only on weekdays during the hours specified by the City. Construction vehicles shall not be allowed to queue outside the project site before the specified hours. Vehicles delivering materials and equipment to the site shall be operated in strict conformance with regulations established by the United States Department of Transportation and all State and Local requirements. The vehicles shall all use mufflers and other devices to minimize noise levels. All materials and equipment shall be stored on-site and within the confines of the construction barricades. *(N-5c)* (N-1h)

25. **No Worker Access to the Neighborhood**. All workers will be required to park on-site (i.e. behind the construction barricades or in designated off-site parking areas that are outside of the entire residential area surrounding the site. Workers will also be required to remain in designated on-site areas during all breaks and workers will not be permitted to gather off-site during the course of proposed demolition and construction. *(N-5e)*

26. **Radios and Alarms.** No radios, music playback equipment, musical instruments, or automobile or truck alarms shall be permitted on the project site. *(N-5f)* (N-1i)

27. **Vehicle Noise**. Except as otherwise required by law for backing up or emergencies, all vehicle horns shall remain silent. *(N-5g)* (N-1o)

28. **Limitations on Catering Trucks**. Catering trucks providing service to workers at the site will be required to park within the site at all times. Catering trucks shall not be permitted to park on the street nor to sound their horns near or within the site. *(N-5h)* (N-1j)

29. **Loitering.** Loitering of any kind will not be permitted at any gate, on the jobsite or any street, whether before, during or after work hours, on weekdays or on weekends. *(N-5i)*

30. **Limited Site Access.** Access to the site shall be limited to areas approved by the City of Santa Barbara. The gate(s) shall incorporate the same method of noise shielding as the required site perimeter barriers and shall be kept closed except for vehicle passage. *(N-5j)* (N-1p)

31. **Portable/Stationary Equipment**. When portable or stationary equipment, such as but not limited to generators, air compressors and wood sawing stations are required on the project site, the equipment shall be located as far from the project boundaries as possible. If it is necessary to locate portable/stationary equipment within 200 feet of the project perimeter, methods to provide noise shielding for that equipment shall be implemented. This may include but is not limited to: providing a three or four sided enclosure which is lined with a sound absorbing material between the equipment and the property line, or locating the equipment so that noise shielding is provided by existing or new structures located on the project site. *(N-5k)* (N-1k)

32. **Expeditious Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible to minimize areas exposed to wind erosion. Additionally, building pads shall be installed as soon as possible after grading unless seeding or soil binders are used, as directed by the Building Inspector. (AQ-1j)

33. **Gravel Pads.** Gravel pads shall be installed at all vehicle access points to the project site to minimize tracking of dirt or mud onto public roads. (AQ-1g)

34. **Street Sweeping.** Arrellaga, Micheltorena, Salsipuedes, and California Streets shall be inspected daily throughout the project development period to determine if there are project-related accumulations of mud, dirt or silt on the roads. Affected road segments shall be cleaned of such mud, dirt, or silt by the use of a street sweeper or watering truck. (AQ-1h)

35. **Construction Best Management Practices (BMPs).** Construction activities shall address water quality through the use of BMPs, as approved by the Building and Safety Division and the Regional Water Quality Control Board (California Storm Water Best Management Practices Handbooks).

36. **Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractors and Project Environmental Coordinator's (PEC) name, contractors and PEC's telephone number, work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval.

37. **Tree Protection.** All trees not indicated for removal on the site plan shall be preserved, protected and maintained, in accordance with the Tree Protection Plan and any related Conditions of Approval.

38. **Tree Protection.** Notes on the grading plan that specify the following:

    a. No grading shall occur under the driplines of the existing tree(s).

    b. A qualified Arborist shall be present during any excavation adjacent to or beneath the dripline of the tree(s) which (is) (are) required to be protected.

    c. All excavation within the dripline of the tree(s) shall be done with hand tools.

    d. Any roots encountered shall be cleanly cut and sealed with a tree-seal compound.

    e. No heavy equipment, storage of materials or parking shall take place under the dripline of the tree(s).

    f. Any root pruning and trimming shall be done under the direction of a qualified Arborist.

39. **Construction Equipment Maintenance.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.

I. **Prior to Certificate of Occupancy.** Prior to issuance of the Certificate of Occupancy, the Owner of the Real Property shall complete the following:

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

2. **Complete Public Improvements.** Public improvements, as shown in the improvement/building plans, including utility undergrounding and installation of street trees.

3. **Fire Hydrant Replacement.** Replace existing nonconforming type fire hydrant(s) with commercial-type hydrant(s) described in Standard Detail 6-003.1 Paragraph 2 of the Public Works Department Standard Details.

4. **Backwater Valve and Backflow Devices.** Provide approved backwater valves and backflow devices placed on the property side of consumer's service pursuant to Santa Barbara Municipal Code Section 14.20.120.

5. **Manholes.** Raise all sewer and water manholes on easement to final finished grade.

6. **Existing Street Trees.** Submit a letter from a qualified arborist, verifying that the existing street tree(s) have been properly pruned and trimmed.

7. **Ownership Affordability Provisions Approval.** For all dwelling units subject to affordability conditions obtain from the Community Development Director, or Director's designee in the City's Housing Programs Division, written approval of the following: (a) the Marketing Plan as required by the City's Affordable Housing Policies and Procedures; (b) the initial sales prices and terms of sale (including financing); (c) the eligibility of the initial residents; and (d) the recorded affordability control covenants signed by the initial purchasers which assure continued compliance with the affordability conditions.

8. **Archaeological Monitoring Report.** A final report on the results of the archaeological monitoring shall be submitted to the Planning Division within 180 days of completion of the monitoring or prior to the issuance of the Final Inspection, whichever is earlier. (CUL-1f)

10. **Tree Preservation Monitoring Contract.** As required under Condition I.C.4.d above, evidence of a contract with a qualified arborist shall be submitted for annual review and reporting of the status of the preserved and relocated trees on-site, consistent with the Tree Preservation and Relocation Plan. If any such trees die within the first five years of occupancy, they shall be replaced as outlined in said Plan. (BIO-1b)

11. **Mitigation Monitoring Report.** Submit a final construction report for mitigation monitoring.

J. **Litigation Indemnification Agreement**. In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant/Owner hereby agrees to defend the City,

its officers, employees, agents, consultants and independent contractors ("City's Agents") from any third party legal challenge to the City Council's denial of the appeal and approval of the Project, including, but not limited to, challenges filed pursuant to the California Environmental Quality Act (collectively "Claims"). Applicant/Owner further agrees to indemnify and hold harmless the City and the City's Agents from any award of attorney fees or court costs made in connection with any Claim.

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

NOTICE OF TENTATIVE SUBDIVISION MAP (INCLUDING NEW CONDOMINIUMS AND CONDOMINIUM CONVERSIONS) TIME LIMITS:

The Planning Commission's action approving the Tentative Map shall expire two (2) years from the date of approval. The subdivider may request an extension of this time period in accordance with Santa Barbara Municipal Code §27.07.110 or the provisions of the California Subdivision Map Act.

710 Anacapa Street

The Level of impact has not been established because we are still waiting to see if someone will re-locate the building.

If demolition does result, we would be carefully looking at mitigation measures that adequately mitigate the loss of the building.

Photographic Documentation

Commemorative Plaque

Add elements that reference the existing architecture in the project

Give the applicant ideas as to what the HLC wants to see

REVISED FINDING FOR SHUTTLE MITIGATION 2
Santa Barbara Cottage Hospital Foundation
Workforce Housing Project

Shuttle Mitigation 2 – Added reference of Cottage Hospital parking cash-out program

1. Class I Traffic Impacts

   TRF-1 Traffic Increases (Long-Term, Cumulative Impacts). The project would have a long-term, significant net contribution to cumulative vehicle traffic at the intersection of Anapamu Street/Laguna Street, Arrellaga Street/Garden Street, and Mission Street/Bath Street. The EIR identifies that Mitigation Measure TRF-1a (Resident Shuttle Program), proposed by the applicant as part of the project, has the potential to fully reduce the significant impacts to a less than significant level, and is expected to at least partially mitigate the impacts. The EIR analysis has in fact demonstrated that, with reasonable assumptions for shuttle ridership, the shuttle program would fully mitigate the significant impacts. Further, as part of the Cottage Hospital Reconstruction Project, a parking cash-out program is being established at the hospital to pay employees the cost of parking fees if they choose not to use the parking facilities, which will also provide an incentive for workforce housing employee residents to use the shuttle. However, the level of participation in the proposed shuttle program cannot be predicted or mandated, and the level of mitigation therefore is not assured. The project contribution to cumulative traffic impacts remains identified as significant and unavoidable.

FUTURE MTD
+ SHUTTLE STOP

POSSIBLE 3RD
SHUTTLE STOP

SHUTTLE STOP

EXHIBIT C

BUILT GREEN SANTA BARBARA

REMODELER Self-Certification Checklist

STEP 1: Select Project Category

Definitions – What category is your project?

☐ Whole House/Commercial Remodel

- Major changes to mechanical, electrical, and/or water/sewer systems; and either,
- Structural and finish changes to more than 70% of the existing structure (aggregate square footage of rooms affected); or,
- An addition equal to or greater than 70% of the square footage of existing building.

☐ Addition:

- Any project that increases the footprint and/or the total square footage of a home/building.

☐ Remodel

- Requires major changes to the mechanical, electrical, water and/or sewer systems; and
- More than 500 square feet and less than 70% of total square footage of existing building (aggregate square footage of rooms affected).

☐ Small Remodel

- Requires no major changes to the mechanical, electrical, water and/or sewer systems or
- Less than 500 square feet or
- Classified as a bathroom or kitchen remodel or a basement finish.

Step 2: Complete Checklist

Check items you will be including in this project to qualify for a Built Green™ star rating.

HOW TO USE THE CHECKLIST

☐ (3) 2-37 Provide a front porch

- Action item to be implemented (★ items are required)
- Order action item appears in Section (numerical)
- Section where action item description appears
- Point value of action item (when range of points, refer to Part I narrative.)
- Check (✓) when completed

STEP 3: Determine Rating

Requirements to Qualify at 1-Star Level

All ★ items, 30 points, plus orientation

- Program Orientation (one time only).
- Action Items 2.0, 3.0, and 4.0 - Build to "Green" Codes & Regulations.
- Earn 30 points from Sections 2 through 5, with at least 5 points from each of these sections.
- Provide Waste Reduction Resource Sheet (Action Item 5-1).
- Prepare/post a jobsite recycling plan (Action Item 5-18).
- Provide Homeowner's Information Kit (Action Item 6-1).
- If installing screw-in compact fluorescent lamps (CFL), provide four replacement screw-in CFLs to the owner (Action Item 3-56).

Requirements to Qualify at 2-Star Level

110 points for Whole House/Commercial Remodel; 75 points for Addition or Remodel; 55 points for Small Remodel

- Meet 1-Star requirements.
- Earn additional points to meet the minimum for your project category, selecting at least 5 more beyond 1 star requirements, from each Section 3 through 5 (at least 10 points). See table below.
- Attend a BUILT GREEN™ approved workshop within past 12 months prior to certification.

Requirements to Qualify at 3-Star Level

220 points for Whole House/Commercial Remodel; 160 points for Addition; 130 points for Remodel

- Meet 2-Star requirements.
- Earn additional points to meet the minimum for your project category, selecting at least 5 more beyond 2 star requirements, from each Section 3 through 5 (at least 15 points). See table below.

Minimum Points by Section			
Star Level	1	2	3
Section 1	0	5	5
Section 2	5	5	5
Section 3	5	10	15
Section 4	5	10	15
Section 5	5	10	15
Section 6	★	★	★

Minimum Point Totals by Project Categories			
Star Level	1	2	3
Whole House/Commerial Remodel	30	110	220
Addition	30	75	160
Remodel	30	75	130
Small Remodel	30	55	NA

EXHIBIT D

Section One: Innovation and Integration

- ❑ ☐ (5-15) 1-0. Enroll project in County of Santa Barbara Innovative Building Review Program or equivalent
- ❑ ☐ (5) 1-1. Involve whole team in setting green goals at beginning of project

_____ Subtotal for Section One

Section Two: Site and Water

- ❑ ☐ (★) 2-0. Meet California water efficiency and applicable stormwater/site development requirements

SITE PROTECTION

Protect Site's Natural Features

- ❑ ☐ (3) 2-1. Limit heavy equipment use zone and worker parking to limit soil compaction
- ❑ ☐ (3) 2-2. Preserve existing native vegetation as landscaping
- ❑ ☐ (3) 2-3. Take extra precautions to protect trees during construction
- ❑ ☐ (3) 2-4. Preserve and protect wetlands, shorelines, bluffs, creeks and other critical areas during construction

Protect Natural Processes On-Site

- ❑ ☐ (1) 2-5. Install temporary erosion control devices and optimally maintain them
- ❑ ☐ (1) 2-6. Use compost, mulches or fabric to stabilize disturbed slopes
- ❑ ☐ (1) 2-7. Protect stockpiled topsoil with mulch or plastic sheeting
- ❑ ☐ (3) 2-8. Balance cut and fill, while maintaining original topography
- ❑ ☐ (3) 2-9. Limit grading to 20 ft outside building footprint
- ❑ ☐ (4) 2-10. Amend disturbed soil to a depth of 8 to 10 inches to restore soil environmental functions
- ❑ ☐ (5) 2-11. Replant or donate removed vegetation for immediate reuse
- ❑ ☐ (5) 2-12. Use a water management system that allows groundwater to recharge
- ❑ ☐ (5) 2-13. Design to reduce effective impervious surface
- ❑ ☐ (5) 2-14. Use pervious materials for any new driveways, walkways, patios
- ❑ ☐ (5) 2-15. No increase to the building footprint
- ❑ ☐ (10-15) 2-16. Install vegetated roof system (e.g. eco-roof) to reduce impervious surface
- ❑ ☐ (3) 2-17. Construct no additional impervious surfaces outside building footprint

Eliminate Water Pollutants

- ❑ ☐ (1) 2-18. Take extra care to establish and maintain a single stabilized construction entrance (quarry spall or crushed rock)
- ❑ ☐ (1) 2-19. Take extra precautions to install and maintain sediment traps
- ❑ ☐ (1) 2-20. Take extra precautions to not dispose of topsoil in lowlands or wetlands
- ❑ ☐ (1) 2-21. Wash out concrete trucks in slab or pavement subbase areas and provide appropriate clean up areas for other trades (paint, plaster, etc)
- ❑ ☐ (1) 2-22. Prohibit burying construction waste
- ❑ ☐ (1) 2-23. When construction is complete, leave no part of the disturbed site uncovered or unstabilized
- ❑ ☐ (1) 2-24. Recycle antifreeze, oil, and oil filters at appropriate outlets
- ❑ ☐ (1) 2-25. Dispose of non-recyclable hazardous waste at legally permitted facilities
- ❑ ☐ (1) 2-26. Establish and post clean up procedures for spills to prevent illegal discharges
- ❑ ☐ (2) 2-27. Reduce hazardous waste through good jobsite housekeeping
- ❑ ☐ (2) 2-28. Provide an infiltration trench for rooftop runoff
- ❑ ☐ (2) 2-29. Use slow-release organic fertilizers to establish vegetation
- ❑ ☐ (2) 2-30. Use less toxic or organic form releasers
- ❑ ☐ (3) 2-31. Use non-toxic or low-toxic outdoor lumber for landscaping (e.g. plastic, least-toxic treated wood)

DESIGN ALTERNATIVES

- ❑ ☐ (1-2) 2-32. If adding a garage, minimize garage size
- ❑ ☐ (3) 2-33. If adding a garage, position garage so it is not in front of house
- ❑ ☐ (3) 2-34. Provide an accessory dwelling unit or accessory living quarters
- ❑ ☐ (3) 2-35. Provide a front porch

WATER PROTECTION

Outdoor Conservation

- ❑ ☐ (1) 2-36. Mulch landscape beds with 2 in. organic mulch
- ❑ ☐ (1) 2-37. Use drought tolerant grass
- ❑ ☐ (1) 2-38. Use compost soil amendments to establish vegetation with less irrigation
- ❑ ☐ (1) 2-39. Landscape with plants appropriate for site topography and soil types, emphasizing use of plants with low watering requirements; OR
- ❑ ☐ (1) 2-40. Landscape with **NATIVE** plants appropriate for site topography and soil types, emphasizing use of plants with low watering requirements
- ❑ ☐ (4) 2-41. Plumb for greywater irrigation
- ❑ ☐ (5) 2-42. Install rainwater collection system (cistern) for reuse
- ❑ ☐ (10) 2-43. Install irrigation system using recycled water
- ❑ ☐ (10) 2-44. No turf grass

Indoor Conservation

- ❑ ☐ (1) 2-45. For new/replaced bathroom faucets, select fixtures with GPM less than code
- ❑ ☐ (1) 2-46. For new/replaced kitchen faucets, select fixtures with GPM less than code
- ❑ ☐ (1) 2-47. For new/replaced toilets, select fixtures that meet code, and work with the first flush
- ❑ ☐ (2) 2-48. Install instant (tankless) hot water systems (where appropriate)

Eliminate Water Pollutants

- ❑ ☐ (1) 2-49. Educate owners about green cleaning products
- ❑ ☐ (4) 2-50. Provide food waste chutes and compost or worm bins instead of a food garbage disposal

Innovation

- ❑ ☐ (4-10) 2-51. Include innovative design, equipment and operation solutions to protect the site's natural features, conserve water and reduce impact on water resources

_____ Subtotal for Section Two

Section Three: Energy Efficiency

- ❑ ☐ (★) 3-0. Meet California State Energy Code, Title 24

ENVELOPE

Thermal Performance

- ❑ ☐ (10-40) 3-1. Improve overall energy efficiency of entire building, including addition, and document envelope improvements of addition beyond code (component performance approach)

Air Sealing

- ❑ ☐ (2) 3-2 Inspect and adjust all doors and windows and install weather-stripping
- ❑ ☐ (2) 3-3. Wrap addition with an exterior air infiltration barrier to manufacturer's specifications
- ❑ ☐ (3) 3-4. Use Airtight Drywall Approach for framing in addition/remodel structures
- ❑ ☐ (3) 3-5. Use airtight building method, such as structural insulated panels or insulated concrete forms, in addition/remodel structures
- ❑ ☐ (3) 3-6. Use blower door test to identify and correct air infiltration problems

Reduce Thermal Bridging

- ❑ ☐ (1) 3-7. Use blown-in insulation
- ❑ ☐ (1) 3-8. Use insulated headers in addition/remodel structures
- ❑ ☐ (1) 3-9. Fully insulate corners (requires 2-stud instead of 3-stud corners) in addition/remodel structures
- ❑ ☐ (1) 3-10. Fully insulate at interior/exterior wall intersection in addition/remodel structures
- ❑ ☐ (1) 3-11. Specify and use energy heels of 6 in. or more on trusses to allow added insulation over top plate in addition/remodel structures
- ❑ ☐ (2) 3-12. Replace uninsulated exterior doors with insulated doors
- ❑ ☐ (3) 3-13. Add wall, ceiling, and/or floor insulation beyond code requirements
- ❑ ☐ (3) 3-14. Use structural insulated panels in addition/remodel structures
- ❑ ☐ (3) 3-15. Use advanced wall framing—24-in OC, w/double top plate in addition/remodel structures
- ❑ ☐ (3) 3-16. Use NFRC certified windows with a U-factor of 0.35 or better for new or replaced windows (0.45 or below for new or replaced skylights)

Solar Design Features

- ❑ ☐ (2) 3-17. For south-facing addition/remodel, provide south shading—install properly sized overhangs on south facing glazing
- ❑ ☐ (2) 3-18. For addition/remodel, orient windows to make the best use of passive solar
- ❑ ☐ (2) 3-19. Use glazing with solar heat gain coefficient less than 0.35
- ❑ ☐ (2) 3-20. For addition/remodel, use building and landscaping plans that reduce heating/cooling loads naturally
- ❑ ☐ (1-5) 3-21. Demonstrate an overall reduction in space conditioning energy using approved energy modeling software

HEATING/COOLING

Distribution

- ❑ ☐ (1) 3-22. Centrally locate heating / cooling system to reduce the size of the distribution system
- ❑ ☐ (1) 3-23. Install one or more properly supported ceiling fan pre-wires in addition/remodel
- ❑ ☐ (2) 3-24. Install ENERGY STAR® heating equipment
- ❑ ☐ (2) 3-25. Install ENERGY STAR® cooling equipment
- ❑ ☐ (2) 3-26. If existing duct insulation is less than R-6, insulate ducts to R-11
- ❑ ☐ (2) 3-27. Use direct vent gas or propane hearth product (AFUE rating)
- ❑ ☐ (2) 3-28. No fireplaces or only high efficiency units (Rumsford or Russian fireplace, masonry heater)
- ❑ ☐ (3) 3-29. No air conditioner
- ❑ ☐ (3) 3-30. Seal ducts using low toxic mastic or "Aeroseal" type treatment
- ❑ ☐ (3) 3-31. Performance test duct for air leakage meets third-party review and certification
- ❑ ☐ (5) 3-32. Locate heating / cooling equipment and the distribution system inside the heated space
- ❑ ☐ (5) 3-33. Perform comprehensive crawl space improvement

Controls

- ❑ ☐ (1) 3-34. Install thermostat with on-switch for furnace fan to circulate air
- ❑ ☐ (1) 3-35. Install 60-minute timers or humidistat for bathroom and laundry room fans
- ❑ ☐ (2) 3-36. Install programmable thermostats with multiple setback options

Heat Recovery

❑ ☐ (2) 3-37. Install a heat recovery ventilator

WATER HEATING

Distribution

❑ ☐ (1) 3-38. Locate water heater within 20 pipe feet of highest use

❑ ☐ (1) 3-39. Insulate hot and cold water pipes within 5 feet of the hot water heater

❑ ☐ (2) 3-40. Install on-demand or small, local hot water delivery system, or "home run" hot plumbing at farthest location from water heater

❑ ☐ (3) 3-41. Upgrade electric water heater efficiency to EF of .93 or higher (or use 3-44 below)

❑ ☐ (3) 3-42. Upgrade gas or propane water heater efficiency to EF of .60 (or use 3-45 below)

❑ ☐ (4) 3-43. Install the water heater inside the heated space (electric, direct vent, or sealed venting only)

❑ ☐ (4) 3-44. Upgrade electric water heater to exhaust air heat pump water heater or de-superheater: EF 1.9 (alternate to 3-41 above)

❑ ☐ (4) 3-45. Upgrade gas or propane water heater to EF of .83 (alternate to 3-42 above)

Appliances

❑ ☐ (1) 3-46. Provide an outdoor clothesline

❑ ☐ (1) 3-47. Install gas clothes dryer

❑ ☐ (1) 3-48. Install a horizontal-axis or ENERGY STAR® washing machine

❑ ☐ (1) 3-49. Install an extra-efficient dishwasher (ENERGY STAR®)

❑ ☐ (1) 3-50. Install ENERGY STAR® refrigerator

Drainwater Heat Recovery

❑ ☐ (3) 3-51. Install drainwater heat recovery system (DHR)

LIGHTING

Natural Light

❑ ☐ (1) 3-52. Use light-colored interior finishes in addition/remodel

❑ ☐ (2) 3-53. Use clerestory for natural lighting in addition/remodel

❑ ☐ (2) 3-54. Use light tubes or dual glazed, low-e skylights for natural lighting and to reduce electric lighting in addition/remodel

Solar Powered Lighting

❑ ☐ (1) 3-55. Replace electric outdoor lighting with solar-powered walkway or outdoor area lighting

Efficient Lighting

❑ ☐ (★/1) 3-56. Furnish four ENERGY STAR® compact fluorescent light bulbs to owners (req'd if installing screw-in compacts, See Action Item 3-60)

❑ ☐ (1) 3-57. Substitute Halogen lighting for incandescent down-lights

❑ ☐ (1) 3-58. Install motion detectors on exterior lights

❑ ☐ (2) 3-59. Install lighting dimmer, timers, and/or motion detectors on interior lights

❑ ☐ (2-5) 3-60. Use ENERGY STAR® compact fluorescent bulbs, ballast, or fixtures in three high-use locations (kitchen, porch/outdoors, and one other location)

ALTERNATIVE SYSTEMS

❑ ☐ (5) 3-61. Add solar water heating system

❑ ☐ (1-30) 3-62. Install photovoltaic system

Innovation

❑ ☐ (4-10) 3-63. Include innovative design, equipment and operation solutions to enhance energy efficiency

_____ Subtotal for Section Three

[redacted] Indoor Air Quality

OVERALL

❑ ☐ (★) 4-0. Meet California State Ventilation/Indoor Air Quality Code

❑ ☐ (5) 4-1. Assist Owners with allergies or chemical sensitivities to identify preferred IAQ measures and finishes

JOB-SITE OPERATIONS

❑ ☐ (1) 4-2. Use less-toxic cleaners

❑ ☐ (1) 4-3. Require workers to use VOC-safe masks

❑ ☐ (1) 4-4 Isolate construction from non-construction spaces

❑ ☐ (2) 4-5. Take measures during construction operations to avoid moisture problems later

❑ ☐ (2) 4-6. Take measures to avoid problems due to construction dust

❑ ☐ (2) 4-7 Protect exterior building components from water or moisture damage; address existing problems

❑ ☐ (3) 4-8. Ventilate with fans after each new finish is applied

❑ ☐ (3) 4-9. Clean duct and furnace thoroughly at job completion

❑ ☐ (4) 4-10. Involve subs in implementing a healthy building job-site plan for the project

LAYOUT AND MATERIAL SELECTION

❑ ☐ (1) 4-11. If using carpet, specify low VOC carpets with the Carpet and Rug Institute (CRI) Indoor Air Quality (IAQ) label

❑ ☐ (1) 4-12. Install low pile or less allergen-attracting carpet and pad

❑ ☐ (1) 4-13. Build a lockable storage unit for hazardous cleaning and maintenance products, detached from occupied space

❑ ☐ (1) 4-14. If installing water filter at sink, select one with biodegradable carbon filter

❑ ☐ (1) 4-15. Install showerhead filter

❑ ☐ (3) 4-16. No carpet in addition/remodel

- ❑ ☐ (3) 4-17. Optimize air quality in family bedrooms
- ❑ ☐ (3) 4-18. If using carpet, install by tacking (no glue)
- ❑ ☐ (3) 4-.19 If garage is attached, air-seal it from house
- ❑ ☐ (3) 4-20. Use formaldehyde-free fiberglass insulation
- ❑ ☐ (3) 4-21. Use low-VOC, low-toxic, water-based, solvent-free sealers, grouts, mortars, caulks, and adhesives inside the building
- ❑ ☐ (3) 4-22. Use plywood and composites of exterior grade or formaldehyde-free (for interior use in addition/remodel)
- ❑ ☐ (3) 4-23. If replacing or installing cabinets, use cabinets made with formaldehyde-free board or exterior grade plywood and low toxic finish
- ❑ ☐ (3) 4-24. Use glass, ceramic, or porcelain tile for flooring in addition/remodel
- ❑ ☐ (3) 4-25. Use polyethylene piping for plumbing (no PVC)
- ❑ ☐ (3) 4-26. If installing and/or replacing carpeting, install natural fiber carpet (e.g. jute, sisal, wool)
- ❑ ☐ (5) 4-27. Use low-VOC /low-toxic interior paints and finishes for large surface areas
- ❑ ☐ (10) 4-28. No carpet in building

MOISTURE CONTROL

- ❑ ☐ (1) 4-29. Provide cleanable doormat and shoe racks at entry(ies) to building
- ❑ ☐ (1) 4-30. Direct stormwater at least 5 ft away from building using grading and approved drain system as appropriate
- ❑ ☐ (1) 4-31. Seal at doors, windows, plumbing, and electrical penetrations against moisture and air leaks
- ❑ ☐ (1) 4-32. If slab is used for addition, install poly barrier properly; if no slab, bottom of floor is sufficient height above backfilled dirt with vapor barrier properly installed
- ❑ ☐ (1) 4-33. Add vents to ensure adequate ventilation to entire attic space; upgrade existing venting as necessary
- ❑ ☐ (1) 4-34. Use roof gutters to drain out onto splash blocks or approved system to drain water away from building
- ❑ ☐ (1) 4-35. Pitch and flash new roofs properly
- ❑ ☐ (1) 4-36. For new/disturbed exterior walls, design wall system to allow water to drain out in the event of possible water penetration

AIR DISTRIBUTION AND FILTRATION

- ❑ ☐ (1) 4-37. Install return-air ducts in new bedroom(s)
- ❑ ☐ (2) 4-38. Install an operable skylight (manual or automated) high up in the structure to aid natural ventilation. Use U-factor of 0.45 or below and solar gain co-efficient of 0.35 or below
- ❑ ☐ (3) 4-39. Inspect, repair, and upgrade air distribution system
- ❑ ☐ (3) 4-40. Verify performance of new and existing ventilation systems; measuring supply and exhaust airflow, checking control activation and damper operation
- ❑ ☐ (3) 4-41. Upgrade filters to medium-efficiency pleated filter or better
- ❑ ☐ (3) 4-42. Install furnace and/or duct-mounted air cleaner or high efficiency air filter (non-electronic)
- ❑ ☐ (3) 4-43. Install central vacuum, exhausted to outside
- ❑ ☐ (3) 4-44. Provide for cross ventilation using operable windows in addition/remodel
- ❑ ☐ (3) 4-45. Install CO detector(s)
- ❑ ☐ (3) 4-46. Re-work existing windows that have been painted shut

HVAC EQUIPMENT

- ❑ ☐ (1) 4-47. Install spot ventilation equipment in all appropriate locations as per Ventilation and Indoor Air Quality Code
- ❑ ☐ (1) 4-48. Install crank or electronic timers, or humidistat controls for bath exhaust fans
- ❑ ☐ (2) 4-49. Install spot ventilation fans to same standard as whole house fan
- ❑ ☐ (2) 4-50. Install exhaust fans in rooms where office equipment is used
- ❑ ☐ (2) 4-51. Install sealed combustion heating and hot water equipment
- ❑ ☐ (2) 4-52. Specify new heating and/or cooling equipment to meet new design heating and cooling loads of remodeled space
- ❑ ☐ (4) 4-53. Install whole house fan
- ❑ ☐ (5) 4-54. Provide balanced indoor pressure using controlled ventilation
- ❑ ☐ (5) 4-55. Where appropriate, install furnace fan motor with an electrically commutated motor (ECM)
- ❑ ☐ (10) 4-56. Install a ductless heating system (e.g. radiant floor or baseboard)
- ❑ ☐ (10) 4-57. For pre-1991 homes, upgrade to a whole house ventilation system

Innovation

- ❑ ☐ (4-10) 4-58. Include innovative design, equipment and operation solutions to protect human health and enhance indoor air quality during construction and/or occupation

_____ Subtotal for Section Four

OVERALL

❑ ☐ (5-25) 5-0. Create functional, multi-purpose spaces while limiting additional square footage

JOBSITE OPERATIONS

Reduce

❑ ☐ (★) 5-1. Provide waste reduction resource sheet to on-site personnel and subcontractors

❑ ☐ (1) 5-2. Use suppliers who offer reusable or recyclable packaging

❑ ☐ (1) 5-3. Provide weather protection for stored materials

❑ ☐ (2) 5-4. Create detailed take-off and provide a cut list to framer

❑ ☐ (2) 5-5. Use central cutting area or cut packs

❑ ☐ (3) 5-6. Contractually require subcontractors to participate in waste reduction efforts

Reuse

❑ ☐ (1) 5-7. Reuse building materials when appropriate

❑ ☐ (1) 5-8. Reuse, sell, or give away non-code windows for unheated spaces

❑ ☐ (1) 5-9. Reuse dimensional lumber; must be re-graded for structural use

❑ ☐ (1) 5-10. Use reusable supplies for operations, such as construction fences, tarps, refillable propane tanks

❑ ☐ (1) 5-11. Move leftover materials to next job or provide to owner

❑ ☐ (1) 5-12. Reuse spent solvent for cleaning

❑ ☐ (1) 5-13. Sell or give away wood scraps

❑ ☐ (1) 5-14. Sell or donate reusable items

❑ ☐ (2) 5-15. Use reusable forms, including wood if it is well maintained

❑ ☐ (2) 5-16. Purchase used building materials for your job

❑ ☐ (2) 5-17. Save and reuse site topsoil

Recycle

❑ ☐ (★) 5-18. Prepare jobsite recycling plan and post on site

❑ ☐ (3) 5-19. Contractually require subcontractors to participate in recycling efforts

❑ ☐ (1) 5-20. Recycle cardboard

❑ ☐ (1) 5-21. Recycle metal scraps

❑ ☐ (1) 5-22. Recycle wood scrap and broken pallets

❑ ☐ (1) 5-23. Recycle packaging

❑ ☐ (1) 5-24. Recycle drywall

❑ ☐ (1) 5-25. Recycle concrete/asphalt rubble, rock, and brick

❑ ☐ (3) 5-26. Recycle paint

❑ ☐ (4) 5-27. Recycle asphalt roofing

❑ ☐ (5) 5-28. Recycle carpet/carpet padding and upholstery foam

❑ ☐ (5) 5-29. Recycle land clearing and yard waste

Hazardous Waste

❑ ☐ (2) 5-30. Dispose of fluorescent lights and ballasts at appropriate facility

❑ ☐ (2) 5-31. Follow "Best Practices" for removal/disposal of asbestos-containing materials

❑ ☐ (2) 5-32. Follow "Best Practices" for removal/disposal of lead-containing materials

DESIGN AND MATERIAL SELECTION

Overall

❑ ☐ (1) 5-33. Use standard dimensions in design of addition/remodel

❑ ☐ (1) 5-34. Install materials with longer life cycles

❑ ☐ (2) 5-35. Install locally produced materials from within approximately 500 miles radius

❑ ☐ (3) 5-36. Use re-milled salvaged lumber

❑ ☐ (1-3) 5-37. Use wood products certified as "sustainably produced" by a recognized third party

Framing

❑ ☐ (1) 5-38. Use stacked floor plans

❑ ☐ (1) 5-39. Use engineered structural products

❑ ☐ (2) 5-40. Use structural insulated panels

❑ ☐ (2) 5-41. Use (R-21) 2x6 intermediate framing

❑ ☐ (3) 5-42. Use cementitious foam-formed walls with flyash concrete

❑ ☐ (3) 5-43. Use finger-jointed framing material (e.g. risers and studs) longitudinal compression loads only

❑ ☐ (3-6) 5-44. Use at least 50% of dimensional lumber certified as "sustainably produced" by a recognized third party

❑ ☐ (5-10) 5-45. Use at least 90% of dimensional lumber and 50% of sheathing certified as "sustainably produced" by a recognized third party

Foundation

❑ ☐ (1) 5-46. Use regionally produced block for new foundation

❑ ☐ (1) 5-47. Use flyash in concrete for new foundation

❑ ☐ (2) 5-48. Use recycled concrete, asphalt, or glass cullet for base or fill for new foundation

Sub-Floor

❑ ☐ (1) 5-49. Use recycled-content underlayment for new sub-floor

Doors

❑ ☐ (2) 5-50. Use domestically grown wood interior doors

Finish Floor

❑ ☐ (1) 5-51. If installing new or replacing existing vinyl flooring, use product with recycled content

❑ ☐ (1) 5-52. If installing new or replacing existing carpet, use recycled-content carpet pad

❑ ☐ (3) 5-53. If installing new or replacing existing carpet, use recycled-content or renewed carpet

❑ ☐ (3) 5-54. Reuse existing wood flooring

❑ ☐ (5) 5-55. If installing new tile, use recycled-content glass, ceramic or porcelain tile

❑ ☐ (5) 5-56. If installing new or replacing existing flooring, use linoleum, cork, salvaged wood, or bamboo flooring

Interior Walls

❑ ☐ (1) 5-57. Specify and use drywall with recycled-content gypsum

❑ ☐ (1) 5-58. Specify and use recycled or "reworked" paint and finishes in addition and for any re-painted surfaces

Other Interior - Recycling

❑ ☐ (4) 5-59. Provide built-in kitchen or utility room recycling center

Exterior Walls

❑ ☐ (1) 5-60. Use recycled-content sheathing where new sheathing is required

❑ ☐ (1) 5-61. Use siding with reclaimed or recycled material for new or replaced siding

❑ ☐ (2) 5-62. Use 50-year siding product for new or replaced siding

❑ ☐ (2) 5-63. Use salvaged masonry brick or block for new or replaced exterior

❑ ☐ (2) 5-64. Use locally produced stone or brick for new or replaced exterior

Windows

❑ ☐ (1) 5-65. Use wood/composite windows for new or replaced windows

❑ ☐ (1) 5-66. Use finger-jointed wood windows for new or replaced windows

Cabinetry and Trim

❑ ☐ (2) 5-67. If using hardwood trim, use domestic products for new or replaced cabinetry and trim

❑ ☐ (2) 5-68. Use finger-jointed trim for new or replaced cabinetry and trim

❑ ☐ (1-3) 5-69. For new or replaced cabinetry/trim, use domestic hardwood trim that is certified as "sustainably produced" by a recognized third party

❑ ☐ (3-5) 5-70. For new or replaced cabinetry/trim, use tropical hardwood trim or cabinets only if certified as "sustainably produced" by a recognized third party

Roof

❑ ☐ (2) 5-71. Use recycled-content roofing material for new/replaced roofing

❑ ☐ (2) 5-72. Use 40-year roofing material for new/replaced roofing

❑ ☐ (3) 5-73. Use 50-year roof material for new/replaced roofing

Insulation

❑ ☐ (1) 5-74. Use recycled-content insulation

❑ ☐ (4) 5-75. Use environmentally friendly foam building products (formaldehyde-free, CFC-free, HCFC-free)

Other Exterior

❑ ☐ (2) 5-76. Use reclaimed or salvaged material for landscaping walls

❑ ☐ (3) 5-77. Use recycled-content plastic or wood polymer lumber for decks and porches

❑ ☐ (5) 5-78. Use pressure-treated wood with least toxic pressure treatment (no CCA)

Innovation

❑ ☐ (4-10) 5-79. Include innovative design, equipment and operation solutions to conserve natural resources and minimize waste produced on the project

_____ Subtotal for Section Five

[redacted]

HOMEOWNER'S KIT

❑ ☐ (★) 6-1. Provide owner with Homeowner's Information Kit

Project Address/Location _____

_____

Total Project Points _____

Project Category (check one)

☐ Whole House/Commercial Remodel ☐ Addition

☐ Remodel ☐ Small Remodel

Program Level Obtained:

☐ 1-Star ★ ☐ 2-Star ★★ ☐ 3-Star ★★★

By my signature, I certify that I have performed all Action Items checked above:

_____

(Remodeler Signature and Date)