CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT
DRAFT MITIGATED NEGATIVE DECLARATION – MST2002-00710

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

PROJECT: **210 MEIGS ROAD PROJECT (MST2002-00710)**

PROJECT LOCATION: **210 MEIGS ROAD. (APN 045-110-011)**

PROJECT PROPONENT: **Amy Graham**

PROJECT DESCRIPTION: The project consists of a one lot subdivision with ten condominium units, 8 of which are market and 2 affordable at middle income. Each unit would have a two-car garage and three guest parking spaces would be provided on site. The project proposes 3,830 cubic yards of cut and 10 cubic yards of fill outside the main building footprint. The project proposes to take access from Meigs Road, south of the northerly property boundary. The project includes the removal of approximately 57 existing 4 to 42 inch trees, composed primarily of Eucalyptus and other non-natives and the installation of 63 new trees, 43 of which would be 24" box trees. The proposal includes retention of an existing mature oak tree and protection measures.

NEGATIVE DECLARATION FINDING:
Based on the attached Initial Study prepared for the proposed project, it has been determined that with implementation of mitigation measures agreed to by the project applicant, the proposed project will not have a significant effect on the environment.

Environmental Analyst

8/4/2005
Date

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CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION

INITIAL STUDY/ ENVIRONMENTAL CHECKLIST MST2002-00710

PROJECT: 210 MEIGS ROAD

August 8, 2005

This Initial Study has been completed for the project described below because the project is subject to review under the California Environmental Quality Act (CEQA) and was determined not to be exempt from the requirement for the preparation of an environmental document. The information, analysis and conclusions contained in this Initial Study are the basis for deciding whether a Negative Declaration (ND) is to be prepared or if preparation of an Environmental Impact Report (EIR) is required to further analyze impacts. Additionally, if preparation of an EIR is required, the Initial Study is used to focus the EIR on the effects determined to be potentially significant.

APPLICANT/ PROPERTY OWNER

Applicant:

Amy Graham, Tynan Group
2927 De la Vina Street
Santa Barbara, CA 93103

Applicant Representative:

Pete Ehlen, Architect
410-B E. Haley Street
Santa Barbara, CA 93101

Owner

Michael Stevens
13337 South Street, #361
Cerritos, CA 90703

PROJECT ADDRESS/LOCATION (See *Exhibit A-Vicinity Map*)

The subject property is a 53,484 (gross) square foot vacant lot (38,553 square feet net) located in the East Mesa Area adjacent to Washington School, at the terminus of Lighthouse Road, across from La Mesa Park, and fronts along Meigs Road.

PROJECT DESCRIPTION (See *Exhibit B-Site Plan*)

Project Components:

The project consists of a one lot subdivision with ten condominium units, 8 of which are market and 2 affordable at middle income. The units are composed of two and three bedrooms and range in size from 1,080 to 2,409 square feet. Each unit would have a two-car garage and three guest parking spaces would be provided on-site. The project proposes to take access from Meigs Road, south of the northerly property boundary. The project proposes 3,830 cubic yards of cut and 10 cubic yards of fill outside the main building footprint. Grading under the main building footprints would be balanced on-site involving 1,082 cubic yards.

The project includes the removal of approximately 57 existing 4 to 42 inch trees, composed primarily of Eucalyptus and other non-natives and the installation of 63 new trees, 43 of which would be 24" box trees, approximately 15 feet in height at the time of planting, in five years the height would be from 25-30 feet and at maturity in 10 years, 30 to 45 feet in height. The proposal includes retention of an existing mature oak tree and protection measures.

A zone change from E-3/S-D-3 to R-2/S-D-3 is required. A change in the existing General Plan designation from Major Public and Institutional to Residential, 12 units per acre, and removal of a Proposed Park designation would also be necessary, as well as a Local Coastal Plan (LCP) Amendment because the parcel is located in the Coastal Zone.

Required Permits:

Actions requiring a Planning Commission recommendation to the City Council and subsequent approval by the City Council and the California Coastal Commission:

1. General Plan Map Amendment to amend the General Plan Land Use Map for the subject parcel from Major Public & Institutional to Residential, 12 units per acre, which would be consistent with the proposed R-2 Zoning designation, and delete the "Proposed Park" designation from this area.

2. Local Coastal Plan Amendment to amend the Local Coastal Plan Land Use Map in the Coastal Zone (SBMC §28.45.009.7)
3. Zoning Map Amendment to change the E-3/SD-3, Single Family Residential Zone/Coastal Overlay Zone, to R-2/SD-3, Two Family Residential Zone/Coastal Overlay Zone (SBMC §28.92.015).

Actions by the Planning Commission contingent upon above actions by the City Council and Coastal Commission:

1. Coastal Development Permit for a one lot subdivision to construct residential condominiums in the nonappealable jurisdiction of the Coastal Zone (SBMC §28.45.009)
2. Tentative Subdivision Map for a one lot subdivision to construct residential condominiums (SBMC Chapter 27.07).

ENVIRONMENTAL SETTING

Existing Site Characteristics

Topography:

The site has an average of an 8 percent slope, sloping to the south toward Meigs Road.

Seismic/Geologic Conditions:

According to the Master Environmental Assessment Map, the project site is located in an area of the "low damage level to one to three story structures." The site is not located in an area of known or mapped faults, but would be subject to ground shaking due to earthquakes on nearby faults.

Flooding/Fire Hazard:

The project site is not located within a flood hazard area or in the High Fire Hazard area of the City.

Creeks/Drainage:

The closest creek to the project site is located across Meigs Road, traversing La Mesa Park. Drainage on the project site sheet flows southeasterly across the property onto Meigs Road. The drainage on Meigs Road surface flows in an existing curb and gutter, southeasterly into an existing drop inlet and is then conveyed in a 24-inch concrete pipe that eventually outlets at the beach on the south side of Meigs Road.

Biological Resources:

The project site is located in an urban setting surrounded by Washington Elementary School and a neighborhood of single, multiple family residences, and commercial development. Existing vegetation of the site consists of common ornamental shrubs and trees. There are no sensitive, endangered, rare or threatened species known to occur on the site.

Archaeological Resources:

The site is not within any of the City's cultural sensitivity zones.

Noise:

According to the Master Environmental Assessment Map, the project site is within the less than 60 decibel (DBA Ldn) noise contour for average ambient noise levels.

Existing Land Use

Existing Facilities and Uses:

The project site is currently vacant. Vegetation within this site consists primarily of common ornamental shrubs (Pyrancantha, Myoporum) and trees (Acacia, California Pepper, Eucalyptus). Ground cover consists of non-native grasses (Bromus, Avena) and common weeds (mustard, radish, and thistle). There is one mature Coast Live Oak tree on the property that will remain.

Access and Parking:

The project site is vacant; access is currently taken from an easement at the terminus of Lighthouse Road. There are no existing parking spaces on the site.

PROPERTY CHARACTERISTICS

Assessor's Parcel Number:	045-110-011	**Existing General Plan Designation:**	Major Public & Institutional, with "Proposed Park" symbol
Existing Zoning:	E-3/SD-3, Single Family Residential Zone/Coastal Overlay Zone	**Proposed GP Designation:**	Residential, 12 units per acre
Proposed Zoning:	R-2/SD-3, Two Family Residential Zone/Coastal Overlay Zone	**Parcel Size:**	53,484 gross square feet (38,553 net square feet)
Existing Land Use:	Vacant	**Proposed Land Use:**	Multi-residential
Slope:	Eight percent average slope that slopes to the south towards Meigs Road		
SURROUNDING LAND USES:			
North:	Washington Elementary School		
South:	Across Meigs Rd. – La Mesa Park and U.S. Coast Guard Facility		
East:	Washington Elementary School		
West:	Across Meigs Rd. – La Mesa Park and U.S. Coast Guard Facility		

PLANS AND POLICY DISCUSSION

Land Use and Zoning Designations:

The subject lot is in the East Mesa Neighborhood as described in the Land Use Element of the General Plan. This area is described as mostly having a density classification of five dwelling units per the acre, which would be consistent with E-3 zoning classification. The discussion in the General Plan of both the East and West Mesa neighborhoods is that, despite the predominant single-family development, there has been in the past pressure for rezoning to allow multi-family developments along Cliff Drive. The General Plan has shown an area around the Mesa Shopping Center at a density classification of twelve dwelling units to the acre. Most of this area is now zoned R-2 and is developed with garden apartments, duplexes and condominiums. The subject site is located near the intersection of Cliff Drive and Meigs Road where the Mesa Shopping Center is located.

The property is currently zoned E-3, Single-Family Residential. This zoning designation allows for the development of only one single family residence. It appears the original intent of the E-3 zoning for this property was to match the other E-3 zoned properties that are common in the East Mesa neighborhood. The project site is the only privately held property in the area and is surrounded by Public Institutional uses. The area north of the school is zoned R-2. The project would require a General Plan Amendment from Major Public/Institutional/Proposed Park to Residential, 12 units/acre.

General Plan Policies:

The proposed General Plan Amendment and Zone Change would continue the multiple-family land use pattern occurring around the Cliff Drive/Meigs Road shopping center and would locate more intense residential development (10 units) in close proximity to shopping and limited work opportunities.

Housing Element:

The proposed project would provide two condominium units to middle-income residents (130% of the Area Median Income). This income group has been identified by the City as an important income level to target in the development of new homes, which is reflected in the City's recently adopted Housing Element and Inclusionary Housing Ordinance. Policy 4.1 of the Housing Element states that, all opportunities to construct new housing units that are affordable to low- and moderate-income owners and renters shall be pursued. One of the implementation strategies to meet this goal is to continue to assist in development of vacant infill parcels for new low or moderate income households.

Local Coastal Plan

The project must be found consistent with the City's Local Coastal Plan (LCP) because the site is located in the Coastal Zone. The Coastal Plan Map designation for the site is Major Public and Institutional. The proposed designation is Residential-12 units per acre. The project is located in Component Two of the LCP. The LCP acknowledges that this

area is almost entirely developed with single-family residences with a few areas of multiple family residential located primarily around the commercial center at the intersection of Cliff Drive and Meigs Road.

Circulation Element

The Circulation Element of the General Plan contains goals and implementing measures to reduce adverse impacts to the City's street system and parking by reducing reliance on the automobile, encouraging alternative forms of transportation, reviewing traffic impact standards, and applying land use and planning strategies that support the City's mobility goals.

The project proposes access off of Meigs Road south of the property boundary. In order to access the property from Meigs Road, the project would be conditioned to include roadway improvements along Meigs Road to ensure proper sight visibility from the project site. Please refer to discussion in section 11 of this study for additional detail.

The proposed project would be consistent with all applicable policies and development standards of the City's General Plan and Zoning Ordinance, with Planning Commission recommendations to the City Council to support the General Plan, Local Coastal Plan, and Zoning Map Amendments. Additional analysis of the project's consistency with the City's General Plan Elements, Zoning Ordinance, and policies will be provided in the Planning Commission Staff Report for the project, with a final determination of consistency to be made by the Commission.

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

A draft Mitigation Monitoring and Reporting Program has been prepared for the project in compliance with Public Resources Code §21081.6. The draft MMRP is attached here as ***Exhibit C***.

ENVIRONMENTAL CHECKLIST

The following checklist contains questions concerning potential changes to the environment that may result if this project is implemented. If no impact would occur, **NO** should be checked. If the project might result in an impact, check **YES** indicating the potential level of significance as follows:

Significant: Known substantial environmental impacts. Further review needed to determine if there are feasible mitigation measures and/or alternatives to reduce the impact.

Potentially Significant: Unknown, potentially significant impacts that need further review to determine significance level and whether mitigable.

Potentially Significant, Mitigable: Potentially significant impacts that can be avoided or reduced to less than significant levels with identified mitigation measures agreed-to by the applicant.

Less Than Significant: Impacts that are not substantial or significant.

1. AESTHETICS Could the project:		**NO**	**YES** *Level of Significance*
a)	Affect a public scenic vista or designated scenic highway or highway/roadway eligible for designation as a scenic highway?		Potentially Significant, Mitigable
b)	Have a demonstrable negative aesthetic effect in that it is inconsistent with Architectural Board of Review or Historic Landmarks Guidelines or guidelines/criteria adopted as part of the Local Coastal Program?		Potentially Significant, Mitigable
c)	Create light or glare?		Potentially Significant, Mitigable

Visual Aesthetics - Discussion

Issues: Issues associated with visual aesthetics include the potential blockage of important public scenic views, project on-site visual aesthetics and compatibility with the surrounding area, and changes in exterior lighting.

Impact Evaluation Guidelines: Aesthetic quality, whether a project is visually pleasing or unpleasing, may be perceived and valued differently from one person to the next, and depends in part on the context of the environment in which a

project is proposed. The significance of visual changes is assessed qualitatively based on consideration of the proposed physical change and project design within the context of the surrounding visual setting. First, the existing visual setting is reviewed to determine whether important existing visual aesthetics are involved, based on consideration of existing views, existing visual aesthetics on and around the site, and existing lighting conditions. Under CEQA, the evaluation of a project's potential impacts to scenic views is focused on views from public (as opposed to private) viewpoints. The importance of existing views is assessed qualitatively based on whether important visual resources such as mountains, skyline trees, or the coastline, can be seen, the extent and scenic quality of the views, and whether the views are experienced from public viewpoints. The visual changes associated with the project are then assessed qualitatively to determine whether the project would result in substantial effects associated with important public scenic views, on-site visual aesthetics, and lighting.

Significant visual aesthetics impacts may potentially result from:

- Substantial obstruction or degradation of important public scenic views, including important views from scenic highways; extensive grading and/or removal of substantial amounts of vegetation and trees visible from public areas without adequate landscaping; or substantial loss of important public open space.
- Substantial negative aesthetic effect or incompatibility with surrounding land uses or structures due to project size, massing, scale, density, architecture, signage, or other design features.
- Substantial light and/or glare that poses a hazard or substantial annoyance to adjacent land uses and sensitive receptors.

Visual Aesthetics – Existing Conditions and Project Impacts

1.a.) Scenic Views

The project site is not located along a scenic highway or roadway eligible for designation as a scenic highway. The site is located on the opposite La Mesa Park on Meigs Road, a fifty foot wide street. Major public views from the La Mesa Park would be directed to the south and southwest toward the ocean. The view from the park toward the north is obscured by the existing vegetation along the project site property frontage. Public views toward the north and the project site are considered somewhat degraded due to the surrounding urban setting. The proposed project would include landscaping and architecture that would be designed to be consistent with design guidelines and standards of the Architectural Board of Review (ABR) that take into consideration scenic view compatibility. For these reasons, project impacts related to public scenic views are considered *potentially significant, mitigable* (see Mitigation AES-1, below).

1.b) On-Site Aesthetics

Currently, the project site is predominantly vegetated with a mature stand of eucalyptus trees, bordered by Washington Elementary School and a condominium development. The project proposes to remove the existing mature vegetation to make way for the residential development. From a visual, aesthetic perspective, the project would result in a visual change from the public street and La Mesa Park due to the removal of the trees. The proposed landscaping design has received positive comments from the ABR and would result in a positive aesthetic effect to the site and to the surrounding neighborhood. The existing oak tree (diameter breast height of 14 inches) located at the northern edge of the site, is proposed to remain, with application of standard tree protection measures. The project received three concept reviews at the Architectural Board of Review (ABR), receiving overall positive aesthetic comments in terms of mass, bulk and scale and neighborhood compatibility. The following statements were made by the ABR highlighting the project elements that are considered aesthetically successful: overall site plan – internalization of automobile access allowing for the public experience from Meigs Road to be pedestrian and landscaped; incorporation of substantial landscaping in the courtyard areas; and stepping of the buildings into the natural terrain (Exhibit D, ABR minutes). The project would return to the ABR to receive preliminary and final approval for the architecture and landscape plan. Project impacts related to aesthetics would be *potentially significant, mitigable* (see Mitigation AES-1, below).

1.c) Lighting

Because the site is currently undeveloped, there is no light or glare generated from the existing condition. There are no street lights along the property frontage. La Mesa Park across Meigs Road from the project site closes at dusk and therefore does not have any lighting in the parking lot. Washington Elementary School, adjacent to the project site, does not have parking lot lighting, but does have standard exterior lighting on the outside of the buildings. Also, there is condominium development to the north of the site that generates minor amounts of light in the project area. The proposed project's outdoor lighting would be required to be in compliance with the City's Outdoor Lighting Ordinance, subject to review and approval of the ABR and therefore would be considered to result in a *potentially significant, mitigable* impact

in creating light or glare from the project site (see Mitigation AES-2, below).

Visual Aesthetics - Mitigation

AES-1 Design Review. Prior to building permit issuance, proposed project grading and landform alteration, structural design, landscaping, and lighting is subject to preliminary and final review and approval by the Architectural Board of Review for consistency with design guidelines for views, visual aesthetics and compatibility, and lighting.

AES-2 Lighting. Exterior lighting design shall conform with City Lighting Ordinance requirements, including shielding and direction to the ground to avoid off-site lighting and glare effects, and shall be approved by the Architectural Board of Review.

Visual Aesthetics - Residual Impacts

Less than significant.

2. AIR QUALITY Could the project:		**NO**	**YES** *Level of Significance*
a)	Violate any air quality standard or contribute to an existing or projected air quality violation?		Less than Significant
b)	Expose sensitive receptors to pollutants?		Less than Significant
c)	Create objectionable odors?		Less than Significant
Is the project consistent with the County of Santa Barbara Air Quality Attainment Plan? Yes.			

Air Quality - Discussion

Issues. Air quality issues involve pollutant emissions from vehicle exhaust and industrial or other stationary sources that contribute to smog, particulates and nuisance dust associated with grading and construction processes, and nuisance odors.

Smog, or ozone, is formed in the atmosphere through a series of photochemical reactions involving interaction of oxides of nitrogen [NO_x] and reactive organic compounds [ROC] (referred to as ozone precursors) with sunlight over a period of several hours. Primary sources of ozone precursors in the South Coast area are vehicle emissions. Sources of particulate matter (PM_{10}) include demolition, grading, road dust, and vehicle exhaust, as well as agricultural tilling and mineral quarries.

The City of Santa Barbara is within the South Coast Air Basin. The City is subject to the California Ambient Air Quality Standards (CAAQS), which are more stringent than the national standards, for six pollutants: photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter, and lead. The Santa Barbara County Air Pollution Control District (SBCAPCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan. Presently, the County of Santa Barbara is in non-attainment with the CAAQS for ozone (O_3) and particulate matter (PM_{10}). An area is in nonattainment for a pollutant if the applicable CAAQS for that pollutant has been exceeded more than once in three years. There are also heavily congested intersections within the City that may approach the California 1-hour standard of 20 parts per million for carbon monoxide (CO) during peak traffic hours.

Impact Evaluation Guidelines. A project may create a significant air quality impact from the following:

- Exceeding an APCD pollutant threshold; inconsistency with District regulations; or exceeding population forecasts in the adopted County Clean Air Plan.
- Exposing sensitive receptors, such as children, the elderly, or sick people to substantial pollutant exposure.
- Substantial unmitigated nuisance dust during earthwork or construction operations.
- Creation of nuisance odors inconsistent with APCD regulations.

Long-Term (Operational) Impact Guidelines: The City of Santa Barbara uses the SBCAPCD thresholds of significance for evaluating air quality impacts. The APCD has determined that a proposed project will not have a significant air quality impact on the environment if operation of the project will:

- Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for ROC and NO_x, and 80 pounds per day for PM_{10};
- Emit less than 25 pounds per day of ROC or NO_x from motor vehicle trips only;
- For CO, contribute less than 800 peak hour trips to an individual intersection;
- Not cause a violation of any California or National Ambient Air Quality Standard (except ozone); and not exceed the APCD health risks public notification thresholds adopted by the APCD Board; and
- Be consistent with the adopted federal and state air quality plans for Santa Barbara.

Short-Term (Construction) Impacts Guidelines: Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased particulate matter (PM_{10}). Substantial dust-related impacts may be potentially significant, but are generally considered mitigable with the application of standard dust control mitigation measures. Standard dust mitigation measures are applied to projects with either significant or less than significant effects.

Exhaust from construction equipment also contributes to air pollution. As a guideline, SBCAPCD Rule 202.F.3 identifies a substantial effect associated with projects having combined emissions from all construction equipment that exceed 25 tons of any pollutant except carbon monoxide) within a 12-month period.

Cumulative Impacts and Consistency with Clean Air Plan: If the project-specific impact exceeds the significance threshold, it is also considered to have a considerable contribution to cumulative impacts. When a project is not accounted for in the most recent Clean Air Plan growth projections, then the project's impact may also be considered to have a considerable contribution to cumulative air quality impacts. The Santa Barbara County Association of Governments and Air Resources Board on-road emissions forecasts are used as a basis for vehicle emission forecasting. If a project provides for increased population growth beyond that forecasted in the most recently adopted CAP, or if the project does not incorporate appropriate air quality mitigation and control measures, or is inconsistent with APCD rules and regulations, then the project may be found inconsistent with the CAP and may have a significant impact on air quality.

Air Quality – Existing Conditions and Project Impacts

2.a-b) Air Pollutant Emissions

Long-Term (Operational) Emissions:

The proposed project would emit 1.22 pounds per day of ROC, 1.81 NOx and 1.57 pounds per day of PM_{10} (based on results obtained by URBEMIS 2002 computer analysis). Thus, long-term emissions associated with the project would be far less than the Santa Barbara County Air Pollution Control District threshold of impact significance for air quality impacts; therefore, the project impact related to long-term air pollutant emissions is considered *less than significant.*

Short-Term (Construction) Emissions:

Exhaust from construction equipment also contributes to air pollution. The estimated length of construction is one year. As a guideline, SBCAPCD Rule 202.F.3 identifies a substantial effect associated with projects having combined emissions from all construction equipment that exceed 25 tons of any pollutant except carbon monoxide, within a 12-month period. Construction emissions for the proposed project are estimated to be less than the 25 ton per year maximum. Thus, construction emissions associated with the project would be less than the Santa Barbara County Air Pollution Control District threshold of significance for air quality impacts and therefore the project impact related to short term air pollutant emissions is considered *less than significant.* Although the project would not have a significant air quality impact, mitigation to minimize emissions are recommended.

Sensitive Receptors: Sensitive receptors are defined as children, elderly, or ill people that can be more adversely affected by air quality problems. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics. Stationary sources are of particular concern to sensitive receptors, as is construction dust and particulate matter. The project would not include stationary sources, but sensitive receptors at the park could be affected by dust and particulates during project site grading and construction. Nuisance dust and particulates would be minimized through application of dust control mitigation measures. The insignificant amounts of these pollutants would result in less than significant temporary exposure of sensitive receptors to pollutants.

2.c) Odors

The project is limited to residential uses, and would not include land uses involving odors or smoke. Odors from wood burning fireplaces would potentially result in a nuisance impact; therefore a recommendation to prohibit wood burning fireplaces is included. Project impacts related to odors would be considered *less than significant.*

Consistency with the Clean Air Plan: Direct and indirect emissions associated with the project are accounted for in the CAP emissions growth assumptions, because the project site is less than one acre in size. Because the increase in residential units is not substantial, appropriate air quality mitigation measures, including construction dust suppression, would be applied to the project, consistent with CAP and City policies. The project could be found consistent with the Clean Air Plan.

Air Quality – Recommended Mitigation

AQ-1 **Construction Dust Control - Watering.** 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. 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.

AQ-2 **Construction Dust Control – Tarping.** Trucks transporting fill material to and from the site shall be covered from the point of origin.

AQ-3 **Construction Dust Control – Gravel Pads.** Gravel pads shall be installed at all access points to prevent tracking of mud on to public roads.

AQ-4 **Construction Dust Control – Disturbed Area Treatment.** After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup 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-5 **Construction Dust Control – Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

AQ-6 **Dust Control Monitor.** The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading for the structure.

AQ-7 **Construction Equipment Requirements.** The following shall be adhered to during project grading and construction to reduce NOx and particulate emissions from construction equipment:

A. Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be utilized wherever feasible.

B. Clean diesel fuel (Ultra-Low Sulfur Diesel) fuel shall be used.

C. The engine size of construction equipment shall be the minimum practical size.

D. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

E. Construction equipment shall be maintained in tune per the manufacturer specifications.

F. Construction equipment operating on-site shall be equipped with two to four degree engine timing retard or precombustion chamber engines.

G. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

H. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available.

I. Diesel powered equipment should be replaced by electric equipment whenever feasible.

J. Construction worker trips should be minimized by requiring carpooling and by providing for lunch on-site.

AQ-8 Wood-burning Fireplaces. Wood-burning fireplaces and wood stoves shall be prohibited.

Air Quality - Residual Impacts

Less than significant.

3. BIOLOGICAL RESOURCES Could the project result in impacts to:		**NO**	**YES** *Level of Significance*
a)	Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?		Potentially significant, mitigable
b)	Locally designated historic, Landmark or specimen trees?		Less than Significant
c)	Natural communities (e.g. oak woodland, coastal habitat, etc.).		Potentially significant, mitigable
d)	Wetland habitat (e.g. marsh, riparian, and vernal pool)?		Less than Significant
e)	Wildlife dispersal or migration corridors?		Potentially significant, mitigable

Biological Resources - Discussion

Issues: Biological resources issues involve the potential for a project to substantially affect biologically-important natural vegetation and wildlife, particularly species that are protected as rare, threatened, or endangered by federal or state wildlife agencies and their habitat, native specimen trees, and designated landmark or historic trees.

Impact Evaluation Guidelines: Existing native wildlife and vegetation on a project site are qualitatively assessed to identify whether they constitute important biological resources, based on the types, amounts, and quality of the resources within the context of the larger ecological community. If important biological resources exist, project effects to the resources are qualitatively evaluated to determine whether the project would substantially affect these important biological resources. Significant biological resource impacts may potentially result from substantial disturbance to important wildlife and vegetation in the following ways:

- Elimination or substantial reduction or disruption of important natural vegetative communities and wildlife habitat or migration corridors, such as oak woodland, coastal strand, riparian, and wetlands.
- Substantial effect on protected plant or animal species listed or otherwise identified or protected as endangered, threatened or rare.
- Substantial loss or damage to important native specimen trees or designated landmark or historic trees.

Biological Resources – Existing Conditions and Project Impacts

3.a,c,d,e) Native Wildlife and Habitat

The existing site conditions and impact analysis relative to biological resources were evaluated in a letters prepared by Rachel Tierney Consulting, dated June 3, 2005, September 13, 2004, and July 25, 2001 (see Exhibit E) and have been incorporated into this IS by reference. The site is surrounded by both residential and commercial development. Vegetation within this disturbed site consists of common ornamental shrubs (*Pyracantha, Myoporum,* and trees (*Acacia,*

California Pepper, and *Eucalyptus)* and a Coast Live Oak tree. Ground cover consists of non-native grasses (*Bromus* and *Avena)* and common weeds (mustard, radish, and thistle). No listed or proposed rare or otherwise sensitive species were noted on-site, nor are any expected based on the existing conditions and local records.

The proposed project would remove approximately 57 existing 4 to 42 inch trees (mostly Eucalyptus Trees and other non-native trees) and plant 63 new trees, 43 of which would be 24" box trees, approximately 15 feet in height at the time of planting, in five years the height would be from 25-30 feet and at maturity in 10 years, 30 to 45 feet in height. According to the biologist, the removal of the eucalyptus grove would not result in a significant impact because no sensitive, endangered, rare or threatened species are known to use or be established at the subject site. The quality of the eucalyptus grove at this site is low because the thicket is small and open, with little understory or native plants established nearby. Although the trees provide roosting habitat for raptors (birds of prey), their use as a nesting site at this location is extremely limited due to the location and size of the thicket. Raptors are protected by laws and regulations administered by the US Department of Fish and Wildlife Service and the Department of Fish and Game. Tree removal or raptor nest disturbance would result in a *potentially significant, mitigable* impact on the raptors. To ensure that the raptors and other migratory birds are not harmed, construction and/or tree removal would begin before or after the breeding season (February 1st and August 15th). If tree removal or grading must be started during that time, a survey to locate active raptor nests should be conducted. If found, construction and tree removal could begin, but extend no closer than 200 feet from the nest, until fledglings leave. Removal of the eucalyptus trees would not cause a significant impact to migrating monarch butterflies because they have not been documented at the subject property and the likelihood of the butterflies using the eucalyptus trees as a transitory site during winter migration would be very minor.

There are two oak trees noted at the periphery of the subject site. There is a small sapling (dbh=4 inches) along the edge of Lighthouse Road, near the storm drain and catch basin, and a mature tree (dbh=14 inches) at the northeast corner of the site, near Washington School. The project would not impact the oak tree located adjacent to the storm drain. The biologist recommends that the existing mature oak be retained on-site, with standard oak tree protective measures as mitigation to reduce potential impacts to less than significant levels. When viewed as a percentage of the canopy cover, only a small portion of the oak root system would be disturbed. However the 24-inch DBH oak may have functioning roots that extend up to 24 feet from the tree trunk. If this were the case, about 1/3 of the root system would be impacted by development. Although the biologist concluded that he oak tree is expected to survive, the addition of five coast live oak trees to the landscape plan is required to further ensure that the project results in no significant impacts to oak trees. Project impacts related to native wildlife and habitat are considered *potentially significant, mitigable* with implementation of the mitigation measures below.

3.b) Specimen Trees

There are no specimen trees located on the project site; therefore, no significant impacts on specimen trees are anticipated.

Biological Resources – Mitigation

BIO -1 Raptor Seasonal Restriction Construction, grading, and/or tree removal shall begin before or after the raptor breeding season (February 1st and August 15th). If tree removal or grading must be started during that time, a survey by a biologist to locate active raptor nests shall be conducted. If nests are found, construction and tree removal could begin, but extend no closer than 200 feet from the nest, until fledglings leave. If no nests are found, there would be no construction or grading restrictions.

BIO -2 Protective Fencing Prior to any ground disturbances, a temporary fence shall be installed, a minimum of 8 feet from the oak tree trunk. Fencing shall be supported by posts on minimum eight-foot centers and shall remain in place during all grading and construction activities. Protective fencing shall be shown on all grading and building plans. If removal of fencing is required at constricted areas adjacent to approved work, fencing shall be reinstalled immediately, and left in place until construction is completed.

BIO-3 Material Storage and Parking Construction equipment and vehicles shall not be driven or parked within five feet of the dripline of any oak tree. Storage of fill soil, rocks, or construction materials within the protected area shall be prohibited.

BIO-4 Trenching Excavation within the dripline of the oak shall be done by hand. All native tree roots encountered over 1 inch in diameter shall be cut cleanly by hand. If the root area will be backfilled (east of the wall), then the cut root shall be kept wrapped in moist burlap until backfilled. Soil area next to treated (cut) roots shall be irrigated to encourage regrowth.

BIO-5 Post-Construction Protection Measures All trees located near proposed buildings shall be protected from stucco or paint. No permanent irrigation shall occur within the dripline of the existing oak. The oak tree shall receive

deep feeding after grading activities are completed. A certified arborist or tree maintenance firm experienced in deep feeding of oak trees shall perform the deep feeding.

BIO-6 Mitigation Planting The oak tree is expected to survive construction under project circumstances; however, the addition of five coast live oak trees to the landscape plan is required to further ensure that the project results in no significant impacts to oak trees.

Biological Resources - Residual Impacts

Less than significant.

4. CULTURAL RESOURCES Could the project:		NO	YES *Level of Significance*
a)	Disturb archaeological resources?		Less than Significant
b)	Affect a historic structure or site designated or eligible for designation as a National, State or City landmark?	✓	
c)	Have the potential to cause a physical change which would affect ethnic cultural values or restrict religious uses in the project area?	✓	

Cultural Resources - Discussion

Issues: Archaeological resources are subsurface deposits dating from Prehistoric or Historical time periods. Native American culture appeared along the channel coast over 10,000 years ago, and numerous villages of the Barbareño Chumash flourished in coastal plains now encompassed by the City. Spanish explorers and eventual settlements in Santa Barbara occurred in the 1500's through 1700's. In the mid-1800's, the City began its transition from Mexican village to American city, and in the late 1800's through early 1900's experienced intensive urbanization. Historic resources are above-ground structures and sites from historical time periods with historic, architectural, or other cultural importance. The City's built environment has a rich cultural heritage with a variety of architectural styles, including the Spanish Colonial Revival style emphasized in the rebuilding of Santa Barbara's downtown following a destructive 1925 earthquake.

Impact Evaluation Guidelines: Archaeological and historical impacts are evaluated qualitatively by archeologists and historians. First, existing conditions on a site are assessed to identify whether important or unique archaeological or historical resources exist, based on criteria specified in the State CEQA *Guidelines* and City Master Environmental Assessment *Guidelines for Archaeological Resources and Historical Structures and Sites*, summarized as follows:

- Contains information needed to answer important scientific research questions and there exists a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with an important prehistoric or historic event or person.

If important archaeological or historic resources exist on the site, project changes are evaluated to determine whether they would substantially affect these important resources.

Cultural Resources – Existing Conditions and Project Impacts

4.a) Archaeological Resources

The City Master Environmental Assessment (MEA) *Cultural Resources Sensitivity Map* identifies that the project site is not located within any of the cultural sensitivity zones. Project impacts to archaeological resources are therefore, *less than significant.* Notification, further study, and recovery would be required in the event that archaeological resources are uncovered (see CR-1).

4.b) Historic Resources

The site is vacant and no known historic resources are known to exist on the site; therefore, no impact to a historic resource is anticipated.

4.c) Ethnic/Religious Resources

There is no evidence that the site involves any ethnic or religious use or importance. The project would have *no impact* on historic, ethnic or religious resources.

Cultural Resources – Mitigation

CR-1 Discovery Procedures and Mitigation. Standard discovery measures shall be implemented per the City Master Environmental Assessment throughout grading and construction:

Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts.

If during any grading or construction on the site such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and a City-approved archaeologist shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, including but not limited to redirection of grading and/or excavation activities. If the findings are potentially significant, further analysis and/or other mitigation shall be prepared and accepted by the Environmental Analyst and the Historic Landmarks Commission, and implemented by the project Work in the area may only proceed after the Environmental Analyst grants authorization.

If prehistoric or other Native American remains are encountered, a Native American representative shall be consulted, and the archaeologist and Native American representative shall monitor all further subsurface disturbances in the area of the find.

If the discovery consists of potentially human remains, the Santa Barbara County Coroner and the California Native American Heritage Commission must also be contacted.

A final report on the results of the archaeological monitoring shall be submitted by the City-approved archaeologist to the Environmental Analyst within 180 days of completion of the monitoring and prior to the issuance of final City permits.

Cultural Resources - Residual Impacts:

Less than significant.

5. GEOPHYSICAL CONDITIONS Could the project result in or expose people to:		*NO*	*YES* *Level of Significance*
a)	Seismicity: fault rupture?	✓	
b)	Seismicity: ground shaking or liquefaction?		Potentially significant, mitigable
c)	Seismicity: seiche or tsunami?		Less than Significant
d)	Landslides or mudslides?		Less than Significant
e)	Subsidence of the land?		Potentially significant, mitigable
f)	Expansive soils?		Less than Significant
g)	Excessive grading or permanent changes in the topography?		Less than Significant

Geophysical Conditions - Discussion

Issues: Geophysical impacts involve geologic and soil conditions and their potential to create physical hazards affecting persons or property; or substantial changes to the physical condition of the site. Included are earthquake-related conditions such as fault rupture, groundshaking, liquefaction (a condition in which saturated soil looses shear strength during earthquake shaking); or seismic sea waves; unstable soil or slope conditions, such as landslides, subsidence, expansive or compressible/collapsible soils; or erosion; and extensive grading or topographic changes.

Impact Evaluation Guidelines: Potentially significant geophysical impacts may result from:

- Exposure to or creation of unstable earth conditions due to seismic conditions, such as earthquake faulting, groundshaking, liquefaction, or seismic waves.

- Exposure to or creation of unstable earth conditions due to geologic or soil conditions, such as landslides, settlement, or expansive, collapsible/compressible, or expansive soils.
- Extensive grading on slopes exceeding 20%, substantial topographic change, destruction of unique physical features; substantial erosion of soils, overburden, or sedimentation of a water course.

Geophysical Conditions – Existing Conditions and Project Impacts

5.a-c) Seismic Hazards

Fault Rupture:

The site is located in an area of low damage level for residential structures of one and two stories based on the City's Master Environmental Assessment (MEA) Seismic Hazard Map. The potential for fault rupture on the site is low; no faults are located on the site according to the MEA. Therefore, fault rupture is unlikely and there would be no fault rupture impacts.

Ground Shaking and Liquefaction:

Ground shaking could occur on the site due to a seismic event. Adherence to the requirements of the Geological analysis, and structural requirements for the area in the California Building Code (CBC) would ensure these impacts are *less than significant.* The Liquefaction Hazard Map depicts the site to be within a zone of "Minimal Liquefaction Potential." A Preliminary Foundation Investigation prepared by Pacific Materials Laboratory, dated April 8, 2004 and incorporated into this IS by reference indicates that the potential for liquefaction to be considered very low. Therefore, project impacts would be *potentially significant, mitigable* (see Mitigation G-1 below).

Seiche or Tsunami:

Based on the City's Master Environmental Assessment map, the project site is not located in an area subject to seiche or tsunami. Therefore, project impacts related to seismic hazards such as fault rupture, ground shaking and liquefaction, seiche or tsunami are *less than significant.*

5.d-f) Geologic or Soil Instability

Landslides:

The project site is relatively flat, with an average slope of 8% toward the southwest. Due to the gentle slope and soil conditions, the site preparation and construction of the project would not be expected to result in the potential for a landslide; therefore the project impacts related to landslides are *less than significant.*

Subsidence/Expansive Soils:

The Preliminary Foundation Investigation prepared by Pacific Materials Laboratory analyzed borings taken from the site that found the soil to be loose and compressible when subjected to increased moisture content, encountered firm soil at depths ranging from 3-6 feet, and a very low potential for expansion. Based on the preliminary investigations, the project impacts related to subsidence and expansive soils would be *potentially significant, mitigable* (see Mitigation G-1 below).

5.g) Topography; Grading/ Erosion

Topographic Changes:

The project is not located in a hillside area and has an average slope of 8%. The existing site topography would not need to be substantially altered to construct the project. Therefore project impacts related to topography are *less than significant.*

Grading/ Erosion

The project proposes approximately 1,082 cubic yards of grading cut and fill each and recompaction under the main building footprints. Additionally, the project would require 3,380 cubic yards of cut and 10 cubic yards of fill outside the main building footprint. The grading cut would allow the structures to sit lower on the site in order to reduce the overall mass and scale of the project, but would not substantially alter the existing topography. The Preliminary Foundation Investigation prepared by Pacific Materials Laboratory provides grading and recompaction recommendations that shall be incorporated into the project design in addition to compliance with standard California Building Code requirements (see mitigation measure G-1). With incorporation of the items described above, project impacts related to grading and erosion are considered *less than significant.*

Geophysical Conditions - Mitigation

G-1 **Geotechnical Conditions and Design.** The project shall be constructed in accordance with California Building Code requirements and the recommendations contained in the Preliminary Foundation Investigation prepared by Pacific Materials Laboratory, dated April 5, 2004, regarding site preparation, grading, paving, foundation design, and construction plans, and any additional information required by Building Division Staff, and as approved by the City Building Division.

Geophysical Conditions – Residual Impacts

Less than significant.

6. HAZARDS Could the project involve:		**NO**	**YES** *Level of Significance*
a)	A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?		Less than Significant
b)	The creation of any health hazard or potential health hazards?		Less than Significant
c)	Exposure of people to existing sources of potential health hazards?		Less than Significant
d)	Increased fire hazard in areas with flammable brush, grass, or trees?		Less than Significant

Hazards - Discussion

Issues: Hazardous materials issues involve the potential for public health or safety impacts from exposure of persons or the environment to hazardous materials or risk of accidents involving combustible or toxic substances.

Impact Evaluation Guidelines: Significant impacts may result from the following:

- Siting of incompatible projects in close proximity to existing sources of safety risk, such as pipelines, industrial processes, railroads, airports, etc.
- Exposure of project occupants or construction workers to unremediated soil or groundwater contamination.
- Exposure of persons or the environment to hazardous substances due to improper use, storage, or disposal of hazardous materials.
- Siting of development in a high fire hazard areas or beyond adequate emergency response time, with inadequate access or water pressure, or otherwise in a manner that creates a fire hazard

Hazards – Existing Conditions and Project Impacts

6.a,b,c) Public Health and Safety

Hazardous Materials Exposure

The project site is not on any lists for known contaminated soils, groundwater, or hazardous materials use. The Department of Oil and Gas map located at the Building Division of the City indicates that there are no known oil wells on the project site. Because there are no hazardous materials known on the project site, the project impact relative to hazardous materials exposure would be *less than significant.*

Public Safety

The project site is not near any pipelines or other potential sources of safety hazards. Limited amounts of oils and chemicals may be used during construction and operations. Since there are minor potential sources of hazardous materials in the project area, the project impact relative to hazardous materials exposure would be *less than significant*

6.d) Fire Hazard

The project site is not located in a designated high fire hazard area of the City. The nearest City Fire Station is located at

1802 Cliff Drive, less than a ½ mile from the project site, with estimated emergency response time to the site of less than one minute. Staff from the Fire Department reviewed the proposed project plans and has confirmed that adequate fire access is provided with all three access options. The project would be subject to Fire Code requirements regarding project structural design and materials, water pressure, vegetation management, and suppression facilities, all of which would be verified through the building permit process. Project impacts related to fire hazard would be *less than significant*.

Hazards – Residual Impacts

Less than Significant.

7. NOISE Could the project result in:		NO	YES *Level of Significance*
a)	Increases in existing noise levels?		Less than Significant
b)	Exposure of people to severe noise levels?		Potentially significant, mitigable

Noise - Discussion

Issues: Noise issues are associated with siting of a new noise-sensitive land use in an area subject to high ambient background noise levels, siting of a noise-generating land use next to existing noise-sensitive land uses, and/or short-term construction-related noise.

The primary source of ambient noise in the City is vehicle traffic noise. The City Master Environmental Assessment (MEA) *Noise Contour Map* identifies average ambient noise levels within the City.

Ambient noise levels are determined as averaged 24-hour weighted levels, using the Day-Night Noise Level (L_{dn}) or Community Noise Equivalence Level (CNEL) measurement scales. The L_{dn} averages the varying sound levels occurring over the 24-hour day and gives a 10 decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account the greater annoyance of intrusive noise levels during nighttime hours. Since L_{dn} is a 24-hour average noise level, an area could have sporadic loud noise levels above 60 dB(A) which average out over the 24-hour period. CNEL is similar to L_{dn} but includes a separate 5 dB(A) penalty for noise occurring between the hours of 7:00 p.m. and 10:00 p.m. CNEL and L_{dn} values usually agree with one another within 1 dB(A). The Equivalent Noise Level (L_{eq}) is a single noise level, which, if held constant during the measurement time period, would represent the same total energy as a fluctuating noise. L_{eq} values are commonly expressed for periods of one hour, but longer or shorter time periods may be specified. In general, a change in noise level of less than three decibels is not audible. A doubling of the distance from a noise source will generally equate to a change in decibel level of six decibels.

Guidance for appropriate long-term background noise levels for various land uses are established in the City General Plan Noise Element Land Use Compatibility Guidelines. Building codes also establish maximum average ambient noise levels for the interiors of structures.

High construction noise levels occur with the use of heavy equipment such as scrapers, rollers, graders, trenchers and large trucks for demolition, grading, and construction. Equipment noise levels can vary substantially through a construction period, and depend on the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment generates noise levels of more than 80 or 90 dB(A) at a distance of 50 feet, and the shorter impulsive noises from other construction equipment (such as pile drivers and drills) can be even higher, up to and exceeding 100 dB(A). Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading and site preparation activities, tends to be quieter.

The Noise Ordinance (Chapter 9.16 of the Santa Barbara Municipal Code) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The ordinance establishes limitations on hours of construction and motorized equipment operations, and provides criteria for defining nuisance noise in general.

Impact Evaluation Guidelines: A significant noise impact may result from:

- Siting of a project such that persons would be subject to long-term ambient noise levels in excess of Noise Element land use compatibility guidelines as follows:
  - Residential: Normally acceptable maximum exterior ambient noise level of 60 dB(A); maximum interior

noise level of 45 dB(A).

- Substantial noise from grading and construction activity in close proximity to noise-sensitive receptors for an extensive duration.

Noise – Existing Conditions and Project Impacts

7.a-b) Increased Noise Level; Exposure to High Noise Levels

Long-Term Operational Noise:

The proposed project is not anticipated to have significant long-term noise impacts because the proposed residential use is not in an area where residents would be exposed to high noise levels. The site, immediately adjacent to Washington Elementary School, would be subjected to intermittent periods of noise due to the types of activities that would be expected to occur at an elementary school. Therefore, construction techniques are recommended in order to minimize potential nuisance noise for the residents of the development. The project impacts related to noise exposure are considered *potentially significant, mitigable.*

Temporary Construction Noise:

Noise during construction is generally intermittent and sporadic and, after completion of initial grading and site clearing activities, tends to be quieter. Noise generated during project grading activities would result in a short-term adverse construction impacts to sensitive receptors in the area, including the school. The level of the adverse effect could be further reduced through limiting the hours of construction activities and use of equipment mufflers and barriers as needed. With implementation of standard short term construction related noise mitigations listed below, project impacts relative to short term noise impacts would be *potentially significant, mitigable.*

Noise - Mitigation

N-1 **Construction Techniques.** Submit a noise analysis that identifies construction techniques to ensure that the project complies with the normally acceptable maximum exterior ambient noise level of 60 dB(A) and maximum interior noise level of 45 dB(A). The project design shall incorporate construction design measures to minimize potential interior noise nuisance impacts from the adjacent school use.

N-2 **Construction Notice.** At least 20 days prior to commencement of construction, the contractor shall provide written notice to all property owners and residents within 450 feet of the project area. The notice shall contain a description of the proposed project, a construction schedule including days and hours of construction, the name and phone number of the Project Environmental Coordinator (PEC) who can answer questions, and provide additional information or address problems that may arise during construction. A 24-hour construction hot line shall be provided. Informational signs with the PEC's name and telephone number shall also be posted at the site.

N-2: **Construction Hours.** *Noise-generating* construction activities (which may include preparation for construction work) shall be permitted weekdays between the hours of *7:00 a.m.* and 5:00 p.m., excluding holidays observed by the City as legal holidays: New Year's Day (January 1st); Martin Luther King Jr.'s Birthday (3rd Monday in January); President's 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); Day Following Thanksgiving Day (Friday following Thanksgiving); 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.

Occasional night work may be approved for the hours between 5 p.m. and 8 a.m. by the Chief of Building and Zoning per Section 9.13.015 of the Municipal Code) between the hours of 5 p.m. and 8 a.m. weekdays In the event of such night work approval, the applicant shall provide written notice to all property owners and residents within 450 feet of the project property boundary and the City Planning and Building Divisions at least 48 hours prior to commencement of any night work. Night work shall not be permitted on weekends and holidays.

N-3: **Construction Equipment Mufflers and Shields**. All construction equipment, 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 uses.

N-4: **Portable Equipment**. Where portable power generation or air compressors are required on the site, locate these noise sources as far away from the property line as possible. Where required because of proximity to residential areas, utilize a three or four sided enclosure which is lined with a sound absorbing material. Locate portable

equipment where the noise shielding provided by remaining building structure will be beneficial. Another approach is to utilize very quiet power generation and air compressors, similar to those utilized in the motion picture industry on location.

Noise – Residual Impact

Less than Significant.

8. POPULATION AND HOUSING Could the project:		NO	YES Level of Significance
a)	Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?		Less than Significant
b)	Displace existing housing, especially affordable housing?	✓	

Population and Housing - Discussion

Impact Evaluation Guidelines: Issues of potentially significant population and housing impacts may involve:

- Growth inducement, such as provision of substantial population or employment growth or creation of substantial housing demand; development in an undeveloped area, or extension/ expansion of major infrastructure that could support additional future growth.
- Loss of a substantial number of housing units, especially loss of more affordable housing.

Population and Housing – Existing Conditions and Project Impacts

8.a) Growth-Inducing Impacts

City utilities are already extended along the road frontage adjacent to the project site. The project would not involve a substantial increase in major public facilities such as extension of water or sewer lines or roads that would facilitate other growth in the area. The project would not involve substantial employment growth that would increase population and housing demand. Growth-inducing impacts would be *less than significant.*

8.b) Housing Displacement

No housing is currently located on the site. The project would not involve any housing displacement; therefore, *no impact* would result from the project.

Population and Housing - Mitigation

No mitigation is required.

Population and Housing – Residual Impact

Less than significant.

9. PUBLIC SERVICES Could the project have an effect upon, or result in a need for new or altered services in any of the following areas:		NO	YES *Level of Significance*
a)	Fire protection?		Less than Significant
b)	Police protection?		Less than Significant
c)	Schools?		Less than Significant
d)	Maintenance of public facilities, including roads?		Less than Significant
e)	Other governmental services?		Less than Significant
f)	Electrical power or natural gas?		Less than Significant
g)	Water treatment or distribution facilities?		Less than Significant
h)	Sewer or septic tanks?		Less than Significant
i)	Water distribution/demand?		Less than Significant
j)	Solid waste disposal?		Potentially significant, mitigable

Public Services - Discussion

Issues: This section evaluates project effects on fire and police protection services, schools, road maintenance and other governmental services, utilities, including electric and natural gas, water and sewer service, and solid waste disposal.

Impact Evaluation Guidelines: The following may be identified as significant public services and facilities impacts:

- Creation of a substantial need for increased police department, fire department, road maintenance, or government services staff or equipment.
- Generation of substantial numbers of students exceeding public school capacity where schools have been designated as overcrowded.
- Inadequate water, sewage disposal, or utility facilities.
- Substantial increase in solid waste disposal to area sanitary landfills.

Public Services – Existing Conditions and Project Impacts

9.a-b) Fire and Police Protection

The project site is not located within the Wildland High Fire Hazard Zone. The nearest City Fire Station is located at 1802 Cliff Drive, less than a half mile from the project site, with estimated emergency response time to the site of less than one minute. The site could also continue to be served by City Police. The site development in an existing urbanized area would intensify use on the site, but would not represent a substantial increase in demand for fire and police protection services. Periodic upgrade of Fire and Police Department equipment is an ongoing component of the City budget process. Should City population increases create the need for additional police or fire department staff, this would be addressed by the City Council. Police and Fire protection facilities would be adequate to serve the proposed project. Project impacts related to Fire and Police protection would be *less than significant*.

9.c) Schools

The project site is served by the Santa Barbara Elementary and High School District for elementary and high school. The project would provide a net increase of 10 residential units, which could generate additional students. None of the school districts in the South Coast have been designated "overcrowded" as defined by California State law. School impact fees would be applied to the project in accordance with State law. Project impacts to schools would be *less than significant*.

9.d,e, f) Public Facilities/Roads/Governmental Service/ Utilities

The project site is currently served by an existing public road and electrical service is available at the property line. Conditions of the subdivision approval would include on-site improvements to roads and electrical service. The project would result in *less than significant* impacts to public facilities.

9.g,h,i) Water and Sewer

Water

The City of Santa Barbara's water supply comes from the following sources, with the actual share of each determined by availability and level of customer demand: Cachuma Reservoir and Tecolote Tunnel, Gibraltar Reservoir and Mission Tunnel, 300 Acre Feet per Year (AFY) of contractual transfer from Montecito Water district, groundwater, State Water Project entitlement, desalination, and recycled water. Conservation and efficiency improvements are projected to contribute to the supply by displacing demand that would otherwise have to be supplied by additional sources. In 1994, based on the comprehensive review of the City's water supply in the Long Term Water Supply Alternatives Analysis (LTWSAA), the City Council approved the Long Term Water Supply Program (LTWSP). The LTWSP outlines a strategy to use the above sources to meet the projected demand of 17,900 AFY (including 1,500 AFY of demand projected to be met with conservation) plus a 10 percent safety margin for a total of 19,700 AFY. Therefore, the target for the amount of water the system will actually have to supply, including the safety margin, is 18,200 AFY. The 2003 Water Supply Management Report documents an actual system demand of 13,460 AFY and a theoretical commitment of 16,170 AFY. Of the total system production, 95% was potable water and 5% was reclaimed water.

The existing site is undeveloped and currently does not have water service provided by the City of Santa Barbara water supply, treatment, and distribution system, although facilities are available adjacent to the site. The proposed project is estimated to demand 2.80 AFY. The City's long-term water supply and existing water treatment and distribution facilities with proposed facility hook-ups for the new structures and landscaping would adequately serve the project. The potential increase in demand would constitute a *less than significant* impact to the City water supply.

Sewer

The project site is currently undeveloped. There is an existing sewer main in the public street that fronts the subject property. The proposed project would be subject to conditions of approval to provide sewer service for the 10 new residential units. The project's estimated net new sewer demand is 2.8 acre feet/year. The maximum capacity of the El Estero Treatment Plant is 11 million gallons per day and there is adequate capacity at the El Estero Treatment Plant for planned future growth. Increased sewage treatment associated by the project can be accommodated by the existing City sewer system and sewage treatment plant, and would represent a *less than significant* impact.

9.j) Solid Waste Generation/ Disposal

Most of the waste generated in the City is transported on a daily basis to seven landfills located around the County. The County of Santa Barbara, which operates the landfills, has developed impact significance thresholds related to the impacts of development on remaining landfill capacity. The County thresholds are based on the projected average solid waste generation for Santa Barbara County from 1990-2005. The County assumes a 1.2% annual increase (approximately 4000 tons per year) in solid waste generation over the 15-year period.

The County's threshold for project specific impacts to the solid waste system is 196 tons per year (this figure represents 5% of the expected average annual increase in solid waste generation [4000 tons/year]). Source reduction, recycling, and composting can reduce a project's waste stream by as much as 50%. If a proposed project generates 196 or more tons per year after reduction and recycling efforts, impacts would be considered significant and unavoidable.

Proposed projects with a project specific impact as identified above (196 tons/year or more) would also be considered cumulatively significant, as the project specific threshold of significance is based on a cumulative growth scenario. However, as landfill space is already extremely limited, any increase in solid waste of 1% or more of the expected average annual increase in solid waste generation [4000 tons/year], which equates to 40 tons per year, is considered an adverse cumulative impact.

Long-Term (Operational). There are no existing land uses on the site; therefore no solid waste is generated from the site. The project proposes 10 new condominium units, the project site is estimated to generate 25.175 TPY of solid waste (2.65 people/10 units x .95 tons/year), *a less than significant impact.*

Short-Term (Demolition and Construction). The project proposes 3,830 cubic yards of cut and 10 cubic yards of fill outside the main building footprint. Grading under the main building footprints would be balanced on-site involving 1,082 cubic yards. Construction-related waste generation would consist of tree and shrub debris and grading cut. The green waste would be transported to a facility to compost; the grading cut would be transported to another construction site that may require grading fill or to an appropriate disposal location. Short-term project related impacts to solid waste disposal would be *potentially significant, mitigable* with application of recommended standard mitigation to reduce, re-use, and recycle construction waste to the extent feasible would minimize this effect.

Public Services – Mitigation

PS-1 Demolition/Construction Materials Recycling. Recycling and/or reuse of demolition/construction materials shall be carried out and containers shall be provided on-site for that purpose in order to minimize construction-generated waste conveyed to the landfill.

Public Services – Residual Impacts

Less than significant.

10. RECREATION Could the project:		**NO**	**YES** ***Level of Significance***
a)	Increase the demand for neighborhood or regional parks or other recreational facilities?		Less than Significant
b)	Affect existing parks or other public recreational facilities?		Less than Significant

Recreation - Discussion

Issues: Recreational issues are associated with increased demand for recreational facilities, or loss or impacts to existing recreational facilities.

Impact Evaluation Guidelines: Recreation impacts may be significant if they result in:

- Substantial increase in demand for park and recreation facilities in an area under-served by existing public park and recreation facilities.
- Substantial loss or interference with existing park space or other public recreational facilities such as hiking, cycling, or horse trails.

Recreation – Existing Conditions and Project Impacts

10.a) Recreational Demand

The project may increase the demand for recreational facilities. The project involves 10 new residential units which is considered an incremental increase in the number of potential users for existing recreational facilities. The minor increase in demand relative to recreational facilities would result in a *less than significant* impact because adequate recreation facilities are available to meet the anticipated increase in demand.

10.b) Existing Recreational Facilities

The project site is adjacent to existing recreational facilities including La Mesa Park, Washington Elementary School, and Shoreline Park. Other nearby recreational areas include the Waterfront, the beaches and parks, Los Baños pool, etc. Given the number of existing recreational facilities and the slight increase in demand associated with the project, impact to the existing recreational facilities would be *less than significant*.

Recreation – Residual Impacts

Less than significant.

11. TRANSPORTATION/CIRCULATION Could the project result in:		NO	YES *Level of Significance*
a)	Increased vehicle trips?		Less than significant
b)	Hazards to safety from design features (e.g. sharp curves, inadequate sight distance or dangerous intersections)?		Potentially significant, mitigable
c)	Inadequate emergency access or access to nearby uses?		Potentially significant, mitigable
d)	Insufficient parking capacity on-site or off-site?		Less than Significant
e)	Hazards or barriers for pedestrians or bicyclists?		Potentially significant, mitigable

Transportation - Discussion

Issues: Transportation issues include traffic, access, circulation, safety, and parking. Vehicle, bicycle and pedestrian, and transit modes of transportation are all considered, as well as emergency vehicle access. The City General Plan Circulation Element contains policies addressing circulation, traffic, and parking in the City.

Impact Evaluation Guidelines: A proposed project may have a significant impact on traffic/ circulation/ parking if it would:

Vehicle Traffic

- Cause an increase in traffic that is substantial in relation to the existing traffic load and street system capacity (see traffic thresholds below).
- Cause insufficiency in transit system.
- Conflict with the Congestion Management Plan (CMP) or Circulation Element or other adopted plan or policy pertaining to vehicle or transit systems.

Circulation and Traffic Safety

- Create potential hazards due to addition of traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
- Diminish or reduce safe pedestrian and/or bicycle circulation.
- Result in inadequate emergency access on-site or to nearby uses.

Parking

- Result in insufficient parking capacity for the projected amount of automobiles and bicycles.

Traffic Thresholds of Significance: The City uses Levels of Service (LOS) "A" through "F" to describe operating conditions at signalized intersections in terms of volume-to-capacity (V/C) ratios, with LOS A (0.50-0.60 V/C) representing free flowing conditions and LOS F (0.90+ V/C) describing conditions of substantial delay. The City General Plan Circulation Element establishes the goal for City intersections to not exceed LOS C (0.70-0.80 V/C).

For purposes of environmental assessment, LOS C at 0.77 V/C is the threshold Level of Service against which impacts are measured. An intersection is considered "impacted" if the volume to capacity ratio is .77 V/C or greater.

Project-Specific Significant Impact: A project-specific significant impact results when:

(a) Project peak-hour traffic would cause a signalized intersection to exceed 0.77 V/C, or

(b) The V/C of an intersection already exceeding 0.77 V/C would be increased by 0.01 (1%) or more as a result of project peak-hour traffic.

For non-signalized intersections, delay-time methodology is utilized in evaluating impacts.

Significant Cumulative Contribution: A project would result in a significant contribution to cumulative traffic impacts when:

(a) Project peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending projects would cause an intersection to exceed 0.77 V/C, or

(b) Project would contribute traffic to an intersection already exceeding 0.77 V/C.

Transportation – Existing Conditions and Project Impacts

11.a) Traffic

Long-Term Traffic

According to City Transportation Planning Staff, all area intersections are operating at Levels of Service B. The project is expected to generate approximately 4 additional a.m. peak hour trips, 5 p.m. peak hour trips and 59 average daily trips. When these trips are added to the existing street network, they would not result in significant traffic impacts. The Level of Service of the intersections would remain at A or B operating levels after development of this project; therefore the project impacts relative to long term traffic impacts would be *less than significant.*.

Short-Term Construction Traffic

The overall project construction process is estimated to last approximately 12 months. This would include grading for site preparation for approximately one month, and estimated construction duration of 11 months. Grading processes would involve eight workers, and construction of the structures would require up to 40 workers on-site, on occasion. Working hours during the construction process are proposed to be 7a.m. –5 p.m. weekdays, excluding holidays. Staging, equipment, materials storage, and temporary construction worker parking would occur on-site.

The project would generate construction-related traffic that would occur over the sixteen-month construction period and would vary depending on the stage of construction. Temporary construction traffic is generally considered an adverse but not significant impact for a project this size. In this case, given traffic levels in the area and the duration of the construction process, short-term construction-related traffic would be a *less than significant* impact. Standard mitigation measures would be recommended, including restrictions on the hours permitted for construction trips and approval of routes for construction traffic.

11.b, c, e) Access/ Circulation/ Safety

The project site access and circulation have continued to be debated issues throughout the project review process, with different access options reviewed and evaluated. Access directly from Meigs Road to the project site is the applicant's preferred option. Staff had concerns about this access option, but has reviewed additional information provided by the applicant indicating this option to be a viable and safe solution.

A sight visibility technical analysis by a Transportation Engineer was required by Staff to ensure that safe vehicular access could be provided without jeopardizing vehicular safety, bicycle safety, and fire access. Associated Transportation Engineers (ATE) performed the sight visibility technical analysis and found that 312 feet of sight distance would be required south of the driveway, based on a 37 mph speed survey (Exhibit E – Sight Visibility Technical Analysis). This would require a no parking zone at the property frontage which currently provides on-street parking. In addition, the following "traffic calming" measures would be required: an 8-10 foot wide center median, and a slight curb extension along the project frontage to accommodate a City standard sidewalk and parkway.

Early analysis indicated the potential for safety issues related to pedestrian crossing. In order to address potential safety issues for pedestrians, the project applicant proposes to install new sidewalk along the property and to install sidewalk along the frontage to the north of the subject site (parking lot at Washington School). The proposed sidewalk would provide a missing link between the project site and the existing safe crosswalk that crosses Meigs Road at Elise Way. In addition, the applicant proposes to install plantings in the median and parkway that would maintain a height to maximize visibility while discouraging pedestrians from crossing at unmarked or unsafe locations. An optimal circulation design is very important in this location; considering the close proximity of the project to Washington Elementary School, La Mesa Park, and to the commercial hub of the Mesa. The project includes the appropriate public improvements to ensure proper sight visibility and speeds with access directly off of Meigs Road, resulting in a *potentially significant, mitigable* impact relative to access and safety.

11.d) Parking

Existing Parking Supply and Parking Demand

There is no parking on the site and the site generates no parking demand.

Project Parking Supply and Parking Demand

The proposed 10 condominium require two parking spaces each and the development requires three guest parking spaces. The project provides all the required parking on-site with 10 two car garages and three open parking spaces for guests. The project impacts related to parking supply and demand are considered *less than significant.* Parking for construction workers would be provided on-site.

Transportation - Mitigation

T-1 **Meigs Road Improvements.** Roadway improvements along Meigs Road shall be installed in order to ensure proper sight visibility and to slow speeds sufficiently to allow safe vehicular movements at the driveway intersection. The improvements include a median, landscape plantings to discourage pedestrian from crossing in locations deemed unsafe, installation of sidewalk along the project site frontage and north of the site along the Washington School parking lot frontage, parkway, and curb extensions.

T-2 **Construction Traffic.** The haul routes for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Transportation Engineer. 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.) to help reduce truck traffic and noise on adjacent streets and roadways. The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods.

T-3 **Construction Parking.** Construction parking and vehicle/equipment/materials storage shall be provided as follows:

A. During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation and Parking Manager.

B. On-site or off-site storage shall be provided for construction materials, equipment, and vehicles. Storage of construction materials within the public right-of-way is prohibited.

T-4 **Disabled Accessibility.** Project circulation shall provide for disabled accessibility or equivalent facilitation in accordance with American Disabilities Act requirements.

Transportation – Residual Impact

Less than significant.

12. WATER ENVIRONMENT Could the project result in:		**NO**	**YES** *Level of Significance*
a)	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?		Potentially significant, mitigable
b)	Exposure of people or property to water related hazards such as flooding?		Less than Significant
c)	Discharge into surface waters?		Potentially significant, mitigable
d)	Change in the quantity, quality, direction or rate of flow of ground waters?		Potentially significant, mitigable
e)	Increased storm water drainage?		Potentially significant, mitigable

Water – Discussion

Issues: Water resources issues include changes in offsite drainage and infiltration/groundwater recharge; storm water runoff and flooding; and water quality.

Impact Evaluation Guidelines: A significant impact would result from:

Water Resources and Drainage

- Substantially changing the amount of surface water in any water body or the quantity of groundwater recharge.
- Substantially changing the drainage pattern or creating a substantially increased amount or rate of surface water runoff that would exceed the capacity of existing or planned drainage and storm water systems.

Flooding

- Locating development within 100-year flood hazard areas; substantially altering the course or flow of flood waters or otherwise exposing people or property to substantial flood hazard

Water Quality

- Substantial discharge of sediment or pollutants into surface water or groundwater, or otherwise degrading water quality, including temperature, dissolved oxygen, or turbidity.

Water Resources – Existing Conditions and Project Impacts

12.a,d,e) Drainage

The existing on-site drainage sheet flows southeasterly across the property, down an embankment, over an existing curb and gutter onto Meigs Road. Drainage on Meigs Road surface flows in existing curb and gutter southeasterly down the street into an existing drop inlet located approximately 176 feet from the south easterly property corner. Drainage from the inlet is conveyed in a 24-inch reinforced concrete pipe and eventually outlets at the beach on the south side of Meigs Road.

The proposed on-site drainage would follow the same drainage course as the existing drainage except that all on-site drainage would be collected by a series of catch basins and transported to Meigs Road via curb outlet drains. Construction of the project would result in an increase of 0.2 cfs of flow, a minor increase in runoff that would be required to be retained on-site or required to demonstrate that the increase can adequately be served by the existing drainage system. Following project approval, grading and construction drawings and public improvements plans would be reviewed and subject to approval by City Building and Public Works staff to assure compliance with applicable codes and standards. Sufficient engineered design and adequate mitigation measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water quality pollutants, or groundwater pollutants would result from the project. Therefore, long-term project impacts related to drainage are considered to be *potentially significant, mitigable* with incorporation of mitigation measure W-1, described below.

12.b) Flooding

The project site is not located in a flood hazard zone or an area prone to flooding. The flooding potential would not change following project construction or substantially alter the course or flow of flood waters. Therefore, project impacts related to flooding are considered *less than significant.*

12.c, d) Water Quality

The project site is currently vacant; surface drainage is not treated.

All project runoff would be filtered by pollution interceptor devices prior to entering the storm drain system.

Construction/Short term. Project impacts of grading could result in erosion that would be a *potentially significant, mitigable* impact with implementation of standard drainage/erosion and water quality conditions to minimize runoff during grading and construction activities. During construction, all runoff from the site shall be retained on-site using properly designed and sited detention basins.

Water Resources - Mitigation

W-1 Drainage and Water Quality. Project plans for grading, drainage, stormwater facilities, and project development shall be subject to review and approval by City Building Division and Public Works Department per City regulations. The plans shall identify retention basins on-site sufficient to accommodate the 0.2 cfs increase in flow anticipated or a study prepared by a licensed civil engineer shall demonstrate that sufficient capacity in downstream drainage capacity exists to accommodate the 25-year statistical storm.

Water Resources – Residual Impact

Less than significant.

MANDATORY FINDINGS OF SIGNIFICANCE.		YES	NO
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildfire population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		✓
c)	Does the project have potential impacts that are individually limited, but cumulatively considerable?. ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓
d)	Does the project have potential environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		✓

INITIAL STUDY CONCLUSION

On the basis of this initial evaluation it has been determined that with identified mitigation measures agreed-to by the applicant, potentially significant impacts would be avoided or reduced to less than significant levels. A Mitigated Negative Declaration will be prepared.

Initial Study Preparer: _____

MEB 8/4/2005

Environmental Analyst Date

EXHIBITS:

- **A. Vicinity Map**
- **B. Project Plans**
- **C. Mitigation Monitoring and Reporting Program**
- **D. ABR Minutes, February 9, July 19, and October 4, 2004**
- **E. Biological Resources Evaluation letters prepared by Rachel Tierney Consulting, dated June 3, 2005, September 13, 2004, and July 25, 2001**
- **F. Sight Visibility Technical Analysis, prepared by Associated Transportation Engineers, dated December 10, 2004**

LIST OF SOURCES USED IN PREPARATION OF THIS INITIAL STUDY

The following sources used in the preparation of this Initial Study are located at the Community Development Department, Planning Division, 630 Garden Street, Santa Barbara and are available for review upon request.

Drainage Evaluation, prepared by Flowers & Associates, dated March 25, 2004

Preliminary Foundation Investigation prepared by Pacific Materials Laboratory, dated April 5, 2004

California Environmental Quality Act (CEQA) & CEQA Guidelines

General Plan Circulation Element

General Plan Conservation Element

1995 Housing Element

General Plan Land Use Element

General Plan Noise Element w/appendices

General Plan Map

General Plan Seismic Safety/Safety Element

Geology Assessment for the City of Santa Barbara

Institute of Traffic Engineers Parking Generation Manual

Institute of Traffic Engineers Trip Generation Manual

Local Coastal Plan *(Main or Airport)*

Master Environmental Assessment

Parking Design Standards

Santa Barbara Municipal Code & City Charter

Special District Map

Uniform Building Code as adopted by City

Zoning Ordinance & Zoning Map

J:\USERS\PLAN\Environ. Review\Initial Studies\210 Meigs Road Draft MND 8-8-05.doc

210 Meigs Rd.

Vicinity Map

APN: 045-110-011
Zone: E-3/S-D-3
Approx. Lot Area: 52071 sq.ft.

0 200 400 Feet

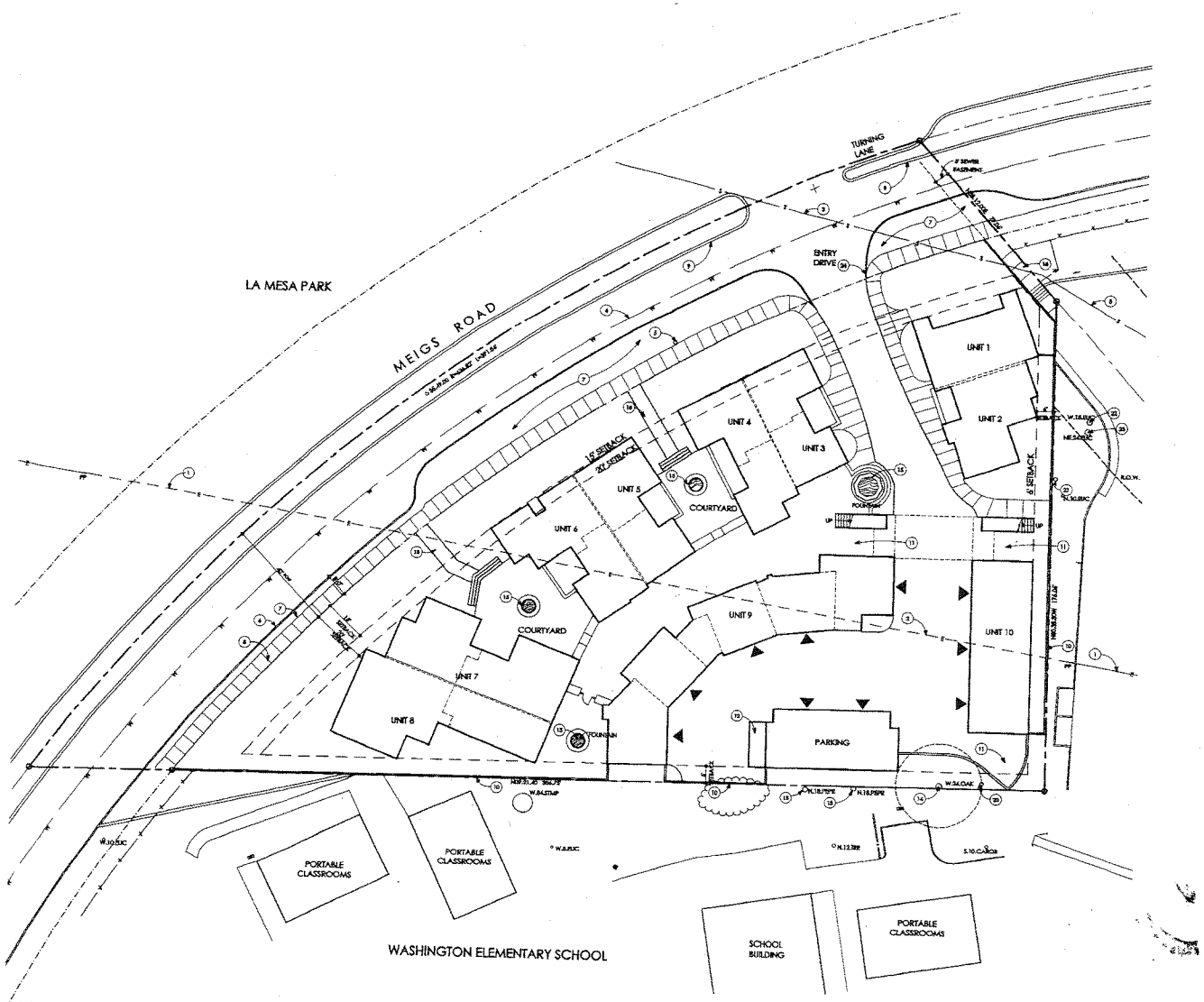
EXHIBIT A

LEGEND

- Land Use Zone Lines
- Parcel Lines
- Building Rooflines
- Retaining Wall
- Fence

Date printed:
Mon Jan 06 11:35:45 2003

All topographic features are based on aerial photographs which were taken in April of 1995.
DISCLAIMER: This map is for reference purposes only. Refer to the official Municipal Code for precise parcel zoning information



Site Plan
1/16" = 1'-0"

Keyed Notes

1. EXISTING SCE OVERHEAD POWER LINES
2. EXISTING OVERHEAD POWER LINES TO BE RELOCATED UNDERGROUND AT SITE PERIMETER PER SCE AND CITY REQUIREMENTS
3. EXISTING 8" VCP SEWER LINE
4. EXISTING 8" WATER LINE
5. EXISTING IRREGULAR RESIDENTIAL FIRE HYDRANT (FH-ES3-010 (O.L.S. #17.65) WITH A FLOW RATE OF 920 GALLONS PER MINUTE LAST TESTED ON MAY 20, 1999 PER SBFD FIRE PREVENTION BUREAU.
6. EXISTING CURB AND GUTTER
7. NEW LANDSCAPED PARKWAY IN RIGHT-OF-WAY
8. NEW SIDEWALK IN RIGHT-OF-WAY
9. ROAD MEDIAN PER CITY OF SANTA BARBARA STANDARDS
10. PROPOSED 6'-0" HIGH CMU SITE WALL WITH PLASTER FINISH
11. PROPOSED GUEST PARKING
12. PROPOSED TRASH ENCLOSURE – UNCOVERED AND FIRE SPRINKLED
13. EXISTING 16" PEPPER TREE TO REMAIN
14. EXISTING 24" OAK TO REMAIN
15. PROPOSED FOUNTAIN
16. NOT USED
17. PROPOSED DECK ABOVE PROPOSED GARAGE
18. PROPOSED SIDEWALK AND STAIRS PER CITY STANDARDS TO ALLOW PUBLIC PEDESTRIAN ACCESS THROUGH SITE
19. NOT USED
20. EXISTING 24" PEPPER TREE TO REMAIN
21. EXISTING 10" EUCALYPTUS TO REMAIN
22. EXISTING 10" EUCALYPTUS TO REMAIN
23. EXISTING 24" EUCALYPTUS TO REMAIN
24. PROPOSED CURB CUT PER CITY STANDARDS

EXHIBIT B

Multifamily Residential Project

Project No:
Revisions:
△

Dates Issued:
2.2.04 ABR Su
05.26.04 DRT
08.19.04 Clea

Drawing Date:
19 August 2004

Site Plan

210 MEIGS ROAD PROJECT (MST2002-00710)

MITIGATION MONITORING AND REPORTING PROGRAM

PURPOSE

The purpose of the **210 Meigs Road Project** Mitigation Monitoring and Reporting Program (MMRP) is to ensure compliance with all mitigation measures identified in the Initial Study to mitigate or avoid potentially significant adverse environmental impacts resulting from the proposed project. The implementation of this MMRP shall be accomplished by City staff and the project developer's consultants and representatives. The program shall apply to the following phases of the project:

- Plan and specification preparation
- Pre-construction conference
- Construction of the site improvements
- Post Construction

I. RESPONSIBILITIES AND DUTIES

A qualified representative of the developer, approved by the City Planning Division and paid for by the developer, shall be designated as the Project Environmental Coordinator (PEC). The PEC shall be responsible for assuring full compliance with the provisions of this mitigation monitoring and reporting program to the City. 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 this program.

It is the responsibility of the contractor to comply with all mitigation measures listed in the attached MMRP matrix. Any problems or concerns between monitors and construction personnel shall be addressed by the PEC and the contractor. The contractor shall prepare a construction schedule subject to the review and approval of the PEC. The contractor shall inform the PEC of any major revisions to the construction schedule at least 48 hours in advance. The PEC and contractor shall meet on a weekly basis in order to assess compliance and review future construction activities.

A. PRE-CONSTRUCTION BRIEFING

The PEC shall prepare a pre-construction project briefing report. The report shall include a list of all mitigation measures and a plot plan delineating all sensitive areas to be avoided. This report shall be provided to all construction personnel.

The pre-construction briefing shall be conducted by the PEC. The briefing shall be attended by the PEC, construction manager, necessary consultants, Planning Division Case Planner, Public Works representative and all contractors and subcontractors associated with the project. Multiple pre-construction briefings shall be conducted as the work progresses and a change in contractor occurs.

The MMRP shall be presented to those in attendance. The briefing presentation shall include project background, the purpose of the MMRP, duties and responsibilities of each participant, communication procedures, monitoring criteria, compliance criteria, filling out of reports, and duties and responsibilities of the PEC and project consultants.

It shall be emphasized at this briefing that the PEC and project consultants have the authority to stop construction and redirect construction equipment in order to comply with all mitigation measures.

Once construction commences, field meetings between the PEC and project consultants, and contractors shall be held on an as-needed basis in order to create feasible mitigation measures for unanticipated impacts, assess potential effects, and resolve conflicts.

II. IMPLEMENTATION PROCEDURES

There are three types of activities which require monitoring. The first type pertains to the review of the Conditions of Approval and Construction Plans and Specifications. The second type relates to construction activities and the third to ongoing monitoring activities during operation of the project.

A. MONITORING PROCEDURES

The PEC and required consultant(s) shall monitor all field activities. The authority and responsibilities of the PEC and consultant(s) are described in the previous section.

B. REPORTING PROCEDURES

The following three (3) types of reports shall be prepared:

1. Schedule

   The PEC and contractor shall prepare a monthly construction schedule to be submitted to the City prior to or at the pre-construction briefing.

2. General Progress Reports

   The PEC shall be responsible for preparing written progress reports submitted to the City. These reports would be expected on a weekly basis during grading, excavation and construction, activities. The reports would document field activities and compliance with project mitigation measures, such as dust control and sound reduction construction.

3. Final Report

   A final report shall be submitted to the Planning Division when all monitoring (other than long term operational) has been completed and shall include the following:

   a. A brief summary of all monitoring activities.

   b. The date(s) the monitoring occurred.

   c. An identification of any violations and the manner in which they were dealt with.

d. Any technical reports required, such as noise measurements.

e. A list of all project mitigation monitors.

C. MMRP MATRIX

The following MMRP Matrix describes each initial study mitigation measure, monitoring activities and the responsibilities of the various parties, along with the timing and frequency of monitoring and reporting activities. For complete language of each condition, the matrix should be used in conjunction with the mitigation measures described in full in the Initial Study.

The MMRP Matrix is intended to be used by all parties involved in monitoring the project mitigation measures, as well as project contractors and others working in the field. The Matrix should be used as a compliance checklist to aid in compliance verification and monitoring requirements. A copy of the MMRP matrix shall be kept in the project file as verification that compliance with all mitigation measures has occurred.

210 MEIGS ROAD PROJECT (MST2002-00710)

MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING FREQUENCY	COMPLIANCE CHECK	VERIF-ICATION
AES-1	Design Review Required.	Applicant/ Contractor	ABR/Planning Division	Check plans to ensure compliance w/ ABR approval	At building plan check and prior to finalizing building permit		
AES-2	Compliance w/ City Lighting Ordinance.	Applicant/ Contractor	ABR/Planning Division	Check plans to ensure compliance w/ ABR approval	At building plan check and prior to finalizing building permit	Planning Division	
AQ-1	Construction Dust Control - Watering	Contractor	PEC	Check for compliance on plans and check in field	At plan check and Spot check in field throughout grading; implement daily	Building & Safety Division	
AQ-2	Construction Dust Control - Tarping	Contractor	PEC	Check for compliance on plans and check in field	At plan check and Spot check in field throughout grading; implement daily	Building & Safety Division	
AQ-3	Construction Dust Control – Gravel Pads	Contractor	PEC	Check for compliance on plans and check in field	At plan check and Spot check in field throughout grading; implement daily	Building & Safety Division	
AQ-4	Construction Dust Control - Treatment	Contractor	PEC	Show on plans and check that implemented in field	At plan check and Spot check in field throughout grading; implement daily	Building & Safety Division	
AQ-5	Construction Dust Control – Paving	Contractor	PEC	Show on plans and check that implemented in field	At plan check and Spot check in field throughout grading; implement daily	Building & Safety Division	
AQ-6	Construction Dust Control - Monitor	Contractor	PEC	Show on plans and check that implemented in field	At plan check and Spot check in field throughout grading; implement daily	Building & Safety Division	

MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING FREQUENCY	COMPLIANCE CHECK	VERIF-ICATION
AQ-7	Construction Equipment	Contractor	PEC	Show on plans and check that implemented in field	At plan check and Spot check in field throughout grading; implement daily	Building & Safety Division	
AQ-8	Prohibition of Fireplaces	Contractor	PEC	Show on plans and check that implemented in field	At plan check and Spot check in field throughout grading; implement daily	Building & Safety Division	
BIO-1	Raptor Seasonal Restriction	Contractor/ Consultant	ABR/ Planning Division/ Project Environmental Monitor (PEC)	Check for compliance on plans and implement	Show on all Grading and Construction Plans at plan submittal, and spot check during construction and prior to rains	Planning Division and Building & Safety Division	
BIO-2	Protective Fencing	Contractor/ Consultant	ABR/ Planning Division/ Project Environmental Monitor (PEC)	Check for compliance on plans and implement	Show on all Grading and Construction Plans at plan submittal, and spot check during construction and prior to rains	Planning Division and Building & Safety Division	
BIO-3	Material Storage and Parking	Contractor	PEC	Check for compliance on plans and implement	Show on all Grading and Construction Plans at plan submittal, and spot check during construction and prior to rains	Building & Safety Division	
BIO-4	Trenching	Contractor/ Consultant	PEC	Check for compliance on plans and implement	At plan check and Spot check in field throughout grading & construction; implement daily	Building & Safety Division	

MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING FREQUENCY	COMPLIANCE CHECK	VERIF-ICATION
BIO-5	Post-Construction Protection Measures	Contractor/ Consultant	PEC	Check for compliance on plans and implement	Post-construction check	Building & Safety Division	
BIO-6	Mitigation Planting	Contractor/ PEC	PEC	Implement if necessary	Post-construction check	Planning Division	
CR-1	Discovery Procedures and Mitigation	Contractor/ Consultant	PEC	Show on plans and check that implemented in field	At plan check and Spot check in field throughout grading & construction; implement daily	Planning Division	
GEO-1	Geotechnical Conditions and Design	Applicant/ Contractor	Contractor/PEC	Submit at time of building permits and adhere to recommendations during grading and construction	Throughout Construction	Building & Safety Division	
N-1	Construction Techniques.	Applicant/ Contractor	Contractor/PEC	Check for compliance on plans and implement	Throughout Construction	Planning Division and Building & Safety Division	
N-2	Construction Notice	Contractor	PEC	Ensure notice provided and signage remains posted	Notice 20 days prior to commencement of grading and construction activities/Spot check that remains posted	Planning Division and Building & Safety Division	
N-3	Construction Hours	Contractor	PEC	Show on plans and ensure compliance on site during construction	Plan check and spot check throughout grading and construction activities	Planning Division and Building & Safety Division	

MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING FREQUENCY	COMPLIANCE CHECK	VERIF-ICATION
N-4	Construction Equipment	Contractor	PEC	Show on plans and ensure compliance on site during construction	Plan check and spot check throughout grading and construction activities	Planning Division and Building & Safety Division	
N-5	Portable Equipment	Contractor	PEC	Show on plans and ensure compliance on site during construction	Plan check and spot check throughout grading and construction activities	Planning Division and Building & Safety Division	
PS-1	Construction Recycling	Contractor	PEC	Show on plans and implement on site	Plan check and spot check to confirm that area provided in the field	Building & Safety Division	
TC-1	Meigs Road Improvements	Contractor	PEC	Show on plans and implement on site	Plan check and spot check to confirm that area provided in the field	Public Works	
TC-2	Construction Traffic	Contractor	PEC	Submit Routes to Transportation Operations Manager and Environmental Analyst/Inform construction workers of routes	Plan check and spot check to confirm implementation on site during grading and construction	City Transportation Operations Division	
TC-3	Construction Parking	Contractor	PEC	Submit Routes to Transportation Operations Manager and Environmental Analyst/Inform construction workers of routes	Plan check and spot check to confirm implementation on site during grading and construction	City Transportation Operations Division	

MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE	MONITORING REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	TIMING FREQUENCY	COMPLIANCE CHECK	VERIF-ICATION
TC-4	Disabled Accessibility	Contractor	PEC	Show on plans and implement on site	Plan check and spot check to confirm that area provided in the field	Building & Safety Division	
W-1	Drainage and Water Quality	Contractor	PEC	Submit Erosion Control Plan to Environmental Analyst prior to issuance of permits Monitor sediment during grading and construction and prior to rains	Show on all Grading and Construction Plans at plan submittal, and spot check during construction and prior to rains	Building & Safety Division	

ARCHITECTURAL BOARD OF REVIEW
CASE SUMMARY

210 MEIGS RD **MST2002-00710**

R-10 CONDOS

Project Description:

The project consists of a one lot subdivision with ten condominiums (8 market and 2 affordable) and 23 parking spaces on a 38,553 square foot vacant lot. A zone change from E-3/S-D-3 to R-2/S-D-3 is requested. A change in the existing General Plan designation from Major Public and Institutional to Residential, 12 units per acre, and removal of a proposed park symbol would also be necessary as well as a Local Coastal Plan Amendment because the General Plan Amendment would affect a parcel in the Coastal Zone.

Activities:

10/4/2004 ***ABR-Concept Review (Continued)***

(Third Concept Review.)

(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND PLANNING COMMISSION APPROVAL OF A TENTATIVE SUBDIVISION MAP, COASTAL DEVELOPMENT PERMIT, MODIFICATIONS, AND AMENDMENTS TO THE GENERAL AND LOCAL COASTAL PLAN.)

(5:23)

Peter Ehlen, Architect; David Black, Landscape Architect; and Jessica Grant, Case planner, present.

Public comment opened at 5:38 p.m.

Ed Gamble, 320 Lighthouse Rd. stated concerns about the density and deviation from single family homes.

Public comment closed at 5:40 p.m.

Motion: Continued indefinitely to the Planning Commission with the following comments: 1) The Board appreciates the applicant's response to the massing at Meigs Road. 2) The Board appreciates the stepping of the buildings into the natural terrain. 3) The two-foot wall separation and the pedestrian pathways internal to the site is a positive relationship to the street. 4) The Board appreciates the applicant's response of the relationship of the site planning to the adjacent school. 5) The Board appreciates the introduction of more landscaping in the courtyard areas. 6) The overall site-plan is successful with the internalization of the parking area, which is hidden from public view. 7)

Project Description:

The project consists of a one lot subdivision with ten condominiums (8 market and 2 affordable) and 23 parking spaces on a 38,553 square foot vacant lot. A zone change from E-3/S-D-3 to R-2/S-D-3 is requested. A change in the existing General Plan designation from Major Public and Institutional to Residential, 12 units per acre, and removal of a proposed park symbol would also be necessary as well as a Local Coastal Plan Amendment because the General Plan Amendment would affect a parcel in the Coastal Zone.

Activities:

The Board finds the overall mass, bulk and scale is moving in the right direction. 8) Units 3 through 6 need better grounding of the architectural elements. 9) Study distinguishing architecture elements, to be more like units 7 and 8. 10) The Board appreciates the introduction of the internal landscaping of the skyline trees to break up the building masses. 11) The Board appreciates the extension of the parkway and the narrowing of the road to provide more landscape to the project. 12) Provide more significant vertical break-ups on the first floor along Meigs Road.
Action: Pierron/Bartlett, 8/0/0.

9/17/2004 ABR-Resubmittal Received

Resubmittal has been received. Dave Sullivan.

7/19/2004 ABR-Concept Review (Continued)

(Second Concept Review.)

(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND PLANNING COMMISSION APPROVAL OF A TENTATIVE SUBDIVISION MAP, COASTAL DEVELOPMENT PERMIT, MODIFICATIONS, AND AMENDMENTS TO THE GENERAL AND LOCAL COASTAL PLAN.)

(3:38)

David Black, Landscape Architect; David Odell, Applicant; and Pete Ehlen, Architect, present.

Staff Comment: Jessica Grant, Case Planner, reiterated that at the last DART review, it was recommended that the applicant take access off of Lighthouse Road through an existing easement instead of taking access off Meigs Road.

Motion: Continued indefinitely with the following comments: 1) The Board appreciates the direction that the application has taken in reducing the scale and massing of the units. 2) The Board appreciates the significant pedestrian access points off of Meigs Road into the courtyards. 3) The Board views the overall site planning as positive. 4) The Board appreciates internalization of the automobile access in allowing the largely public experience from Meigs Road to be landscaping and pedestrian. 5) The skyline trees that come up through the units are favorable. 6) Further reduce the mass, bulk, and scale of the units, particularly in response to the natural terrain, by internal stepping of the units and manipulation of roof lines to create a cascading effect down the slope. 7) Study introducing more one-story elements, particularly as the architecture approaches the south. 8) Reduce the amount of two

Project Description:

The project consists of a one lot subdivision with ten condominiums (8 market and 2 affordable) and 23 parking spaces on a 38,553 square foot vacant lot. A zone change from E-3/S-D-3 to R-2/S-D-3 is requested. A change in the existing General Plan designation from Major Public and Institutional to Residential, 12 units per acre, and removal of a proposed park symbol would also be necessary as well as a Local Coastal Plan Amendment because the General Plan Amendment would affect a parcel in the Coastal Zone.

Activities:

and a half story volume architecture and further reduce the architecture along Meigs Road. 9) Further study smaller scale pieces of architecture. 10) Introduce more softscape into the courtyards because the design is too urban and needs to be more in keeping with the Mesa vernacular. 12) Introduce larger trees to the periphery of the site. 13) Rearrange the trees from the internal courtyard to make more useable space. 14) Some Board members feel that the architecture is too ornate for the Mesa. 15) Provide a composite elevation along Meigs Road and on the Eastern elevation, showing the grade elevation as it descends. 16) One Board member is concerned with the impact of the architecture and the privacy relative to the school in the Eastern property line. 17) Assure adequate landscape screening and that the architecture turn away from the school. 18) Study dropping the grade at the most internalized portion of the motor court and the adjacent unit number ten. 19) Create a more pedestrian friendly entry on unit ten.
Action: Pierron/Bartlett, 8/0/0.

2/9/2004 ABR-Concept Review (New)

(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND PLANNING COMMISSION APPROVAL.)

(3:42)

Peter Ehlen, Architect, and Jessica Grant, Project Planner, present.

Motion: Continued indefinitely with the following comments: 1) The general concept of the project is appropriate. 2) Introduce more visual and real pedestrian connection to the units along Meigs Road. 3) The architecture needs to provide a more significant human scale. 4) Break down the massing to respond to the slope of the site through the reduction of plate heights, more one-story elements, etc. 5) Provide significant landscaping to break down the massing of project on the east side, along the property adjacent to the school, and to interrupt the architecture along the street. 6) Provide indication of the significant existing trees. 7) Provide opportunities for trees that can be saved. 8) Provide mitigation plans for the loss of the significant trees that will be removed.

Action: Pierron/Larson, 7/0/0.

RACHEL TIERNEY
CONSULTING

RECEIVED
JUN 0 6 2005
CITY OF SANTA BARBARA
PLANNING DIVISION

June 3, 2005

Amy Graham
TynanGroup
2927 de la Vina Street
Santa Barbara, CA 93105

RE: 210 Meigs Road (MST 2002-00710)

Dear Amy

This letter provides an updated review of potential impacts to biological resources within the proposed condo project. These comments are based on the most current site plans (East Beach Ventures, March 30, 2005). Previous letters, dated September 13, 2004 and July 27, 2001 addressed potential impacts to these resources under slightly different project designs.

The project would remove a number of eucalyptus and other non-native trees now established within the lot, which would potentially impact raptors and other birds when the trees are removed. Protective measures are also given for a mature oak tree located along the northern property line.

Projects Potential Affect on Raptors[1]: Habitat quality for birds in stands of eucalyptus varies and is dependant upon tree density, understory development, and the presence or absence of adjacent native plants. The quality of the grove at this site is low because the copse is small and open, with little understory or native plants established nearby. Although the trees provide roosting habitat for raptors including American kestrel (*Falco sparverius*), red-shouldered and red-tailed hawks (*Buteo linearus & B. jamaicensis*), barn owl (*Tyto alba*), and great-horned owl (*Bubo virginianus*), there use as a nesting site for most birds of prey would be extremely limited due to the location and size of the copse. The site is located at a busy intersection of Meigs and Cliff Drive. It is also adjacent to Washington Elementary School. These birds prefer stands of native trees. However in the urban setting tall trees with strong limbs that will support larger birds are often exotic.

Removal of a cluster of non-native trees within an urbanized area is typically not considered a potentially significant impact under CEQA unless a listed, candidate or otherwise sensitive species is known to use (in the case of animals) or be established at (in the case of plants) the site. Raptors (birds of prey) are protected by laws and regulations administered by USFWS (under the Migratory Bird Treaty Act) and California Department of Fish and Game.

[1] There is no change to this impact under the most recent plan (3/30/05)

Post Office Box 1113

To ensure that birds of prey and other migratory birds are not harmed, construction and/or tree removal should beginning before or after the breeding season (February 1st and August 15th). If tree removal or grading must be started during that time, a survey to locate active raptor nests should be conducted. If found, construction and tree removal could begin, but extend no closer than 200 feet from the nest until fledglings leave. This mitigation will reduce any impact to nesting raptors to less then significant levels.

Oak Tree Protection: The current site plan (March 30, 2005) reduces the potential impact to the single oak tree (24 inch) located in the northeast corner of the site next to Washington School. The current plan removes any potential for impacts to the tree by the storm drain and catch basin, which had crossed close to the trunk in previous plans, and is now located outside the dripline.

In addition, the perimeter CMU site wall is now curved into the site and around the tree canopy, rather then following the property line, which lies very close to the trunk. Construction of the retaining wall will remove the root system from about one-eight of the area of the total canopy cover, which is approximately 16 feet from the tree trunk.

OAK TREE PROTECTION PLAN

The following protective measures will further ensure that this tree survives construction and will reduce any impact to less then significant levels.

:

1. Fencing. Prior to any ground disturbances, a temporary fence shall be installed, a minimum of 8 feet from the trunk in the direction of the wall, moving outward toward the canopy edges towards the north and south. Fencing shall be supported by posts on minimum eight-foot centers and shall remain in place during all grading and construction activities. Protective fencing shall be shown on all grading and building plans. If removal of fencing is required at constricted areas adjacent to approved work, fencing shall be reinstalled immediately, and left in place until construction is completed.

2. Material Storage and Parking. Construction equipment and vehicles shall not be driven or parked within the fenced area. Storage of fill soil, rocks, or construction materials within this area is also prohibited.

3. Pruning. Prior to grading, all trees that do not have sufficient clearance for proposed grading, or sufficient clearance to meet requirements for Fire Department access, shall be pruned. Pruning of oak trees shall be performed only under the direction of an arborist.

4. Trenching Excavation within the dripline of the oak shall be done by hand. All native tree roots encountered over 1 inch in diameter shall be cut cleanly by hand. If the

root area shall be backfilled (east of the wall), then the cut root shall be kept wrapped in moist burlap until backfilled. Soil area next to treated (cut) roots shall be irrigated to encourage regrowth.

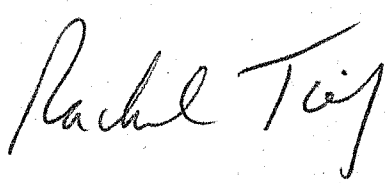
5. Post-Construction Protection Measures.
   All trees located near proposed buildings shall be protected from stucco or paint.

   No permanent irrigation shall occur within the dripline of the existing oak.

   The oak tree shall receive deep feeding after grading activities are completed. A certified arborist or tree maintenance firm experienced in deep feeding of oak trees shall perform the deep feeding.

6. Mitigation Planting. When viewed as a percentage of the canopy cover, only a small portion of the oak root system would be disturbed. However the 24-inch DBH oak may have functioning roots that extend up to 24 feet from the tree trunk. If this were the case, about 1/3 of the root system would be impacted by development. Although the tree is expected to survive construction even under these circumstances, the addition of five coast live oak trees to the Landscape Plan (Black, 2005) will further ensure that the project results in no significant impacts to oak trees.

Sincerely,



Rachel Tierney

Cc: Peter Ehlen (Architect); David Black (Landscape Architect); Trish Allen (City of Santa Barbara)

RACHEL· TIERNEY CONSULTING

September 13, 2004

Terri Green
TynanGroup
2927 de la Vina Street
Santa Barbara, CA 93105

RE: 210 Meigs Road (MST 2002-00710)
Response to 30-Day Development Application Review Team Comments

Dear Terri,

This letter provides additional information regarding the potential impacts of the proposed condo project on biological resources, requested in the City of Santa Barbara 30-Day Development Application Review Team Comments (item IIIA), dated June 23, 2004. The project would remove a number of eucalyptus and other non-native trees now established within the lot. The 30-day incomplete letter asked for additional information regarding potential impacts to raptors and other birds when the trees are removed. Protective measures are also given for a mature oak tree located along the northern property line.

Projects Potential Affect on Raptors: Habitat quality for birds in stands of eucalyptus varies and is dependant upon tree density, understory development, and the presence or absence of adjacent native plants. The quality of the grove at this site is low because the copse is small and open, with little understory or native plants established nearby. Although the trees provide roosting habitat for raptors including American kestrel (*Falco sparverius*), red-shouldered and red-tailed hawks (*Buteo linearus & B. jamaicensis*), barn owl (*Tyto alba*), and great-horned owl (*Bubo virginianus*), there use as a nesting site for most birds of prey would be extremely limited due to the location and size of the copse. The site is located at a busy intersection of Meigs and Cliff Drive. It is also adjacent to Washington Elementary School. These birds prefer stands of native trees. However in the urban setting tall trees with strong limbs that will support larger birds are often exotic.

Removal of a cluster of non-native trees within an urbanized area is typically not considered a potentially significant impact under CEQA unless a listed, candidate or otherwise sensitive species is known to use (in the case of animals) or be established at (in the case of plants) the site. Raptors (birds of prey) are protected by laws and regulations administered by USFWS (under the Migratory Bird Treaty Act) and California Department of Fish and Game.

Post Office Box 1113
Santa Barbara
California
93102

Tel 805.957.1100
Fax 805.957.2050

To ensure that birds of prey and other migratory birds are not harmed, construction and/or tree removal should beginning before or after the breeding season (February 1st and August 15th). If tree removal or grading must be started during that time, a survey to locate active raptor nests should be conducted. If found, construction and tree removal could begin, but extend no closer than 200 feet from the nest until fledglings leave. This mitigation will reduce any impact to nesting raptors to less then significant levels.

Oak Tree Protection: The current site plan (August 19, 2004) provides adequate setback for the single oak tree (24 inch) located in the northeast corner of the site, next to Washington School. The following additional protective measures will further ensure this tree survives construction and will reduce any impact to less then significant levels.

:

1. Prior to any ground disturbances, a temporary fence shall be installed and located as far from the tree trunk as possible to construct the open parking slot. Fencing shall be supported by posts on minimum eight-foot centers and shall remain in place during all grading and construction activities. Protective fencing shall be shown on all grading and building plans.

2. Construction equipment and vehicles shall not be driven or parked within the dripline (or as far from the trunk as possible). Storage of fill soil, rocks, or construction materials within these areas is also prohibited.

3. Trenching and digging within the dripline shall be done with rubber tire, light-weight machinery or by hand, and monitored. All roots over one inch in diameter shall be cut cleanly and properly treated.

4. Footings for the fence established along this property boundary should be dug as far as possible from the trunk on either side.

Sincerely,

Rachel Tierney

RACHEL TIERNEY

CONSULTING

July 25, 2001

Don Erickson
TynanGroup
2927 de la Vina Street
Santa Barbara, CA 93105

RE: Lighthouse Road parcel

Dear Don,

This letter summarizes my findings concerning the biological resources existing at a parcel located along Cliff Drive, adjacent to Washington School at the terminus of Lighthouse Road. The site is situated in an area of Santa Barbara known as the Mesa, and is surrounded on all sides by development (residential and commercial). Vegetation within this disturbed site consists of common ornamental shrubs (*Pyracantha, Myoporum*) and trees (*Acacia,* California Pepper, *Eucalyptus*). Ground cover consists of non-native grasses (*Bromus, Avena*) and common weeds (mustard, radish, thistle).

Potentially Significant Resources

1. Coast Live Oak (*Quercus agrifolia*)

Two coast live oaks were noted at the periphery of the subject property: a small sapling (DBH = 4 inches) along the edge of Lighthouse Road within landscape material near the Washington School parking access road; and a mature tree (DBH = 14 inches) at the northern edge of the site, also near the school. Either tree may actually be located outside of the property boundary. **The mature tree should be retained.** It is in excellent health and displays very fine form.

2. Monarch Butterfly Habitat

The subject property contains a number of mature eucalyptus trees. A recent study of monarch butterfly overwintering use in Santa Barbara County (including the City of Santa Barbara) identifies a "transitory site" at La Mesa Park, located to the west of the subject property (Althouse and Meade, 1999). A "transitory site" is one that is used during winter migration for less than one week. It may harbor butterfly clusters for one or several nights during movement to a more permanent "aggregation site" such as the one located in Honda Valley to the east, or to other sites located up the coast.

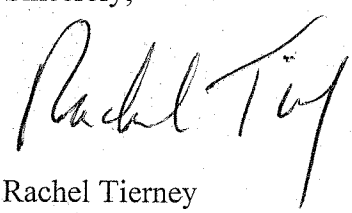
Removal of eucalyptus within the subject property would not constitute a significant impact to migrating monarchs (Meade, personal communication). Butterflies have not been seen at the subject property. Although the eucalyptus may provide a stopping off site between overwintering locations, their use would be very minor.

3. Sensitive Species

No listed or proposed rare or otherwise sensitive species were noted on-site, nor are any expected based on the existing conditions and local records (CNPS, 2001; CDFG 2001).

Please call if you need additional information

Sincerely,



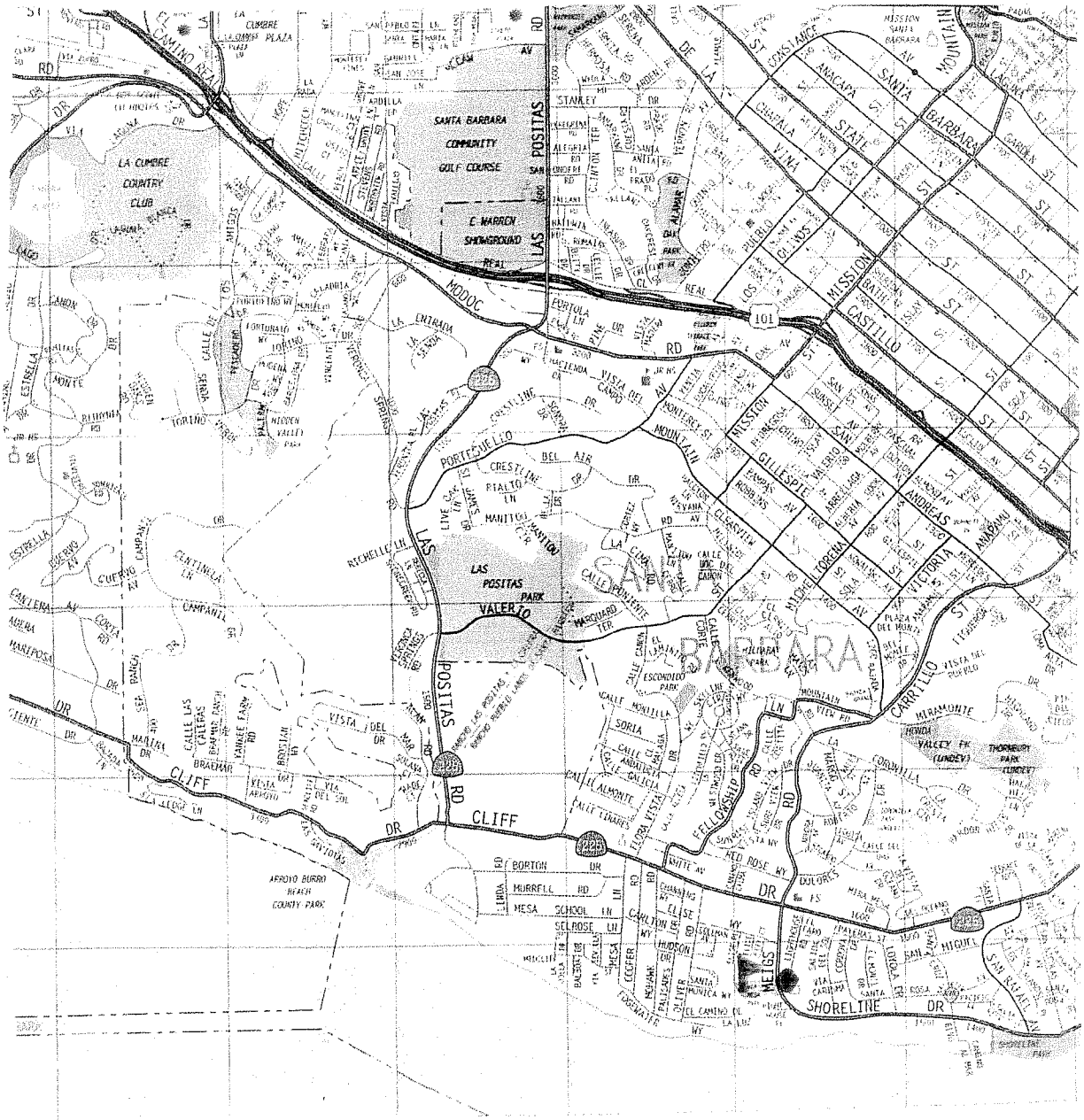
Rachel Tierney

References:

California Department of Fish and Game. 2000. Natural Diversity Data Base Special Plants and Special Animals. The Resources Agency, Non-game Heritage Program. April 2000.

California Native Plant Society, 2001. Inventory of Rare and Endangered Vascular Plants. (www.cnps.org/rareplants/inventory/6thEdition.txt).

Meade, Daniel. 1999. Monarch Butterfly Overwintering Sites in Santa Barbara County, California. Althouse and Meade, Inc. 1135 Stoney Creek Rd. Paso Robles, CA 93446. Prepared for the County of Santa Barbara. November 1999.



BIOLOGICAL RESOURCES

Subject Property

"Transitory" Monarch Butterfly Site
(Althouse and Meade, 1999)

RACHEL·TIERNEY
BOTANICAL·CONSULTING

ASSOCIATED TRANSPORTATION ENGINEERS
100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Maynard Keith Franklin, P.E.
Richard L. Pool, P.E.
Scott A. Schell, AICP

December 10, 2004

04150L01.WP

Pete Ehlen
East Beach Ventures
East Haley Street
Santa Barbara, CA 93101

SIGHT DISTANCE ANALYSIS AND ACCESS EVALUATION FOR THE 210 MEIGS ROAD CONDOMINIUM PROJECT - CITY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has completed the following sight distance analysis and access evaluation for the 210 Meigs Road Condominium Project, proposed in the City of Santa Barbara. The project is proposing to develop 10 condominium units on a currently vacant site located adjacent to Washington Elementary School. Access is proposed on Meigs Road across from La Mesa Park. The location of the project driveway on Meigs Road is illustrated in Figure 1 (see attached site plan).

Sight Distance Analysis

The driver of a vehicle departing from the driveway intersection should have an unobstructed view along Meigs Road sufficient in length to permit the driver to anticipate and avoid potential collisions. The unobstructed views form triangular areas known as sight triangles. Any object (such as buildings, vehicles, hedges, trees, bushes, walls, fences, etc.) within the sight triangles that would obstruct the driver's view of an approaching vehicle should be removed.

Meigs Road is constructed on a large-radii horizonal curve alignment along the western boundary of the project site, and the project driveway is located on the inside of the curve. The speed limit posted on Meigs Road adjacent to the site is 35 MPH. The project driveway would be located near the north end of the curve. Pursuant to Caltrans Design Manual section 405.1.(2)(c), the minimum sight distance required at a private road connection is 250 feet for a 35 MPH design speed (Caltrans criteria attached).

Field review of the existing conditions was completed to confirm vehicle speeds and the location of potential obstructions. The field review found that vehicles generally travel within the 35 MPH speed limit. There are also trees and vegetation located along the property line adjacent to Meigs Road that will need to be removed when the project is constructed.

Sight distances at the proposed driveway were evaluated assuming the street and driveway layout shown on the attached plan (Figure 2). The plan shows that a raised median would be installed on Meigs Road adjacent to the site. A turn pocket for left turns from southbound Meigs Road into the project site is shown. A curb bump-out is shown on the east side of Meigs Road, resulting in a 20-foot travel lane for northbound traffic. It is noted that the original site plan included the curb bump-out with a 16-foot travel lane for northbound traffic. That plan was modified to provide the 20-foot travel lane since the City Fire Department indicated that 20 feet will be their minimum requirement for this segment of Meigs Road. Figure 2 shows the site layout with the northbound lane set at 20 feet. This was accomplished by reducing the width of the curb bump-out along the project's frontage.

The results of the sight distance analysis found that adequate sight distance could be provided looking to the north. The proposed driveway is located near the north end of the horizontal curve on Meigs Road and the sight distance that could be provided to the north would be well over the Caltrans minimum requirement of 250 feet. It is important to note that this assumes that any landscaping or vegetation adjacent to the driveway would not extend above 3.5 feet, the level of the driver's eye.

Figure 1 shows that the 250-foot minimum sight distance could also be provided looking to the south. The sight distance triangle assumes that there would be no obstructions along the project's frontage between the roadway curb line and the area just behind the sidewalk. Given the location of the driveway on the inside of the curve on Meigs Road, it will be important to make sure that sight lines are not obstructed by street furniture, poles, bus stops, etc. along this section of Meigs Road. It is recommended that the curb bump-out shown on the site plan be extended further southeast along the frontage to ensure that vehicles do not park within the sight distance triangle.

If desired, additional sight distance could be provided from the driveway looking to the south by ensuring that there are no obstructions along the project's frontage between the roadway curb line and the patio areas shown adjacent to the condominium units. About 325 feet of sight distance could be provided from the driveway looking to the south if no obstructions are placed within this area. This additional sight distance would require that the curb bump-out be extended further south. The trade off would be that this would reduce the availability of on-street parking along the project's frontage.

Other Access Considerations

- There is a driveway on the west side of Meigs Road that is an inbound driveway to the parking lot that serves La Mesa Park. The project's driveway should align with the La Mesa Park driveway and the median will need to be designed to allow for left-turns from northbound Meigs Road into the La Mesa Park parking lot.

- The project driveway should be widened to better accommodate simultaneous inbound and outbound movements. The width shown on the preliminary site plan could result in queuing on Meigs Road.

- The turn pocket for left turns into the project site should be minimum of 100 feet long to provide an adequate area for vehicle deceleration and storage.

- The site design should provide a pedestrian connection between the project site and the adjacent Washington Elementary School.

- City staff have indicated that there may be a desire to provide a crosswalk for pedestrian access across Meigs Road at the site access driveway. The need for a crosswalk should consider that there is an existing painted crosswalk for crossing Meigs Road at the Elise Way intersection about 600 feet north of the project access driveway. There is an existing sign on Meigs Road adjacent to La Mesa Park directing pedestrians in this area to use the crosswalk at Elise Way. The existing painted crosswalk at Elise Way is also part of the safe route to school for Washington Elementary School and a crossing guard is assigned to the crosswalk before and after school. Placing a striped crosswalk at the site access driveway may require modification of the school's pedestrian access plan and the placement of crossing guards in the area if it is to be connected to the school. The design of the site access driveway intersection on Meigs Road would also need to be modified to accommodate the crosswalk.

Alternative Access Connection

The preliminary site plan shows an alternative connection to Meigs Road on the adjacent Washington School property just north of the project site. Adequate sight lines could also be achieved at this driveway location looking to the north and to the south, provided that there are no obstructions along the project's frontage between the roadway curb line and the area just behind the sidewalk.

This concludes our sight distance analysis and access evaluation for the 210 Meigs Road Condominium Project. Please call our office if you have questions regarding the analysis or findings.

Associated Transportation Engineers

Scott A. Schell, AICP
Principal Transportation Planner

SAS/DLD

Attachments

CHAPTER 200
GEOMETRIC DESIGN AND STRUCTURE STANDARDS

Topic 201 - Sight Distance

Index 201.1 - General

Sight distance is the continuous length of highway ahead visible to the driver. Three types of sight distance are considered here: passing, stopping, and decision. Stopping sight distance is the minimum sight distance to be provided on multilane highways and on 2-lane roads when passing sight distance is not economically obtainable. Stopping sight distance also is to be provided for all elements of interchanges and intersections at grade, including private road connections (see Topic 504, Index 405.1, & Figure 405.7). Decision sight distance is used at major decision points (see Indexes 201.7 and 504.2).

The following table shows the standards for passing and stopping sight distance related to design speed. **These shall be the minimum values used in design.**

Table 201.1
Sight Distance Standards

Design Speed[1] (mph)	Stopping[2] (ft)	Passing (ft)
20	125	800
25	150	950
30	200	1100
35	250	1300
40	300	1500
45	360	1650
50	430	1800
55	500	1950
60	580	2100
65	660	2300
70	750	2500
75	840	2600
80	930	2700

(1) See Topic 101 for selection of design speed.

(2) Increase by 20% on sustained downgrades >3% & >1 mile.

Chapter III of "A Policy on Geometric Design of Highways and Streets," AASHTO, 1984, contains a thorough discussion of the derivation of stopping sight distance.

201.2 Passing Sight Distance

Passing sight distance is the minimum sight distance required for the driver of one vehicle to pass another vehicle safely and comfortably. Passing must be accomplished without reducing the speed of an oncoming vehicle traveling at the design speed should it come into view after the overtaking maneuver is started. The sight distance available for passing at any place is the longest distance at which a driver whose eyes are 3.5 feet above the pavement surface can see the top of an object 4.25 feet high on the road.

Passing sight distance is considered only on 2-lane roads. At critical locations, a stretch of 3- or 4-lane passing section with stopping sight distance is sometimes more economical than two lanes with passing sight distance (see Index 204.4).

Figure 201.2 shows graphically the relationship among length of vertical curve, design speed, and algebraic difference in grades. Any one factor can be determined when the other two are known.

See Chapter 6 of the Traffic Manual for criteria relating to barrier striping of no-passing zones.

201.3 Stopping Sight Distance

The minimum stopping sight distance is the distance required by the driver of a vehicle, traveling at a given speed, to bring his vehicle to a stop after an object on the road becomes visible. Stopping sight distance is measured from the driver's eyes, which are assumed to be 3.5 feet above the pavement surface, to an object 0.5-foot high on the road.

The stopping sight distances in Table 201.1 should be increased by 20% on sustained downgrades steeper than 3% and longer than 1 mile.

and the type of community being served may limit the use of the STAA templates. In those cases, other appropriate templates should be used.

The minimum practical turning radius is 50 feet. However, the 60-foot radius develops less swept width and may have an advantage. Both the 50-foot radius and 60-foot radius should be tested.

(3) California Truck. The California truck-turn template should be used in the design of highways not on the National Network. The minimum practical turning radius is 50 feet.

(4) Bus. At intersections where truck volumes are light or where the predominate truck traffic consists of mostly 3-axle and 4-axle units, the bus turning template may be used. Its wheel paths sweep a greater width than 3-axle delivery trucks and the smaller buses such as school buses, but a slightly lesser width than a 4-axle truck.

Topic 405 - Intersection Design Standards

405.1 Sight Distance

(1) Stopping Sight Distance. See Index 201.1 for minimum stopping sight distance requirements.

(2) Corner Sight Distance.

(a) General--At unsignalized intersections a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the crossroad and the driver of an approaching vehicle. Adequate time must be provided for the waiting vehicle to either cross all lanes of through traffic, cross the near lanes and turn left, or turn right, without requiring through traffic to radically alter their speed.

The values given in Table 405.1A provide 7-1/2 seconds for the driver on the crossroad to complete the necessary maneuver while the approaching vehicle travels at the assumed design speed of the main highway. The 7-1/2 second criterion is normally applied to all lanes of through traffic in order to cover all possible maneuvers by the vehicle at the crossroad. However, by providing the standard corner sight distance to the lane nearest to and farthest from the waiting vehicle, adequate time should be obtained to make the necessary movement. On multilane highways a 7-1/2 second criterion for the outside lane, in both directions of travel, normally will provide increased sight distance to the inside lanes. Consideration should be given to increasing these values on downgrades steeper than 3% and longer than 1 mile (see Index 201.3), where there are high truck volumes on the crossroad, or where the skew of the intersection substantially increases the distance traveled by the crossing vehicle.

In determining corner sight distance, a set back distance for the vehicle waiting at the crossroad must be assumed. **Set back for the driver on the crossroad shall be a minimum of 15 feet, measured from edge of the traveled way.** The 15 foot set back distance assumes six feet from the edge of travelled way to the stop bar, one foot for the width of the stop bar, and eight feet from the front bumper to the driver. If the stop bar is more than six feet from the edge of traveled way, additional allowance should be considered. Corner sight distance is to be measured from a 3.5 foot height at the location of the driver on the minor road to a 4.25 foot object height in the center of the approaching lane of the major road.

In some cases the cost to obtain 7-1/2 seconds of corner sight distances may be excessive. High costs may be attributable to right of way acquisition, building removal, extensive excavation, or environmental costs (e.g., tree removal, avoidance of wetlands, historic or archaeological sites). In such cases a lesser value of corner sight distance, as described under the following headings, may be used.

(b) Public Road Intersections--At unsignalized public road intersections (see Index 405.7) corner sight distance values given in Table 405.1A should be provided.

At signalized intersections the values for corner sight distances given in Table 405.1A should also be applied whenever possible. Even though traffic flows are designed to move at separate times, unanticipated vehicle conflicts can occur due to violation of signal, right turns on red, malfunction of the signal, or use of flashing red/yellow mode.

Where restrictive conditions similar to those listed in Index 405.1(2)(a), the minimum value for corner sight distance at both

signalized and unsignalized intersections shall be equal to the stopping sight distance as given in Table 201.1, measured as previously described.

(c) Private Road Intersections--**The minimum corner sight distance shall be equal to the stopping sight distance as given in Table 201.1, measured as previously described.**

(d) Urban Driveways--Corner sight distance requirements as described above are not applied to urban driveways.

(3) Decision Sight Distance. At intersections where the State route turns or crosses another State route, the decision sight distance values given in Table 405.1B should be used. In computing and measuring decision sight distance, the 3.5-foot eye height and the 0.5-foot object height should be used, the object being located on the side of the intersection nearest the approaching driver.

The application of the various sight distance requirements for the different types of intersections is summarized in Table 405.1C.

405.2 Left-turn Channelization

(1) General. The purpose of a left-turn lane is to expedite the movement of through traffic, control the movement of turning traffic, increase the capacity of the intersection, and improve safety characteristics.

The District Traffic Branch normally establishes the need for left-turn lanes. See "Guidelines for Reconstruction of Intersections," August 1985, published by the California Division of Transportation Operations.

(2) Design Elements.

(a) Lane Width -- **The lane width for both single and double left-turn lanes on State highways shall be 12 feet.** Under certain circumstances (listed below), left-turn lane widths of 11 feet or as narrow as 10 feet may be used on RRR or other projects on existing State highways and on roads or streets under other jurisdictions when supported by an approved design exception pursuant to Index 82.2.

- On high speed rural highways or moderate speed suburban highways where width is restricted, the minimum width of single or dual left-turn lanes may be reduced to 11 feet.

Table 405.1A Corner Sight Distance (7-1/2 Second Criteria)

Design Speed (mph)	Corner Sight Distance (ft)
30	330
40	440
50	550
60	660
70	770

Table 405.1B Decision Sight Distance

Design Speed (mph)	Decision Sight Distance (ft)
30	450
40	600
50	750
60	1000

Table 405.1C Application of Sight Distance Requirements

Intersection Types	Sight Distance		
	Stopping	Corner	Decision
Private Roads	X	X(1)	
Public Streets and Roads	X	X	
Signalized Intersections	X	(2)	
State Route Intersections & Route Direction Changes, with or without Signals	X	X	X

(1) Using stopping sight distance between an eye height of 3.50 ft. and an object height of 4.25 ft. See Index 405.1(2)(a) for setback requirements.

(2) Apply corner sight distance requirements at signalized intersections whenever possible due to unanticipated violations of the signals or malfunctions of the signals. See Index 405.1(2)(b).

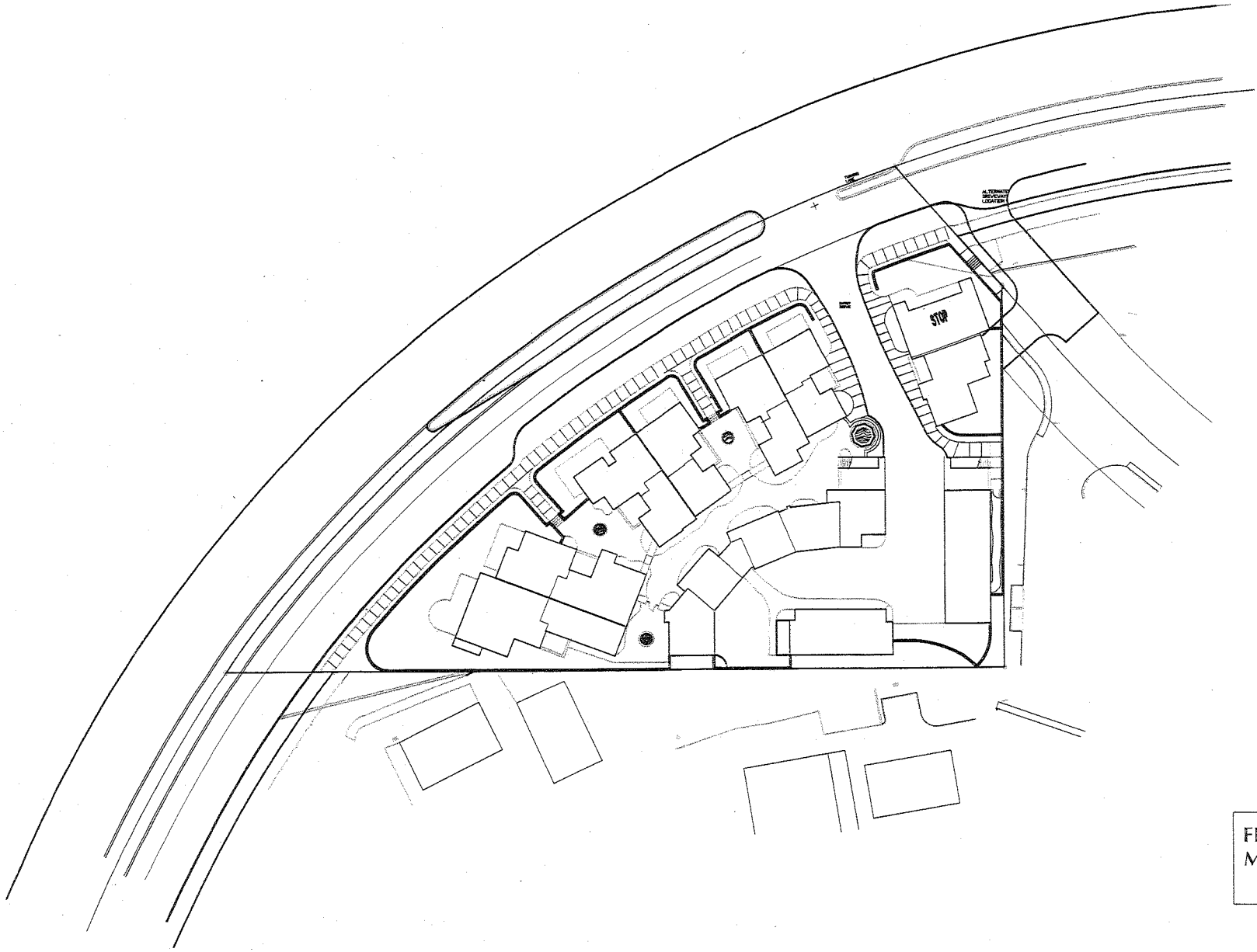


FIGURE 1
MODIFIED SITE PLAN
NOT TO SCALE

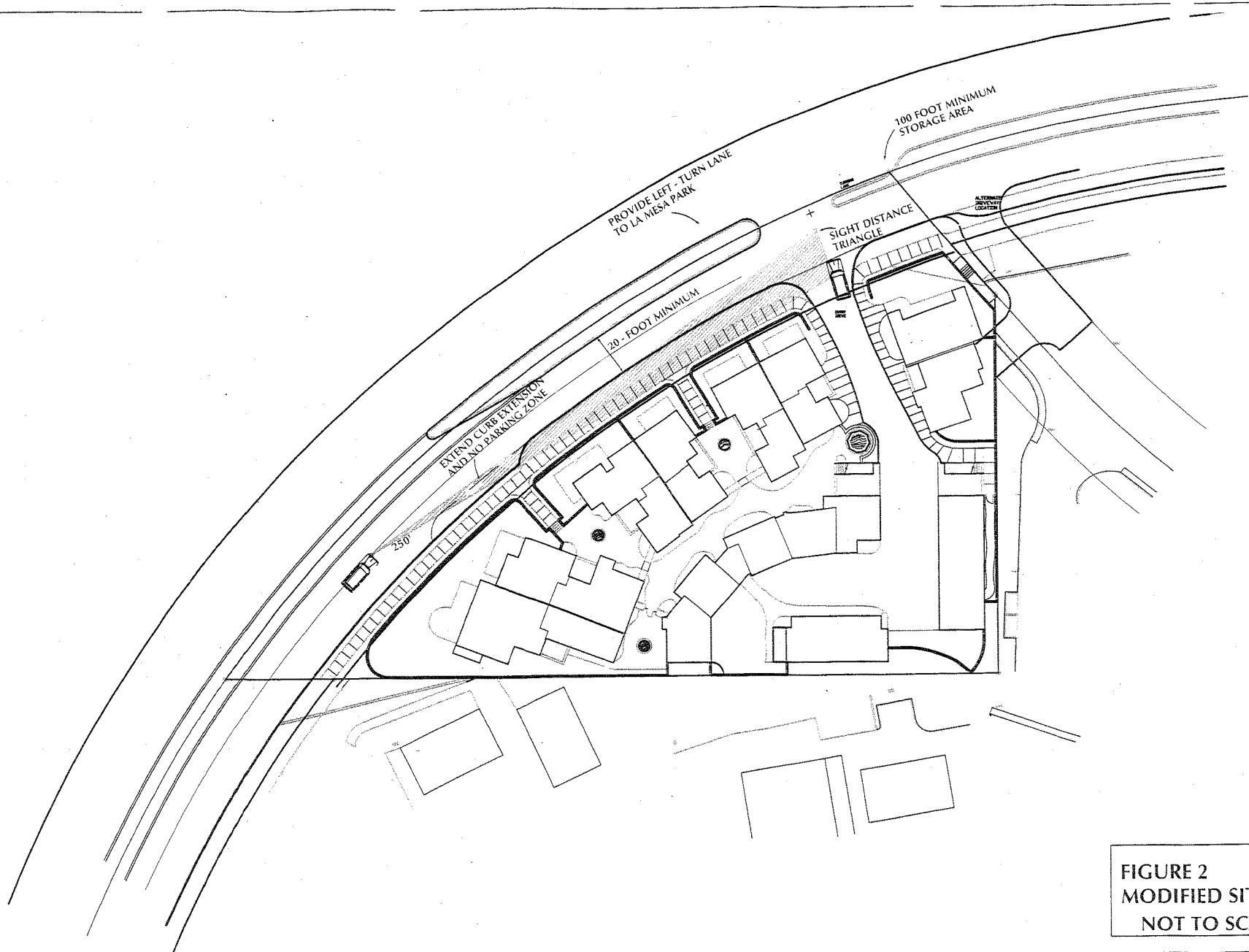


FIGURE 2
MODIFIED SITE PLAN
NOT TO SCALE