



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: February 23, 2008
AGENDA DATE: March 5, 2009
PROJECT ADDRESS: 210 and 216 Meigs Road and 290 Lighthouse Road (MST2006-00476)

TO: Planning Commission

FROM: Planning Division, (805) 564-5470
 Danny Kato, Senior Planner *DJK*
 Allison De Busk, Project Planner *AD*

I. PROJECT DESCRIPTION

The project consists of a lot merger between 216 Meigs Road and 290 Lighthouse Road (no discretionary action is required by the City to merge lots), and a lot line adjustment between this newly merged lot and 210 Meigs Road. This would result in two lots, identified as Adjusted Parcel 1 and Adjusted Parcel 2. Adjusted Parcel 1 is then proposed to be subdivided into five single-family residential lots ranging in size from 7,849 to 10,842 square feet. The new residential lots would be served by a new public street with access from Meigs Road. Approximately 859 cubic yards of grading is anticipated in order to construct the new public street. Appropriate public improvements, including sidewalk, parkway and utilities, and required retaining walls would also be constructed as part of the project. Construction of the single-family residences is not currently proposed.

In order to allow the proposed single-family subdivision and future development, a General Plan and Local Coastal Plan Map amendment changing the land use designation from Major Public and Institutional to Residential, 5 units per acre is required for Adjusted Parcel 1, and a Zoning Map Amendment changing the zoning designation from PR/S-D-3 (Park and Recreation/Coastal Overlay Zone) to E-3/S-D-3 (One-Family Residence/Coastal Overlay Zone) is required for the existing area of 216 Meigs Road.

The overall project also requires a reconfiguration of the Washington School parking lot on Adjusted Parcel 2. The reconfiguration would change the layout of the parking lot and increase the number of formal parking spaces from 25 to 65; however, it would eliminate an informal parking area (at 216 Meigs Road) that can accommodate approximately 65 vehicles. It should be noted that this parking lot reconfiguration requires a separate Coastal Development Permit and is not covered as part of the subject proposal. However, it has been analyzed in the environmental document prepared for the subject proposal as well as in project review due to the relationship of the two aspects of the overall project.

The project includes the removal of approximately 40 existing trees (4 to 24 inches in diameter at breast height), primarily eucalyptus. Thirty of the trees would be removed for the subdivision, and ten would be removed as part of the reconfigured school parking lot.

II. REQUIRED APPLICATIONS

The discretionary applications required for this project are:

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

1. General Plan Amendment to change the land use designation of the reconfigured parcel (Adjusted Parcel 1) from Major Public and Institutional to Residential, 5 units per acre (SBMC §28.07);
2. Local Coastal Plan Amendment to change the land use designation of the reconfigured parcel (Adjusted Parcel 1) from Major Public and Institutional to Residential, 5 units per acre (SBMC §28.07) and to change the zoning map designation as described below;
3. Zoning Map Amendment to rezone APN 045-110-013 from PR/S-D-3 (Park and Recreation/Coastal Overlay) Zone to E-3/S-D-3 (One Family Residence/Coastal Overlay) Zone (SBMC, §28.92.020);

Actions by the Planning Commission, contingent upon recommendation of the actions listed above:

4. Approval of a Lot Line Adjustment to remove 7.67-acres from merged APNs 045-110-009 and -013, and attach it to APN 045-110-011 (SBMC §27.40);
5. Approval of a Tentative Subdivision Map to divide one parcel (Adjusted Parcel 1) into five lots (SBMC Chapter 27.07) contingent upon City Council approval of the Rezone, General Plan Map Amendment and Local Coastal Plan Map Amendment, and Coastal Commission approval of the Local Coastal Plan Amendment; and
6. Approval of a Coastal Development Permit to allow the subdivision and development in the non-appealable jurisdiction of the Coastal Zone (SBMC §28.44.060), contingent upon City Council approval of the Rezone, General Plan Map Amendment and Coastal Plan Map Amendment, and Coastal Commission approval of the Local Coastal Plan Amendment.

The overall project would also require the following discretionary application for the School Parking Lot Reconfiguration (not a part of the subject application):

1. A Coastal Development Permit (CDP) to allow development in the non-appealable jurisdiction of the Coastal Zone (SBMC §28.44.060).

III. RECOMMENDATION

City staff is supportive of the proposed five-lot subdivision and associated permit requests. With City Council and Coastal Commission approval of the requested re-zone from PR/S-D-3 to E-3/S-D-3 and accompanying General Plan/Local Coastal Plan land use designation amendment from Major Public and Institutional to Residential, 5 units per acre, the project would conform to the City's Zoning and Building Ordinances and policies of the General Plan and Local Coastal Plan. The project would result in a net gain of five residential units in the City's housing stock, and the density of the proposed

subdivision would be compatible with the surrounding neighborhood. Future development of the individual lots would be subject to design review by the Single Family Design Board to ensure for compatibility with the surrounding neighborhood. Therefore, Staff recommends that the Planning Commission adopt the Final Mitigated Negative Declaration, recommend to the City Council approval of the re-zone and General Plan/Local Coastal Plan Map Amendment, and approve the project, making the findings outlined in Section IX of this report, and subject to the conditions of approval in Exhibit A.

IV. BACKGROUND

On October 20, 2005, the Planning Commission approved a ten-unit condominium development at 210 Meigs Road (MST2002-00710), which was contingent upon the City Council and Coastal Commission approving the requested zone change from E-3/S-D-3 to R-2/S-D-3 and associated General Plan/Local Coastal Plan land use amendments. That Planning Commission approval was appealed to the City Council on October 26, 2005 by the Washington School Parent Teacher Organization and Santa Barbara School Districts. The appeal at City Council has been on an indefinite continuance in order to allow the appellants and the applicant to resolve the issues underlying the appeal. If approved, the subject proposal (MST2006-00476), which includes a lot line adjustment between Mr. Stevens (owner of 210 Meigs Road and applicant on the former proposal) and the School District (owner of 216 Meigs Road and 290 Lighthouse Road), would replace the prior project (MST2002-00710). With the lot line adjustment and subsequent subdivision of the resulting private parcel, the residential development desired by Mr. Stevens can be achieved while being located adjacent to an existing condominium development and further from the school and its associated activities, thus addressing concerns associated with the prior project.

V. SITE INFORMATION / PROJECT STATISTICS

SITE INFORMATION - EXISTING

EXISTING	216 MEIGS	290 LIGHTHOUSE	210 MEIGS
Property Owner	Santa Barbara School District		Stevens
Parcel Number	045-110-013	045-110-009	045-110-011
General Plan	Major Public and Institutional	Major Public and Institutional	Major Public and Institutional
Zoning	PR/S-D-3	E-3/S-D-3	E-3/S-D-3
Use	Vacant (overflow parking area for School)	Washington School	Vacant
Slope	8.9%	5.9%	7.7%
Lot Area	0.87 acre (gross)	8.31 acres (gross)	1.23 acres (gross)

SITE INFORMATION - PROPOSED

PROPOSED	Adjusted Parcel 1 (Approx. Area of Original 216 MEIGS)	Adjusted Parcel 2 (Approx. Area of Original 290 LIGHTHOUSE and 210 MEIGS)
Property Owner	Stevens	Santa Barbara School District
General Plan	Residential – 5 units per acre	Major Public and Institutional
Zoning	E-3/S-D-3	E-3/S-D-3
Use	5-lot single-family subdivision	Washington School
Slope	6.7%	5.7%
Lot Area	1.51 acres (gross)	8.9 acres (gross)

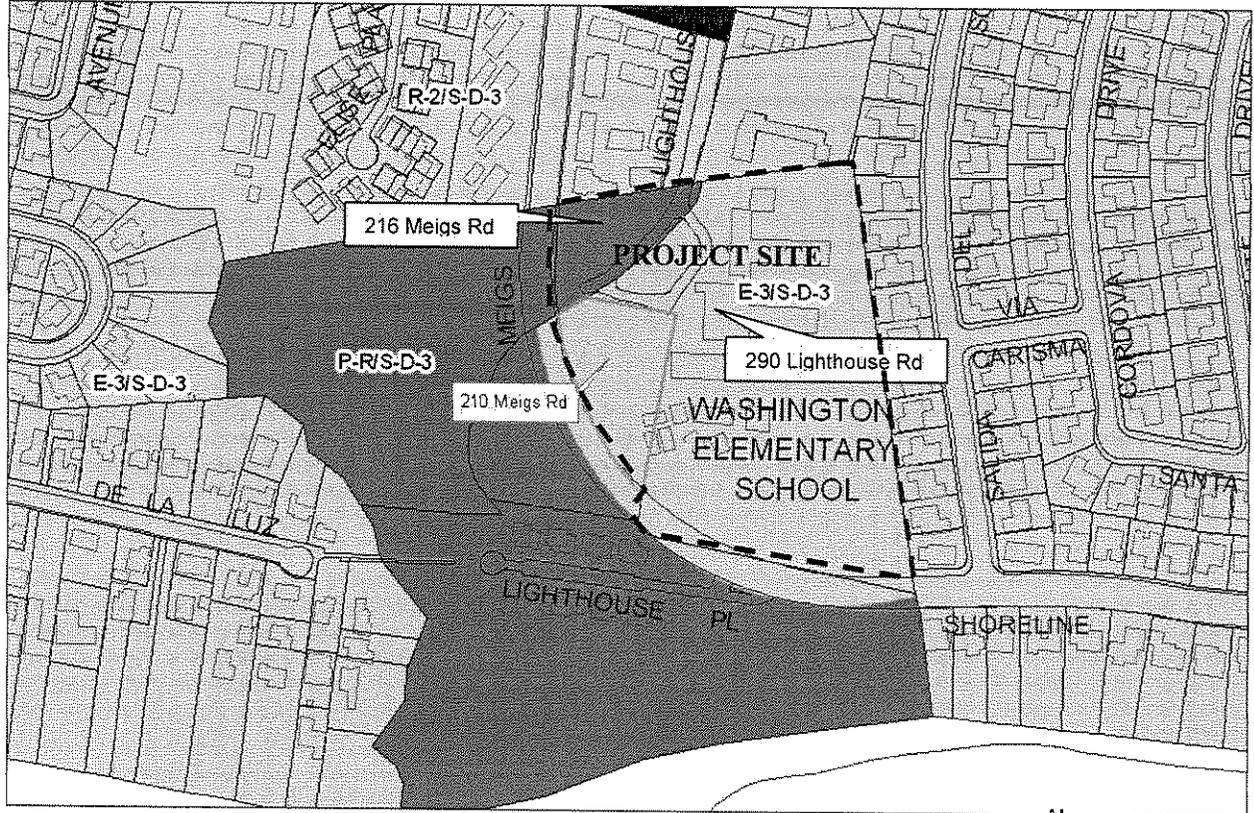
PROJECT STATISTICS

Adjusted Parcel 1 – 1.51 acres (gross)			
	Lot Size (min. = 7,500 net sq. ft.)	Lot Frontage (min. = 60 feet)	Slope
Lot 1	8,111 net sq. ft.	60 feet	7.8%
Lot 2	7,849 net sq. ft.	60 feet, 2 inches	7.7%
Lot 3	8,485 net sq. ft.	60 feet	6.9%
Lot 4	8,310 net sq. ft.	89 feet, 2 inches	5.1%
Lot 5	10,842 net sq. ft.	60 feet	5.5%
Adjusted Parcel 2 – 8.9 acres (gross)			

ADJACENT LAND USES, ZONING AND DESIGNATIONS

	LAND USE	ZONING	GENERAL/COASTAL PLAN
Project Site	Elementary School and Residential (proposed)	E-3/S-D-3 (proposed)	Major Public and Institutional and Residential, 5 units per acre (proposed)
North	Residential	R-2/S-D-3 and E-3/S-D-3	Residential – 12 units per acre and Residential 5 units per acre
South	Meigs/Shoreline	PR/S-D-3	Open Space and Residential 5 units per acre
East	Single-Family Residential	E-3/S-D-3	Residential 5 units per acre
West	La Mesa Park and Residential	PR/S-D-3 and R-2/S-D-3	Open Space and Residential – 12 units per acre

VICINITY MAP



VI. ISSUES

A. ZONE CHANGE AND ZONING ORDINANCE CONSISTENCY

A change of zone is a legislative process, and City procedures require that the Planning Commission or City Council initiate the rezone before the applicant can submit a formal application for rezoning. The Planning Commission initiated the rezone of 216 Meigs Road on March 6, 2008 (Exhibit E – Planning Commission Minutes).

Existing zoning surrounding the site is shown on the Vicinity Map above. The 216 Meigs Road parcel is zoned for park and recreation uses (PR/S-D-3), and is surrounded by single-family zoning (E-3/S-D-3) to the south, east and northeast. To the north and northwest are properties zoned for two-family residential development (R-2/S-D-3). To the west, across Meigs Road, is La Mesa Park and the U.S. Coast Guard facility, which are zoned PR/SD-3.

The 216 Meigs Road parcel was originally part of La Mesa Park, hence the PR/S-D-3 zoning (which was adopted in 1986). However, the site was declared excess land by the City Council in 1987 and was sold to the Santa Barbara School District in 1991. Prior to its sale, the Parks Department had proposed to revert the site's zoning back to E-3 (as

it existed prior to the 1986 re-zone to PR/S-D-3); however, the City Council decided to retain the PR zoning, and expressed a strong interest in not rezoning the parcel for housing use.

Issues for consideration as part of the rezone request include: possible density under the proposed E-3/S-D-3 zone and whether the proposed zone (One Family Residence) is appropriate for the area.

The area to be rezoned is approximately 0.87-acre, which would allow five units under the proposed E-3 zone. The proposed E-3 zoning allows for single family development with a minimum of 7,500 net square feet of area required for each lot. The allowed density is based on net lot area versus gross lot area because the net lot area excludes the public right of way that cannot be developed with housing. The density would also be required to comply with the underlying land use designation. Assuming a General Plan/Local Coastal Plan designation of Residential – 5 units per acre (as currently proposed), a maximum of four market rate lots could be developed on the existing 0.87-acre lot.

As discussed when the proposed rezone was initiated by the Planning Commission, the area under consideration for the rezone (216 Meigs Road) could logically be considered for a rezone to E-3/S-D-3 or R-2/S-D-3, given the adjacent zoning designations. Under R-2 zoning (and a corresponding land use designation of Residential – 12 units per acre), the 0.87-acre site could be developed with a maximum of 10 market rate units. It should be noted that, as part of the prior proposal at 210 Meigs Road, the Planning Commission recommended approval of a rezone of 210 Meigs Road to R-2/S-D-3. The E-3/S-D-3 zoning was chosen by the two applicants as part of their negotiations because it was deemed to be more compatible with the school and consistent with the surrounding neighborhood. Staff concurs that the E-3/S-D-3 zone is appropriate for the site and would be compatible with surrounding uses.

Re-zoning the parcel could be considered an “upzone” because the intensity of development under the proposed single-family zoning could be greater than under the existing Park and Recreation zoning. Typically, when residential property is upzoned, staff recommends that any increase in allowed density be provided as affordable housing. However, there is no set calculation for determining the number of affordable units for rezones under the City’s density bonus policies and guidelines. In this particular case, staff does not recommend that any affordability requirements be placed on the development. The reason staff does not support the mandatory inclusion of affordable lots is because residential zoning is more appropriate for the site than Park zoning given that the land will be privately held (following the land swap), the proposed development is the result of successful and collaborative negotiations between the School District and a private property owner and results in a development that is more appropriately located than the approved development at 210 Meigs Road, the site and number of proposed lots is relatively small, and “dry lot” subdivisions (where construction of the housing is not proposed) such as this one are not ideal for implementing affordability restrictions.

Additionally, it should be noted that the proposed land swap and "upzone" of 210 Meigs Road does not increase the development potential of the larger site under consideration because the land use for the area currently identified as 210 Meigs Road has a General Plan/Local Coastal Plan designation of Major Public and Institutional. This means that the School District could not develop that area with residential uses without requesting and receiving a General Plan/Local Coastal Plan amendment from the City and Coastal Commission, in addition to the required Tentative Map and Coastal Development Permit.

The proposed project would meet all of the subdivision requirements of the proposed E-3/S-D-3 Zone, including lot size and street frontage. Future development of individual homes on the lots would be required to comply with the requirements of the E-3 zone.

B. GENERAL PLAN MAP AMENDMENT AND GENERAL PLAN CONSISTENCY

The proposed General Plan Map amendment would encompass an area of approximately 1.51 acres because it would be for the proposed adjusted lot area (Adjusted Parcel 1). The current General Plan Designation for the entire site is Major Public and Institutional. It was likely anticipated that this land would be used for either park or school purposes, given its location. The proposed General Plan Map designation is Residential, 5 units per acre.

The subject parcels are 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 acre, which would be consistent with the proposed 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 in 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 and Meigs where the Mesa Shopping Center is located.

The project would result in a build out of 3.85 dwelling units per acre on Adjusted Parcel 1, which would be consistent with the Residential - 5 dwelling units per acre General Plan designation that is proposed. Based on the existing development pattern in this area, staff believes that a General Plan land use designation of Residential, five units per acre would be appropriate for this area.

1. Housing Element

The proposed project would result in a total of five lots available for development of single-family residences. Some primary goals of the Housing Element applicable to the subject proposal are: to ensure a full range of housing opportunities for all persons and to protect existing neighborhood character while encouraging compatible infill development. The project would implement

the goals of the Housing Element because it is an infill project that creates five new lots available for construction of single-family residences. These new homes would be compatible in scale, size and design with the surrounding neighborhood, and the project would be subject to design review by the City's Single Family Design Board (Policies 3.2, 3.3 and 4.3, and Implementation Strategy 4.1.10).

2. **Circulation Element**

The proposed project includes construction of a new public street to serve the proposed new lots. This new street would be located off of Meigs Road, in the approximate area of the existing boundary between 210 and 216 Meigs Road, and just north of the northernmost driveway entrance to La Mesa Park.

In order to access the property from Meigs Road, the project includes roadway improvements along Meigs Road to ensure proper sight visibility from the project site. Additionally, the project will include public improvements to the pedestrian facilities abutting the site frontage and at the crosswalk at Meigs Road/Elise Way. As identified in the project's Mitigated Negative Declaration, the project would not result in any significant, unmitigable impacts associated with traffic, circulation or parking. Therefore, staff believes the project would be consistent with the Circulation Element policies relative to traffic and circulation.

3. **Conservation Element**

The proposed project would not significantly impact cultural, visual or biological resources, as discussed in the project's Mitigated Negative Declaration. The project does include the removal of approximately 34 non-native trees. In particular, the following Conservation Element Goals, Policies and Implementation Strategies address tree protection.

Visual Resource Policy 4 - Trees enhance the general appearance of the City's landscape and should be preserved and protected.

Implementation Strategy 4.1 Mature trees should be integrated into project design rather than removed. The Tree Ordinance should be reviewed to ensure adequate provision for review of protection measures proposed for the preservation of trees in the project design.

Implementation Strategy 4.2 All feasible options should be exhausted prior to the removal of trees.

Implementation Strategy 4.3 Major trees removed as a result of development or other property improvement shall be replaced by specimen trees on a minimum one-for-one basis.

The project site is identified by the Arborist as “wooded yet unmanaged and has an accumulation of trees that that conflict with each other and pose risks to people and children who walk through the lot and travel along Meigs Road.” Most of the trees on site are healthy, although they have structural defects and many look drought stressed. The project has been revised to incorporate several existing trees into the project design, at the recommendation of the project Arborist. The Arborist Report concludes that no trees of “high value” will be removed for the project. Although the overall project (including the parking lot reconfiguration) involves removal of approximately 45 trees, which will change the visual character of the site, new trees will be planted on site to mitigate the loss of the trees (Mitigation Measure BIO-6). Therefore, staff believes the project would be consistent with Conservation Element policies relative to tree protection.

C. COASTAL PLAN MAP AMENDMENT / COASTAL DEVELOPMENT PERMIT

The project must be found consistent with the City’s Local Coastal Plan (LCP) because the site is located in the Coastal Zone. The Local Coastal Plan Map designation for the site is Major Public and Institutional. The proposed designation for Adjusted Parcel 1 is Residential, 5 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.

Based on compatibility with the existing development pattern in this area, and because City policy has established the construction of housing as an important goal, staff believes that extending residential zoning, with a density of five units per acre, to Adjusted Parcel 1 is appropriate and would be consistent with the Coastal Plan.

The major coastal issues that are applicable to this project are neighborhood compatibility and preserving views. Please refer to Exhibits F and G for a complete analysis of the project’s consistency with both Local Coastal Plan and Coastal Act policies. It should be noted that construction of a single family residence on each of the newly created lots would not require a coastal development permit, pursuant to SBMC §28.44.070.C.

1. Neighborhood Compatibility

In accordance with LCP Policy 5.3, the proposal would be compatible in terms of design, scale and size with the character of the established neighborhood. Washington Elementary School immediately surrounds the site to the east and south. Immediately north of the site there is an existing 22 unit condominium complex. To the northeast are single-family residences. To the west, across Meigs Road, there is an affordable multi-family development, La Mesa Park and the U.S. Coast Guard facility. The project has received positive comments from the Single Family Design Board for the subdivision design. Neighborhood compatibility is discussed in detail in the Initial Study prepared for the project,

and mitigation measures have been identified to address potential land use/compatibility issues between the existing school and future residents of the proposed subdivision. Future construction of the individual homes would be required to receive approval from the Single Family Design Board. Additionally, each new lot would provide its required parking on site, and therefore would not overburden public circulation or the neighborhood's on-street parking resources.

2. **Visual Resources**

Vegetation within this disturbed site consists primarily of common ornamental shrubs (Pyranantha, Myoporum) and trees (Acacia, California Pepper, Eucalyptus), as well as some oak trees. Ground cover consists of non-native grasses (Bromus, Avena) and common weeds (mustard, radish, thistle). The overall project would remove approximately 45 existing trees (mostly Eucalyptus Trees and other non-native trees). The Arborist Report prepared for the project concludes that the project will, ultimately, result in an enhancement of the trees to remain due to proposed tree maintenance, protection and planting. The LCP includes discussion of existing plans and policies that have been adopted for preservation and enhancement of the City's coastal resources and its visual qualities. From a visual standpoint, the proposed project would result in a visual change from the public street and neighboring La Mesa Park with the loss of skyline trees. However, with the incorporation of new trees into the landscape plan for the subdivision, this adverse, but less than significant impact would be further reduced. The arborist's tree protection mitigations have been included in the Planning Commission Conditions of Approval.

D. LOT LINE ADJUSTMENT

The project includes a lot line adjustment in order to create a 1.51-acre parcel (Adjusted Parcel 1 – to be owned by Stevens) and an 8.9-acre parcel (adjusted Parcel 2 – to be owned by the Santa Barbara School District). The resultant lots would conform to applicable zoning regulations for lot size and minimum street frontage requirements as shown in the Project Statistics Table above (Section V), as well as with the General Plan and Local Coastal Plan, as described above (Section VI).

E. DRAINAGE

Storm water runoff is the single largest source of surface water pollution in the City. The City's Storm Water Management Program (SWMP) and the National Pollutant Discharge Elimination System (NPDES) Phase II regulations require that any increase in stormwater runoff be retained on-site and that projects be designed to capture and treat that calculated amount of runoff from the project site for a one-inch storm event over a 24-hour period. The purpose of the City's Storm Water Management Program is to implement and enforce a program comprised of "Best Management Practices" (BMPs) designed to reduce the discharge of pollutants to the "maximum extent practicable" to protect water quality. This goal can be met by preventing and

controlling the impacts of development, which increases storm water runoff volume, velocity, and pollution, using a sensible combination of pollutant source control, site design, and post-construction storm water runoff BMPs.

Adopted City General Plan policies, ordinances, and guidelines support implementation of design criteria to minimize water pollutants. Generally, the direction is to promote low impact designs and passive BMPs that require little maintenance, such as use of vegetated swales for site drainage, use of permeable types of paving, and minimizing hardscape areas. Since all projects are subject to the general policy of no increase or reduction in post-development run-off, if there is a detention requirement, it can be part of a treatment system. This may consist of BMPs such as vegetated swales and detention basins, or filters coupled with detention or infiltration BMPs, where the water is filtered through a manufactured filter before discharge to the vegetated swale or detention basin.

As originally submitted (and as reviewed in the Initial Study), the project proposed to direct the increased runoff resulting from development (0.15 cubic feet per second) to Lot 5, where it would be stored in a 35-foot long three-foot diameter pipe.

Although the drainage design proposed was technically responsive to the City's NPDES requirements, it missed an opportunity to incorporate a more passive, natural design which would be more in line with the City's policies relative to water quality. The Mitigated Negative Declaration prepared for the project recommends that a more natural drainage solution be used, and that each lot handle its own drainage.

The applicant has since revised the project to include a drainage plan that incorporates these recommended mitigation measures related to water quality by installing a detention/treatment device in the new public street to handle a portion of the runoff, and requiring each lot to detain a portion of the runoff. These improvements will not only accommodate the increased run-off from development, but also the runoff from a one-inch storm event. Refer to Exhibit E for the updated Drainage Study.

F. RELATIONSHIP TO SCHOOL PARKING LOT RECONFIGURATION

As discussed briefly in the project description, in order to carry out the proposed land swap and residential subdivision, the Washington School parking lot must be reconfigured. Because the school is located in the Coastal Zone, a Coastal Development Permit (CDP) is required for the reconfigured parking lot. In order to adequately review the subject project and its potential environmental impacts, the parking lot reconfiguration was preliminarily reviewed as part of the subject application. However, because the CDP for the parking lot was not formally included in the subject application, the proposed conditions of approval for the subject project tie it to approval and implementation of the school parking lot CDP. This is necessary because the school parking lot must be relocated onto school property before the Final Map for the subdivision records and lots are sold, to ensure that the school maintains adequate parking at all times.

VII. ENVIRONMENTAL REVIEW

Environmental review of the proposed project has been conducted pursuant to the California Environmental Quality Act (CEQA) and related Guidelines. An Initial Study and Mitigated Negative Declaration were prepared to evaluate the project's potential impacts on the physical environment. The analysis identified potentially significant but mitigable environmental effects in the following issue areas: air quality, biological resources, geophysical conditions, noise, transportation/circulation and water environment. Also evaluated in the document as less than significant impacts are visual aesthetics, air quality (long-term), cultural resources, hazards, population and housing, and recreation. The analysis concludes that no significant environmental impacts would result from the project as mitigated.

A Draft Mitigated Negative Declaration (MND) was prepared and released for public review. During the public review period (from September 12, 2008 to October 17, 2008), public comment on the draft MND was taken. Environmental concerns related to land use compatibility, air quality, noise, and traffic/circulation were raised. These issues are outlined in the Staff response to public comments incorporated into the proposed Final Mitigated Negative Declaration (Exhibit D).

The primary concern raised is the potential for future homeowners to impact the operation of the school by complaining about noise generated by the school. The Washington School Foundation and the project applicant have worked collaboratively to draft mitigation measures that would minimize the potential for nuisance complaints to the school. The land use compatibility issue raised is an important policy consideration. However, staff does not believe that it represents a significant impact from an environmental standpoint. Therefore, the mitigation measures designed to address long-term land use compatibility issues have been included as *recommended* mitigation. These recommended mitigation measures are included as proposed conditions of approval for the project. Staff applauds the applicant and Washington School Foundation members for working together to develop design techniques to address this issue, and finds that they provide appropriate ways to address potential adverse land use compatibility issues.

The proposed Final Mitigated Negative Declaration includes required mitigation measures to mitigate potentially significant impacts to a less than significant level, and recommended mitigation measures to further reduce adverse, but less than significant impacts. The analysis concludes that no significant environmental impacts would result from the project as mitigated. Below is a brief summary of the Final Mitigated Negative Declaration evaluation.

A. AESTHETICS

The project site is not located along an existing or proposed scenic highway. Although the site is located across Meigs Road from La Mesa Park, the primary views from the park are directed toward the ocean. Public views to the north and toward the project site are considered somewhat degraded due to the urban setting. Ultimate build-out of the subdivision would include landscaping and architecture that would be consistent with the design guidelines and standards that the Single Family Design Board uses to assure compatibility.

The portion of the site proposed for development (Adjusted Parcel 1) consists of vacant land used for overflow parking, and a mature stand of eucalyptus trees, many of which

are proposed to be removed. The project would result in a visual change from the street and La Mesa Park due to the removal of the trees and eventual construction of five single-family residences. About 30 existing trees, mostly eucalyptus and other non-natives, would be removed for the proposed development. Additionally, approximately 10 trees, mostly eucalyptus and other non-natives, would be removed for the school parking lot reconfiguration. No specimen or skyline trees would be removed. Planting of new trees is recommended to further reduce any adverse visual impact associated with the loss of existing trees.

The Single Family Design Board (SFDB) has reviewed the subdivision plans and has made generally positive aesthetic comments. It is recommended that the subdivision and design of individual homes on the new lots be reviewed by the SFDB to ensure that the recommended design techniques/considerations to address land use compatibility issues (see Noise discussion below) associated with locating residences adjacent to an existing school use are incorporated into the project.

B. AIR QUALITY

This project will not result in long-term air quality impacts. The primary concerns related to air quality impacts are pollutant emissions from vehicle exhaust or other stationary sources, particulates and nuisance dust associated with grading and construction. Long-term emissions are much less than the Santa Barbara County Air Pollution Control District threshold of impact significance for air quality impacts; therefore long term project air quality impacts are less than significant. However, sensitive receptors (children) located on the school site could be affected by fugitive dust and diesel particulate matter (diesel PM) from construction equipment and vehicle exhaust during project site grading (both for the subdivision improvements and reconfiguration of the school parking, and, to a lesser extent, from construction of the individual homes). Impacts associated with nuisance dust and diesel PM are considered potentially significant, mitigable through application of the identified mitigation measures. Also, the Noise section includes restrictions on grading activities such that, in general, they may only take place during the school's summer break.

C. BIOLOGICAL RESOURCES

The project would not result in significant impacts to biological resources and habitat. The proposed subdivision would remove approximately 30 existing trees (mostly eucalyptus trees and other non-native trees). 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 trees provide potential roosting habitat for raptors (birds of prey). However, their use as a nesting site at this location is extremely limited due to the location and size of the grove. Raptors are protected by laws and regulations administered by the US Department of Fish and Wildlife Service and the Department of Fish and Game. To ensure that any raptors or other migratory birds are not harmed, a mitigation measure has been included that limits construction unless a survey to locate active raptor nests is conducted and either no nests are found or the nesting areas are avoided until fledglings

leave. Mitigation measures have also been included to ensure that existing trees to remain are protected and maintained, and that new trees are planted to replace those trees removed as part of the project. A group of six oaks located near the northern property boundary is proposed to be protected; however, one oak sapling is proposed to be removed. A mitigation measure to replace that oak sapling at a 3:1 ratio has been recommended.

D. CULTURAL RESOURCES

The project site is not located within any of the cultural sensitivity zones, based on the City Master Environmental Assessment (MEA) *Cultural Resources Sensitivity Map*. The project impacts to archaeological resources are less than significant. The site is vacant and no known historic resources or ethnic or religious resources are known to exist on the site. The project would have no impact related to historic, ethnic or religious resources.

E. GEOPHYSICAL CONDITIONS

Project impacts related to ground subsidence and expansive soils would be minimized to less than significant levels by complying with grading and recompaction recommendations included in a soils engineering report prepared for the site.

F. HAZARDS

The project site is not on any lists for known contaminated soils, groundwater, or hazardous materials use; project impact relative to hazardous material exposure is less than significant. The project would be subject to standard conditions to address the possibility of encountering hazardous materials during construction.

G. NOISE

The proposed project is not anticipated to have significant short- or long-term noise impacts. Due to the project location adjacent to a school, noise generated during project grading activities has more potential to result in a short-term impact to sensitive receptors in the area. However, the applicant has incorporated noise attenuation measures into the project to address this issue, and these measures have been included as recommended mitigation measures to ensure that these measures (coordination with Washington School related to school-wide testing, requiring grading to occur during the school's summer break, provision of a noise control plan that would incorporate noise shields and blankets, etc.) are implemented.

The proposed subdivision would be adjacent to an existing school. In order to reduce nuisance noise for the new residents of the subdivision, design techniques have been included as recommended mitigation measures. These mitigation measures would further reduce adverse long-term noise impacts.

H. POPULATION AND HOUSING

The project would not involve substantial employment growth that would increase population and housing demand. Growth-inducing impacts would be less than significant.

I. PUBLIC SERVICES

Public services in the project vicinity are in place. There would be no project impacts related to fire or police protection, schools, roads, or utilities.

J. RECREATION

The project may result in a very small increase in the demand for recreational facilities, but is considered an incremental increase in the number of potential users for existing facilities. There are various recreational facilities in the project area including La Mesa Park, Shoreline Park, and the beach. Project impacts related to recreational demand would be less than significant.

K. TRANSPORTATION/CIRCULATION

The project is expected to generate approximately 4 additional a.m. peak hour trips, 5 p.m. peak hour trips and 50 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 B operating levels after development of this project; project impacts related to long term project traffic impacts would be less than significant.

Short term construction traffic would not result in a significant impact to the traffic network because of the temporary nature of the trips generated and the size of the project. Standard mitigations include restrictions on the hours permitted for construction trips and approval of routes for construction traffic. Also, during initial construction and until access directly off of Meigs Road can be constructed, trips along Lighthouse Road would be scheduled to avoid peak drop-off and pick-up times at Washington School.

The project applicant submitted a sight visibility analysis to demonstrate that safe access could be provided off of Meigs Road to the project site. To ensure safe access and proper visibility, the project would incorporate the following improvements: re-striping Meigs Road, installation of sidewalk and parkway along the project site, prohibiting parking along Meigs Road for at least 250 feet south of the new public street and 30 feet north of the new public street, and improvements to the crosswalk at Elise Way (including curb extensions into the parking areas on either side of Meigs Road). Also, sight lines shall not be obstructed by street furniture, poles, bus stops or vegetation. With incorporation of these public improvements, project impacts relative to access and circulation would be mitigated to less than significant.

L. WATER ENVIRONMENT

The existing onsite drainage sheet flows southeasterly down the property, down an embankment, over an existing curb and gutter and onto Meigs Road. Drainage on Meigs Road surface flows in existing curb and gutter southeasterly down the street into an existing drop inlet. 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 subdivision drainage plan would retain its increased stormwater runoff on-site. Therefore, the project would not result in a significant impact related to runoff.

The MND has recommended mitigation measures directing the project to retain water in a more passive/natural way, and for the drainage plan to be revised such that each lot accommodates its own drainage on-site. The applicant has since revised the drainage study and drainage plan to incorporate these mitigation measures (refer to Exhibits B and E).

Proposed grading for the subdivision would consist of 859 cubic yards of cut and fill. Standard erosion and dust control measures have been included in the project conditions to minimize potential short term adverse impacts to water and air quality.

The proposed Final Mitigated Negative Declaration has identified no significant and unavoidable impacts related to the proposed project. Pursuant to CEQA and prior to approving the project, the Planning Commission must consider the Mitigated Negative Declaration. For each mitigation measure adopted as part of a Mitigated Negative Declaration, the decision makers are required to make the mitigation measure a condition of project approval, and adopt a program for monitoring and reporting on the mitigation measures to ensure their compliance during project implementation [PRC Sec.21081.6]. The mitigation measures described in the proposed Final Mitigated Negative Declaration have been incorporated into the recommended conditions of approval for this project. In addition, a mitigation monitoring and reporting program (MMRP) is included in the project's Final Mitigated Negative Declaration.

VIII. RECOMMENDATIONS TO COUNCIL

Staff recommends that the Planning Commission make the following recommendations to the City Council for the following reasons:

A. GENERAL PLAN AND LOCAL COASTAL PLAN AMENDMENTS

Change the land use designation of the area identified as Adjusted Parcel 1 from Major Public and Institutional to Residential - 5 units per acre. This residential designation recognizes the fact that the property is in private ownership, and both the City of Santa Barbara and the Santa Barbara School District have declined to purchase the subject property for either school or park purposes. Designation of the property as Residential, 5 units per acre would allow for development of housing in an infill location close to services, recreation and transit opportunities. This designation would also be consistent and compatible with adjacent and nearby development and land uses.

B. ZONING MAP AMENDMENT

Change the zoning designation for property located at 216 Meigs Road from PR/S-D-3, Park and Recreation Zone/Coastal Overlay Zone to E-3/S-D-3, One Family Residence Zone/Coastal Overlay Zone. This residential zoning designation would be consistent with the proposed General Plan and Local Coastal Plan designation of Residential, 5 units per acre and would be consistent with the Local Coastal Plan text discussion of development in this area of the Mesa Neighborhood. Additionally, the proposed zone would be consistent with surrounding zoning designations and recognizes the fact that the parcel is in private ownership and both the City of Santa Barbara and the Santa Barbara School District have declined to purchase the subject property for either school or park purposes. Zoning the property for residential use would allow for development of housing in an infill location close to services, recreation and transit opportunities. This designation would also be consistent and compatible with adjacent and nearby development, land uses and zoning designations.

IX. FINDINGS

The Planning Commission finds the following:

A. FINAL MITIGATED NEGATIVE DECLARATION ADOPTION

1. The Planning Commission has considered the proposed Final Mitigated Negative Declaration, dated December 12, 2008 for the 210 and 216 Meigs Road and 290 Lighthouse Road Project (MST2006-00476), and comments received during the public review process prior to making a recommendation on the project.
2. The Final Mitigated Negative Declaration has been prepared in compliance with California Environmental Quality Act requirements, and constitutes adequate environmental analysis of the project.
3. In the Planning Commission's independent judgment and analysis based on the whole record (including the initial study and comments received), there is no substantial evidence that the Project will have a significant effect on the environment. The Final Mitigated Negative Declaration, dated December 12, 2008, is hereby adopted.
4. Mitigation measures identified in the Mitigated Negative Declaration that would avoid or reduce all potentially significant impacts to less than significant levels have been included in the project or made a condition of approval. Additional mitigation measures to minimize adverse but less than significant environmental effects have also been included as conditions of approval.
5. A Mitigation Monitoring and Reporting Program prepared in compliance with the requirements of Public Resources Code § 21081.6, is included in the Final Mitigated Negative Declaration for the Project and is hereby adopted.

6. The location and custodian of documents or other material which constitute the record of proceedings upon which this decision is based is the City of Santa Barbara Community Development Department, 630 Garden Street, Santa Barbara, CA 93101.
7. The California Department of Fish and Game (DFG) is a Trustee Agency with oversight over fish and wildlife resources of the State. The DFG collects a fee from project proponents of all projects potentially affecting fish and wildlife, to defray the cost of managing and protecting resources. The project is subject to the DFG fee, and a condition of approval has been included which requires the applicant to pay the fee within five days of project approval.

B. LOT LINE ADJUSTMENT (SBMC §27.40.040)

The parcels resulting from the lot line adjustment conform to both the existing and proposed General Plan, Local Coastal Plan and zoning and building ordinances, and specifically satisfy all lot area, street frontage and setback requirements as described in Section VI of the staff report.

C. TENTATIVE MAP (SBMC §27.07.100)

With the Rezone and General Plan and Local Coastal Plan Map Amendments, the Tentative Subdivision Map would be consistent with the General Plan, Local Coastal Plan and the Zoning Ordinance of the city of Santa Barbara. The site is physically suitable for the proposed development as it is relatively flat and is located adjacent to existing residential development. As identified in Section V of the staff report, the lot area proposed for subdivision is adequate to create five lots under the proposed E-3/S-D zoning in addition to the requisite public road to access the new lots. The design of the project will not cause substantial environmental damage and associated improvements will not cause serious public health problems (refer to adopted Mitigated Negative Declaration). The project and associated improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed development because there are no such easements affecting the subject parcels.

D. COASTAL DEVELOPMENT PERMIT (SBMC §28.44.060)

The proposed project conforms to the City's Zoning and Building Ordinances and policies of the Local Coastal Plan as amended.

1. The project is consistent with the policies of the California Coastal Act. Refer to Exhibit G for a complete analysis of the project's consistency with Coastal Act policies.
2. The project is consistent with all applicable policies of the City's Local Coastal Plan, all applicable implementing guidelines, and all applicable provisions of the Code, as outlined in Exhibit H.

3. The project is consistent with the Chapter 3 (commencing with Section 30200) Policies of the Coastal Act regarding public access and public recreation. The project will not significantly impact existing recreation opportunities as there are no such activities currently occurring onsite and the project would not result in a negative impact to recreational activities at nearby La Mesa Park, and, due to its location on the northeast side of Meigs Road/Shoreline Drive, the project does not have the potential to affect public access to the coast.

Exhibits:

- A. Conditions of Approval
- B. Project Plans
- C. Applicant's letter, dated February 5, 2009
- D. Final Mitigated Negative Declaration, dated December 12, 2008 (previously distributed and available online at http://www.santabarbaraca.gov/Resident/Environmental_Documents/Meigs_and_Lighthouse_Road/)
- E. Preliminary Drainage Study, prepared by Flowers & Associates, Inc. and dated November 18, 2008
- F. Planning Commission Minutes, March 6, 2008
- G. Coastal Act Consistency Analysis
- H. Local Coastal Plan Consistency Analysis



PLANNING COMMISSION CONDITIONS OF APPROVAL

210, 216 MEIGS ROAD, 290 LIGHTHOUSE ROAD
LOT LINE ADJUSTMENT, TENTATIVE SUBDIVISION MAP, COASTAL DEVELOPMENT PERMIT
MARCH 5, 2009

- I. In consideration of the project approval granted by the Planning Commission and for the benefit of the owner(s) and occupant(s) of the Real Property, the owners and occupants of adjacent real property and the public generally, the following terms and conditions are imposed on the use, possession, and enjoyment of the Real Property:
- A. **Approval Contingent Upon Adoption of Zoning and General Plan Map and Local Coastal Program Amendment.** Approval of the subject project is contingent upon City Council approval of the Zoning, General Plan Map and Local Coastal Program Amendments, and California Coastal Commission approval of the Local Coastal Program Amendment.
 - B. **California Department of Fish and Game Fees Required.** Pursuant to Section 21089(b) of the California Public Resources Code and Section 711.4 et. seq. of the California Fish and Game Code, the approval of this permit/project shall not be considered final unless the specified Department of Fish and Game fees are paid and filed with the California Department of Fish and Game within five days of the project approval. The fee required is \$1,993.00 for projects with Mitigated Negative Declarations. Without the appropriate fee, the Notice of Determination cannot be filed and the project approval is not operative, vested, or final. The fee shall be delivered to the Planning Division immediately upon project approval in the form of a check payable to the California Department of Fish and Game.
 - C. **Design Review.** The project is subject to the review and approval of the Single Family Design Board (SFDB). SFDB shall not grant preliminary approval of the project until the following Planning Commission land use conditions have been satisfied.
 1. **Future Residences.** Any new residence constructed on one of the lots created by the proposed subdivision shall be subject to the review and approval of the Single-Family Design Board (SFBD). (Mitigation Measure A-1)
 2. **Design Components of Future Residences.** The following design components shall be incorporated into the future development of new single-family homes on all of the lots created on Adjusted Parcel 1 to minimize the potential for nuisance complaints between the school and residential uses:
 - a. Provision of an adequate, year-round landscape buffer between the new residence(s) and the existing school use.
 - b. The location and design of first floor decks, porches, patios, large windows, and similar features facing the school facilities and outdoor play areas shall consider the potential for exposure to noise associated with the adjacent elementary school.
 - c. On any floor above the first floor, decks, balconies, and similar features facing the school facilities shall be prohibited, unless the presence of an

existing residential structure already fully obstructs the proposed deck, balcony or similar feature from the school.

- d. All windows and ventilation features shall be oriented away from the school facilities and play areas, to the maximum extent feasible, to minimize noise exposure from school bells throughout the day, parking lot noise, and other activities associated with the school site as well as exposure of the school site to noise generated by the future residents. Where windows or other ventilation features are proposed on the sides of structures facing the school, they should be placed so as to minimize visibility into the school and conveyance of noise (i.e. clerestory windows).
- e. Large windows on upper floors facing the school facilities and play areas are prohibited, unless windows are located a minimum of six feet in height above the associated floor level.
- f. For each proposed house in the subdivision, an acoustical summary shall be submitted to the SFDB and to the Building & Safety Division with each building permit application for new residential development. The summary shall identify the location of the following construction methods, which serve to minimize noise levels in indoor living areas in order to minimize the potential for exposure to noise from the adjacent school property and associated nuisance complaints. The following measures shall be incorporated into the development plans for the future residences:
 - 1) Air conditioning or mechanical ventilation system installed so that exterior doors and windows may remain closed.
 - 2) Exterior walls facing the school property shall have a minimum STC rating of 50.
 - 3) Roof/ceiling assemblies shall have minimum STC rating of 50.
 - 4) Outside intakes for the mechanical ventilation system shall not be oriented towards the school property and shall have one-inch thick acoustical lining and at least one elbow.
 - 5) Fireplaces shall have glass doors and flue dampers.
- g. Consideration should be given to development on the two lots fronting on Meigs Road (Lots 1 and 5), such that their development does not preclude development on Lots 2, 3 and 4 from taking advantage of views over these lots, toward the southwest. The intent is to encourage views to the west and southwest, rather than views to the east and south (toward the school).

(Mitigation Measure N-8)

- 3. **Subdivision Design Review.** The subdivision grading plan, including, but not limited to, any landform alterations, public improvements, required street lighting,

and landscaping, shall be subject to the review and approval of the Single-Family Design Board (SFDB) prior to recordation of the Map. (Mitigation Measure A-2)

The project grading plan shall incorporate the grading and drainage design recommendations identified in Mitigation Measures N-7, W-6 and W-7.

4. **Subdivision Layout.** The two lots fronting on Meigs Road shall be at a lower elevation than the remaining lots so as to allow the remaining lots to take advantage of park and ocean views to the west and southwest over the structures on these two lots. This will potentially reduce conflicts between the school and residential uses by reducing exposure between residential and school related noises and activities. The tract grading plan shall be revised as described prior to SFDB review and approval and prior to recordation of the Final Map to reflect lower elevations on these lots. An eight-foot tall wall shall be provided along the subdivision's common property line with the school and landscaping shall be proposed to provide a clear physical and visual separation between the future housing and the existing school use. (Mitigation Measure N-7)
5. **Tree Planting.** Plant trees in zones designated on the site plan and install drip irrigation. Initially this may be along the eastern property line between Washington School and the new development. Other specific locations to the north, south and west should not be determined until approval of individual homes, to minimize or avoid view conflicts. A qualified arborist should supervise tree selection from the nursery, placement of trees, planting and irrigation specifications. Seacoast appropriate trees are recommended (such as Monterey Cypress, Torrey Pine or Coastal Redwood). Consideration should be given to potential views when locating new trees to avoid future topping or inappropriate pruning of the trees. Final tree species, quantity and size determinations shall be approved by the Single Family Design Board. (Mitigation Measure BIO-6)
6. **Tree Protection Measures.** The landscape plan and grading plan shall include the following tree protection measures, intended to minimize impacts on trees:
 - a. **Landscaping Under Trees.** Landscaping under the tree(s) shall be compatible with the preservation of the tree(s).
 - b. **Arborist's Report.** Include a note on the plans that recommendations contained in the arborist's report prepared by Bill Spiewak, dated August 21, 2007, shall be implemented.
7. **Oak Tree Protection/Replacement Measures.** The following provisions shall apply to existing oak trees on site and shall be included on the landscape plans for the project:
 - a. Landscaping provided under the oak tree(s) shall be compatible with preservation of the trees as determined by the Single Family Design Board (SFDB). No irrigation system shall be installed under the dripline of any oak tree.

- b. The oak sapling proposed for removal as part of the project shall be replaced at a three to one (3:1) ratio, at a minimum five (5) gallon size, from South Coastal Santa Barbara County Stock. (Mitigation Measure BIO-6)
- D. **Recorded Conditions Agreement.** Prior to the issuance of any Public Works permit or Building permit for the project on the Real Property, the Owner shall execute an *Agreement Relating to Subdivision Map Conditions Imposed on Real Property*, which shall be reviewed as to form and content by the City Attorney, Community Development Director and Public Works Director, recorded in the Office of the County Recorder, and shall include the following:
1. **Approved Development.** The development of the Real Property approved by the Planning Commission on March 5, 2009 is limited to the lot line adjustment and the five lot residential subdivision and associated improvements, including a new public street with sidewalk and parkway, shown on the tentative map and approved project plans signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.
 2. **Future Residential Units.** Any new residence constructed on one of the lots created by the subdivision shall be subject to the review and approval of the Single-Family Design Board (SFBD) subject to the design review criteria identified in condition C-2 in order to reduce nuisance noise to future residents and direct views away from the school.
 3. **Passive Drainage Techniques - Residential Subdivision.** On each lot of the subdivision, passive/natural water treatment design techniques such as bioswales, infiltration basins, etc, shall be incorporated into open space areas, groundcover, and courtyards to treat the small, frequent storm events that impact water quality in Santa Barbara (a 1 inch storm event, over a 24-hour period). These types of passive/natural capture and filtration design options shall be implemented as opposed to mechanical/underground options, which pose maintenance problems and often times, do not treat runoff as efficiently. These measures shall be incorporated into the drainage plan and shall be subject to review and approval by City Building Division and Public Works Department per City regulations prior to issuance of any building or public works permits. (Mitigation Measure W-6)
 4. **Uninterrupted Water Flow.** The Owner shall provide for the uninterrupted flow of water onto the Real Property including, but not limited to, swales, natural watercourses, conduits and any access road, as appropriate.
 5. **Recreational Vehicle Storage Limitation.** No recreational vehicles, boats, or trailers shall be stored on the Real Property unless enclosed or concealed from view as approved by the Single Family Design Board (SFDB).
 6. **Landscape Plan Compliance.** The Owner(s) shall comply with the Landscape Plan approved by the Single Family Design Board (SFDB). Such plan shall not be modified unless prior written approval is obtained from the SFDB. The landscaping on the Real Property shall be provided and maintained in accordance

with said landscape plan. If said landscaping is removed for any reason without approval by the SFDB, the owner is responsible for its immediate replacement. The following tree protection measures shall be incorporated:

Tree Protection. The existing tree(s) shown on the Tree Removal Plan as to remain shall be preserved, protected, and maintained in accordance with the recommendations contained in the arborist's report prepared by Bill Spiewak, dated August 21, 2007. A copy of this report shall be attached to the recorded conditions as an exhibit. Additionally, the following provisions shall apply to any oak trees to remain on the property:

- a. No irrigation systems shall be installed within three feet of the drip line of any oak tree.
 - b. The use of herbicides or fertilizer shall be prohibited within the drip line of any oak tree.
7. **Storm Water Pollution Control and Drainage Systems Maintenance.** Owner(s) shall maintain any drainage system and storm water pollution control devices intended to intercept siltation and other potential pollutants (including, but not limited to, hydrocarbons, fecal bacteria, herbicides, fertilizers, etc.) in a functioning state (and, if applicable, in accordance with the Operations and Maintenance Procedure Plan prepared in accordance with the Storm Water Management Plan BMP Guidance Manual). Should any of the project's surface or subsurface drainage structures or storm water pollution control methods fail to capture, infiltrate, and/or treat water, or result in increased erosion, the Owner shall be responsible for any necessary repairs to the system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the applicant shall submit a repair and restoration plan to the Community Development Director to determine if an amendment or a new Building Permit and Coastal Development Permit is required to authorize such work. The Owner is responsible for the adequacy of any project-related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health, or damage to the Real Property or any adjoining property.
8. **Disclosure of School Activities.** Future owners of each residential lot shall be made aware of the fact that Washington Elementary School is on the adjacent property and that various indoor and outdoor activities occur on said property, including, but not limited to outdoor play, organized games, and special events. Future school expansion projects should also be disclosed. The language of the disclosure shall be approved by the School District.
- E. **Public Works Submittal Prior to Final Map Approval.** The Owner shall submit the following, or evidence of completion of the following, to the Public Works Department for review and approval, prior to processing the approval of the Final Map and prior to the issuance of any permits for the project:

1. **Final Map Recordation.** The Final Map for the subdivision shall not be approved or recorded until the merger of 216 Meigs Road and 290 Lighthouse Road has been completed and the subsequent lot line adjustment between the merged parcel and 210 Meigs Road has been recorded and a Coastal Development Permit for the Washington School parking lot has been approved by the City of Santa Barbara.
2. **Lot Line Adjustment Required.** The Owner shall submit an executed *Agreement Related to the Lot Line Adjustment, Quitclaim Deed and Acceptance Thereof* to the Public Works Department, including the legal description of the subject properties prior to and following the lot line adjustment. A licensed surveyor shall prepare the legal description and said Agreement shall be recorded in the Office of the County Recorder.
3. **Final Map.** The Owner shall submit to the Public Works Department for review and approval, a Final Map prepared by a licensed land surveyor or registered Civil Engineer. The Final Map shall conform to the requirements of the City Survey Control Ordinance.
4. **Dedication(s).** Easements as shown on the approved Tentative Subdivision Map and described as follows, subject to approval of the easement scope and location by the Public Works Department and/or the Building and Safety Division:
 - a. An easement for All Street Purposes along proposed new public Street in order to establish a forty-six-foot (46') wide public right-of-way and fifty-foot diameter (50') cul-de-sac for all street purposes including but not limited to new public road with a proposed name of Lighthouse Way, and easement for storm drain, sanitary sewer main and water main purposes.
 - b. A twenty-foot (20') wide sewer easement across School District property to accommodate relocation of the existing sewer main beginning at the end of Lighthouse Road to the property line of proposed subdivision, in alignment with proposed cul-de-sac of new public street with a proposed name of Lighthouse Way.
 - c. A twenty-foot (20') wide sewer easement beginning at property line and School District boundary traversing proposed subdivision to the proposed cul-de-sac, to accommodate relocation of the existing sewer main proposed.
 - d. A six-foot (6') wide drainage easement across Lot 5 for the benefit of Lot 4.
5. **Water Rights Assignment Agreement.** The Owner shall assign to the City of Santa Barbara the exclusive right to extract ground water from under the Real Property in an *Agreement Assigning Water Extraction Rights*. Engineering Division Staff will prepare said agreement for the Owner's signature.
6. **Drainage Calculations.** The Owner shall submit updated drainage calculations prepared by a registered civil engineer or licensed architect demonstrating that the new development will not increase runoff amounts above existing conditions for a

25-year storm event. Any increase in runoff shall be retained on-site. Drainage calculations shall reflect the direction given in Mitigation Measures W-6 and W-7.

7. **Drainage and Water Quality.** Project drainage shall be designed, installed, and maintained such that stormwater runoff from the first inch of rain from any storm event shall be retained and treated onsite in accordance with the City's NPDES Storm Water Management Program. Runoff should be directed into a passive water treatment method such as a bioswale, landscape feature (planter beds and/or lawns), infiltration trench, etc. Project plans for grading, drainage, stormwater treatment methods, and project development, shall be subject to review and approval by City Building Division and Public Works Department. Sufficient engineered design and adequate measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water pollutants or groundwater pollutants would result from the project. The Owner shall maintain the drainage system and storm water pollution control methods in a functioning state.
8. **Elise Way Public Improvements** The Owner shall submit C-1 public improvement plans prepared by a civil engineer registered in the state of California, for construction of improvements across the street from the property frontage at intersection of Elise Road adjacent to Meigs Road. As determined by the Public Works Department, the improvements shall include *two new cross walks - one crossing Elise Way and one crossing Meigs Road, two new planter bulb outs - one at intersection of Meigs Road and Elise Way and one adjacent to new crosswalk on the easterly side of Meigs Road, and install one new one-way access ramp on easterly side of Meigs Road*. The C-1 public improvement plans shall be prepared by a registered civil engineer, and reviewed and signed by the City Engineer.
9. **Meigs Road Public Improvements.** The Owner shall submit C-1 public improvement plans prepared by a civil engineer registered in the state of California, for construction of improvements along the property frontage on Meigs Road. As determined by the Public Works Department, the improvements shall include *new five-foot (5') sidewalk, three-foot (3') parkway, new street entrance to new public road with concrete cross-gutter, curb, gutter, slurry seal to the centerline of Meigs Road along entire subject property frontage and slurry seal a minimum of 20 feet beyond the limit of all trenching, connection to City water and sewer mains; public drainage improvements with supporting drainage calculations for installation of A470 curb drain outlets; supply and install three residential dome style standard street lights and one street light meter pedestal to accommodate every three (3) street lights; coordinate with City staff to retire light standard from existing utility pole; preserve and/or reset survey monuments and contractor stamps; supply and install directional/regulatory traffic control signs per 2006 MUTCD with CA supplements; install roadway improvements along Meigs Road as part of the subdivision improvements in order to ensure proper sight visibility to allow safe vehicular movements at the new public street intersection including re-striping Meigs Road and improvements to the crosswalk at Elise Way (including curb*

extensions into the parking areas on either side of Meigs Road), all per City Transportation Division requirements (Mitigation Measure T-1); supply and install new street trees of minimum twenty-four inch (24") box size per approval of the City Parks Commission and City Arborist; supply and install new tree grates; and provide adequate positive drainage from site. Any work in the public right-of-way requires a Public Works Permit. The C-1 public improvement plans and hydrology report shall be prepared by a registered civil engineer, and reviewed and signed by the City Engineer.

10. **New Public Road Improvement Plans for Lighthouse Way.** The Owner shall submit C-1 public improvement plans prepared by a civil engineer registered in the state of California, for construction of improvements beginning at the property frontage accessed from Meigs Road for construction of a new public road with a proposed name of Lighthouse Way to City standards. As determined by the Public Works Department, the public improvements shall be constructed in accordance with the 2006 Edition of the Greenbook, 2006 MUTCD with CA supplements, ADAAG, 1998 Circulation Element, 2007 Pedestrian Master Plan, the 2008 Draft Engineering Design standards.

Separate C-1 civil public improvement plans for the road construction shall be submitted directly to the Public Works Department. Public improvements shall include but not be limited to: *relocation of the existing 8 inch VCP public sewer main constructed under C-1-2802, construction of public water main, public sewer main, public storm drain, and connection to their respective City mains, install City standard street name sign with both Meigs Road and Lighthouse Way, construct asphalt concrete pavement on aggregate base to current design standards, install no less than one Filtera Treatment Unit as outlined in the Preliminary Drainage Study prepared by Flowers and Associates dated November 18, 2008, striping, stop bar, stop sign, red curb on one side of new road, concrete cross gutter at entrance to new road from Meigs Rd., one-way access ramps across new street entrance, new six-foot (6') wide sidewalk, new four-foot (4') wide parkway, driveway aprons constructed to Title 24 ADA standards, new curb and gutter, undergrounding of all service utilities including but not limited to gas, electric, telephone and cable, A470 curb drain outlets, preserve and/or reset survey monuments, supply and install directional/regulatory traffic control signs as determined by the 2006 MUTCD with CA supplements, supply and install Dome Style residential standard street lights, as determined by City Streetlight Guidelines, the Public Works Department and the SFDB, supply and install new street trees and tree grates per approval of the City Arborist, and provide adequate positive drainage from site. The C-1 public improvement plans and hydrology report shall be prepared by a registered civil engineer, and reviewed and signed by the City Engineer.*

11. **Land Development Agreement.** The Owner shall submit an executed *Agreement for Land Development Improvements*, prepared by the Engineering Division staff, based on an approved Engineer's Estimate which shall be signed, and stamped by a

registered civil engineer in the State of California, and submit securities for construction of improvements prior to execution of the agreement.

12. **Protection of Existing Public Street Improvements.** Provide a video tape to the Public Works Inspector of the existing road conditions along the anticipated haul routes to the subject site prior to issuance of any permits. Prior to Certificate of Occupancy repair any damage to Meigs Road, and damage to any other roads caused by construction. Submit a post-construction video of any and all affected roads to the Public Works Department, prior to acceptance of the road improvements.
 13. **Removal or Relocation of Public Facilities.** Removal or relocation of any public utilities or structures must be performed by the Owner or by the person or persons having ownership or control thereof.
- F. **Community Development Requirements Prior to Final Map Approval.** The Owner shall submit to the Community Development Department, Planning Division, evidence of the following prior to processing the approval of the Final Map and prior to the issuance of any permits for the project:
1. **Parking Lot CDP.** Evidence of City approval of a Coastal Development Permit for the Washington School parking lot reconfiguration.
 2. **Disclosure Language.** Evidence of School District approval of the disclosure information identified in condition D.8.
- G. **Community Development Requirements with the Building or Public Works Permit Application.** The following shall be submitted with the application for any Building or Public Works permit:
1. **School Parking Lot Approval.** The Applicant shall submit to the Planning Division proof of approval of a Coastal Development Permit for the Washington School parking lot reconfiguration.
 2. **Project Environmental Coordinator Required.** Submit to the Planning Division a contract with a qualified representative for the Owner, subject to approval of the contract and the representative by the Planning Division, to act as the Project Environmental Coordinator (PEC). The PEC shall be responsible for assuring full compliance with the provisions of the Mitigation Monitoring and Reporting Program (MMRP) and Conditions of Approval to the City. The contract shall include the following, at a minimum:
 - a. The frequency and/or schedule of the monitoring of the mitigation measures.
 - b. A method for monitoring the mitigation measures.
 - c. A list of reporting procedures, including the responsible party, and frequency.
 - d. A list of other monitors to be hired, if applicable, and their qualifications.

- e. Submittal of weekly reports during demolition, excavation, grading and footing installation and monthly reports on all other construction activity regarding MMRP and condition compliance by the PEC to the Community Development Department/Case Planner.
 - f. The PEC shall have authority over all other monitors/specialists, the contractor, and all construction personnel for those actions that relate to the items listed in the MMRP and conditions of approval, including the authority to stop work, if necessary, to achieve compliance with mitigation measures.
3. **Geotechnical Recommendations.** A Soils Engineering Report shall be prepared to address site preparation and project construction related to soil conditions. Compliance shall be demonstrated on plans submitted for grading and building permits. (Mitigation Measure G-1)
4. **Neighborhood Notification Prior to Construction.** At least thirty (30) days prior to commencement of construction (public improvements, grading associated with the subdivision and future construction of individual residences), the contractor shall provide written notice to all property owners, businesses, and residents within 450 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, a description of noise reduction measures and 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 associated with construction noise. A 24-hour construction hotline shall be provided. Any noise complaints received shall be documented, and as appropriate, construction activities shall be modified to the extent feasible to address such complaints. Informational signs with the PEC's name and telephone number shall also be posted at the site and shall be easily viewed from adjacent public areas. (Mitigation Measure N-1)
- The language of the notice and the mailing list shall be reviewed and approved by the Planning Division prior to being distributed. An affidavit signed by the person(s) who compiled the mailing list shall be submitted to the Planning Division.
5. **Contractor and Subcontractor Notification.** The Owner shall notify in writing all contractors and subcontractors of the site rules, restrictions, and Conditions of Approval. Submit a copy of the notice to the Planning Division.
6. **Park Commission Tree Removal Approval.** Submit to the Planning Division evidence of approval from the Park Commission for the removal of trees in the front setback and any street trees.
7. **Arborist's Monitoring.** Submit to the Planning Division an executed contract with a qualified arborist for monitoring of all activities on the site during construction. The contract shall include a schedule for the arborist's presence

during grading and construction activities, and is subject to the review and approval of the Planning Division.

8. **Letter of Commitment for Pre-Construction Conference.** The Owner shall submit to the Planning Division a letter of commitment that states that, prior to disturbing any part of the project site for any reason and after the Building permit has been issued, the General Contractor shall schedule a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, the assigned Building Inspector, the Planning Division, the Property Owner, the Architect, the Arborist, the Project Engineer, the Project Environmental Coordinator, the Contractor and each subcontractor.
 9. **Final Resolution Submittal.** The final Planning Commission Resolution shall be submitted, indicating how each condition is met with drawing sheet and/or note references to verify condition compliance. If the condition relates to a document submittal, describe the status of the submittal (e.g. Final map submitted to Public Works Department for review), and attach documents as appropriate.
- H. **Building Permit Plan Requirements.** The following requirements/notes shall be incorporated into the construction plans submitted to the Building and Safety Division for Building permits:
1. **Design Review Requirements.** Plans shall show all design, landscape and tree protection elements, as approved by the Single Family Design Board, outlined in Section C above.
 2. **Mitigation Monitoring and Reporting Requirement.** Owner shall implement the Mitigation Monitoring and Reporting Program (MMRP) for the project's mitigation measures, as stated in the Mitigated Negative Declaration for the project.
 3. **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 prior to issuance of any building or public works permits. At a minimum, any increase in stormwater runoff (based on a 25-year storm event) shall be retained on-site, and the project shall be designed to capture and treat the calculated amount of runoff from the project site for a 1 inch storm event, over a 24-hour period. 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. (Mitigation Measure W-1)
 4. **Erosion Control/Water Quality Protection Plan.** Prior to the issuance of a permit for the proposed project, the applicant or project developer shall prepare an erosion control plan that is consistent with the requirements outlined in the Procedures for the Control of Runoff into Storm Drains and Watercourses and the

Building and Safety Division Erosion/Sedimentation Control Policy (2003). The erosion control/water quality protection plan shall specify how the required water quality protection procedures are to be designed, implemented and maintained over the duration of the development project. A copy of the plan shall be submitted to the Community Development and Public Works Departments for review and approval, and a copy of the approved plan shall be kept at the project site.

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

- Paving and Grinding
- Sandbag Barriers
- Spill Prevention/Control
- Solid Waste Management
- Storm Drain Inlet Protection
- Stabilize Site Entrances and Exits
- Illicit Connections and Illegal Discharges
- Water Conservation
- Stockpile Management
- Liquid Wastes
- Street Sweeping and Vacuuming
- Concrete Waste Management
- Sanitary/Septic Waste Management
- Vehicle and Equipment Maintenance
- Vehicle and Equipment Cleaning
- Vehicle and Equipment Fueling

(Mitigation Measure W-3)

5. **Storm Drain System Stenciling and Signage.** Within the project area, the applicant shall implement stenciling of all storm drain inlets and catch basins, and posting of signs at all public access points along channels and creeks, with language in English and Spanish and graphic icons prohibiting dumping, per approved plans. The applicant shall submit project plans to the satisfaction of Public Works Engineering that identify storm drain inlet locations throughout the project area, and specified wording and design treatment for stenciling of storm drain inlets and signage for public access points that prohibit dumping. The owners association shall maintain ongoing legibility of the stenciling and signage for the life of the project, and shall inspect at least annually and submit report to City annually. (Mitigation Measure W-5)
6. **Drainage Design – Residential Subdivision.** Each lot in the residential subdivision shall, at a minimum, handle its own drainage on-site so as to avoid concentrating flows and minimize future maintenance issues. The drainage plan shall be based on a 25-year storm event and shall be subject to review and approval

by City Building Division and Public Works Department per City regulations prior to issuance of any building or public works permits. (Mitigation Measure W-7)

7. **Grading Plan Requirement for Archaeological Resources.** The following information shall be printed on the grading plans:

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 associated with past human occupation of the parcel. If archaeological resources are encountered or suspected, work shall be halted or redirected immediately, the City Environmental Analyst shall be notified, and an archaeologist from the most current City Qualified Archaeologist List shall be retained by the applicant. The archaeologist shall be employed to assess the nature, extent, and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List, etc.

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

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization.

(Mitigation Measure CR-1)

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

Signed:

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

- I. **Public Works Requirements Prior to Building Permit Issuance.** The Owner shall submit the following, or evidence of completion of the following to the Public Works Department for review and approval, prior to the issuance of a Building Permit for the project.
 - 1. **Recordation of Final Map.** After City Council approval, the Owner shall provide evidence of recordation of the Final Map to the Public Works Department prior to issuance of building permits for individual parcels.
- J. **Community Development Requirements Prior to Building Permit Issuance.** Prior to issuance of any grading or building permit for the subdivision, reconfiguration of the School parking lot must be complete.
- K. **Construction Implementation Requirements.** All of these construction requirements shall be carried out in the field by the Owner and/or Contractor for the duration of the project construction.
 - 1. **Pre-Construction Conference.** Not less than 10 days or more than 20 days prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Building Division, Planning Division, the Property Owner Architect, Arborist, Project Engineer, Project Environmental Coordinator, Contractor and each Subcontractor.
 - 2. **Raptor Seasonal Restriction.** If construction, grading, or tree removal is to be conducted during raptor breeding season (February 1 - August 15th), a biologist shall conduct a survey of the site to locate active raptor nests. No construction, grading, or tree removal shall occur within a circle around any active raptor nest with a radius of 200 feet measured horizontally on the ground with a point directly below the active nest as the center, until fledglings leave. If no active nests are found, the construction, tree removal, or grading restrictions specified in this section shall not apply. (Mitigation Measure BIO-1)

3. **Demolition/Construction Materials Recycling.** Recycling and/or reuse of demolition/construction materials shall be carried out to the extent feasible, and containers shall be provided on site for that purpose, in order to minimize construction-generated waste conveyed to the landfill. Indicate on the plans the location of a container of sufficient size to handle the materials, subject to review and approval by the City Solid Waste Specialist, for collection of demolition/construction materials. A minimum of 90% of demolition and construction materials shall be recycled or reused. Evidence shall be submitted at each inspection to show that recycling and/or reuse goals are being met.
4. **Construction-Related Truck Trips.** Construction-related truck trips shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., as well as consideration of peak school traffic hours) to help reduce truck traffic and noise on adjacent streets and roadways. (Mitigation Measure T-2)
5. **Construction Related Traffic Routes.** The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods, subject to approval by the Transportation Manager. (Mitigation Measure T-2)
6. **Haul Routes.** The haul route(s) for all construction-related trucks with a gross vehicle weight rating of three tons or more, entering or exiting the site, shall be approved by the Transportation Manager. (Mitigation Measure T-2)
7. **Construction Parking/Storage/Staging.** 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.
 - b. On-site storage shall be provided for construction materials, equipment and vehicles. Storage or staging of construction materials or equipment within the public right-of-way is prohibited. (Mitigation Measure T-3)
8. **Temporary Construction Access.** Temporary construction access via Lighthouse Road shall only occur during non-peak drop-off and pick-up school hours. Access via Meigs Road shall be utilized as soon as it is available. (Mitigation Measure T-4)
9. **Construction Activities Limitation.** Grading and related activities associated with development of the new school parking lot and tract improvements for the subdivision shall take place during the school's summer break (unless mutually agreed upon by developer and School District). To ensure that grading activities are completed prior to the beginning of the school year, some preparatory activities may be implemented outside of the summer break period. If grading activities or other excessively loud construction activities will take place while school is in session (for tract improvements or later development of homes), temporary sound walls or other methods of reducing exposure of the school site to excessive noise levels shall be incorporated (as determined necessary based on input from the School District). (Mitigation Measure N-2)

10. **Construction Hours.** Noise-generating construction activities (which may include preparation for construction work) is prohibited Monday through Friday before 7:00 a.m. and after 7:00 p.m. and Saturdays before 8:00 a.m. and after 5:00 p.m., and all day on Sundays and holidays observed by the City of Santa Barbara, as shown below:

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

No noise generating activities, including but not limited to activities using heavy equipment, framing, sheathing and roofing shall occur during any school-wide testing at Washington School. To the degree feasible, noisy construction activities shall be coordinated with Washington School.

Construction activities that do not generate noise may occur on holidays and Sundays between the hours of 8:00 a.m. and 5:00 p.m.

Occasional night work may be approved for the hours between 7 p.m. and 7 a.m. weekdays by the Chief of Building and Safety (per Section 9.13.015 of the Santa Barbara Municipal Code). In the event of such night work approval, the applicant shall provide written notice to all property owners and occupants within 450 feet of the project property boundary and the City Planning and Building Divisions at least 48 hours prior to commencement of night work. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number. Night work shall not be permitted on weekends or holidays. (Mitigation Measure N-3)

11. **Construction Equipment Sound Control.** All construction equipment powered by internal combustion engines shall be properly muffled and maintained. No internal combustion engine shall be operated on the site without said muffler. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers. Unnecessary idling of internal combustion engines shall be prohibited. (Mitigation Measure N-4)
12. **Construction Equipment Sound Barrier.** Stationary construction equipment that generates noise that exceeds 50 dB(A) at the property boundaries shall be shielded with a barrier that meets a sound transmission class (STC) rating of 25. (Mitigation Measure N-5)
13. **Construction Noise Barrier.** Air compressors and generators used for construction shall be surrounded by temporary acoustical shelters. Whenever

feasible, electrical power shall be used to run air compressors and similar power tools. (Mitigation Measure N-6)

14. **Construction Dust Control – Minimize Disturbed Area/Speed.** Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less. (Mitigation Measure AQ-1)
15. **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. (Mitigation Measure AQ-2)
16. **Construction Dust Control – Tarping.** Trucks transporting fill material to and from the site shall be covered from the point of origin. (Mitigation Measure AQ-3)
17. **Construction Dust Control – Stockpiling.** If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. (Mitigation Measure AQ-5)
18. **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.(Mitigation Measure AQ-6)
19. **Construction Dust Control – PEC.** 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 construction work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District upon request. (Mitigation Measure AQ-8)

20. **Expeditious 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, as directed by the Building Inspector. (Mitigation Measure AQ-7)
21. **Gravel Pads.** Gravel pads shall be installed at all access points to the project site to prevent tracking of mud on to public roads. (Mitigation Measure AQ-4)
22. **Portable Construction Equipment.** All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit. (Mitigation Measure AQ-9)
23. **Fleet Owners.** Fleet owners are subject to sections 2449, 2449.2, and 2449.3 in Title 13, Article 4.8, Chapter 9, of the California Code of regulations (CCR) to reduce diesel particulate matter (and criteria pollutant emissions from in-use off-road diesel-fueled vehicles.

See <http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf>.

(Mitigation Measure AQ-10)
24. **Construction Equipment Engine Size.** The engine size of construction equipment shall be the minimum practical size. (Mitigation Measure AQ-11)
25. **Construction Equipment Numbers.** 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. (Mitigation Measure AQ-12)
26. **Construction Equipment Maintenance.** All construction equipment shall be maintained in tune per the manufacturers' specifications. (Mitigation Measure AQ-13)
27. **Catalytic Converters.** Catalytic converters shall be installed on gasoline-powered equipment, if feasible. (Mitigation Measure AQ-14)
28. **Diesel Construction Equipment.** Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible. (Mitigation Measure AQ-15)
29. **Engine Timing and Diesel Catalytic Converters.** Other diesel construction equipment, which does not meet CARB standards, shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available. (Mitigation Measure AQ-16)
30. **Diesel Replacements.** Diesel powered equipment shall be replaced by electric equipment whenever feasible (Mitigation Measure AQ-17).

31. **Idling Limitation.** Idling of heavy-duty diesel trucks during loading and unloading shall be prohibited; electric auxiliary power units shall be used whenever possible. (Mitigation Measure AQ-18)
32. **Mitigation Monitoring Compliance Reports.** The PEC shall submit weekly reports during demolition, excavation, grading and footing installation and monthly reports on all other construction activity regarding MMRP compliance to the Community Development Department.
33. **Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor(s) and Project Environmental Coordinator's (PEC) name, contractor(s) and PEC's telephone number(s), work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval. The font size shall be a minimum of 0.5 inch in height. Said sign shall not exceed six feet in height from the ground if it is free-standing or placed on a fence. It shall not exceed 24 square feet if in a multi-family or commercial zone or six square feet if in a single family zone.
34. **Tree Protection.** The following measures shall be incorporated into the project to protect and maintain all trees proposed to remain as part of the project:
 - a. **Tree Protection Fencing.** Prior to any ground disturbances, install temporary chain link fencing, as designated on the site plan to establish tree protection zones (TPZs). These TPZs shall be as indicated on the site map and discussed in the tree inventory. After grading for the new driveway on Lot 5, fences should be relocated to position "B" (as shown in the Tree Assessment and Protection Plan prepared by Bill Spiewak and dated August 21, 2007) to protect trees on Lot 5. Fences must be maintained in upright positions throughout the duration of the project, and possibly through installation of landscaping, subject to a determination by the project arborist. No activity (including parking vehicles, storing equipment/materials/soils, etc.) shall occur within the TPZs. Utilities shall not run through the TPZs. If utilities must run into Lot 5 directly from the new public street, then utility trenches should be located in the center of the Lot 5 driveway. (Mitigation Measure BIO-2)
 - b. **Monitoring By Arborist.** The project arborist shall monitor activities on the site throughout the duration of the project. Monitoring shall be more frequent during fencing installation, excavation and grading, and less frequent as the project progresses, provided fences remain upright and tree protection zones are not violated. (Mitigation Measure BIO-3)
 - c. **Irrigation of Retained Trees.** Retained trees shall be irrigated monthly within tree protection zones to moisten soil 6-12 inches below the ground. Irrigation may not be necessary from November through March provided rainfall levels are normal. (Mitigation Measure BIO-4)

- d. **Tree Maintenance.** Removal of trees shall not damage those trees to be retained. In some cases, stumps may not be removed if adjacent root systems are close by and at risk. Pruning shall be performed or supervised by a qualified Certified Arborist. The project arborist shall review the goals with workers prior to commencement of any tree pruning. Tree workers shall be knowledgeable of ANSI A300 Pruning Standards and ISA Best Management Practices for Tree Pruning. Crown cleaning and crown thinning shall be done as recommended in the Tree Assessment and Protection Plan prepared by Bill Spiewak and dated August 21, 2007, as amended December 6, 2007. Young eucalyptus shoots surrounding the significant trees to be protected shall be retained where possible to complement the grove. Due to the rustic characteristics of this species, care should be used during pruning that acknowledges this feature. (Mitigation Measure BIO-5)
35. **Graffiti Abatement Required.** Owner and Contractor shall be responsible for removal of all graffiti as quickly as possible. Graffiti not removed within 24 hours of notice by the Building and Safety Division may result in a Stop Work order being issued, or may be removed by the City, at the Owner's expense, as provided in SBMC Chapter 9.66.
36. **Unanticipated Archaeological Resources Contractor Notification.** 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 associated with past human occupation of the parcel. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and the applicant shall retain an archaeologist from the most current City Qualified Archaeologists List. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

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

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City

Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization. (Mitigation Measure CR-1)

- L. **Prior to Certificate of Occupancy.** Prior to issuance of the Certificate of Occupancy, the Owner of the Real Property shall complete the following:
1. **Repair Damaged Public Improvements.** Repair any damaged public improvements caused by construction (curbs, gutters, sidewalks, roadways, etc.) subject to the review and approval of the Public Works Department per SBMC §22.60.090. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified arborist.
 2. **Complete Public Improvements.** Public improvements, as shown in the public improvement plans, including utility service undergrounding and installation of street trees.
 3. **Manholes.** Raise all sewer and water manholes on easement to final finished grade.
 4. **Mitigation Monitoring Report.** Submit a final construction report for mitigation monitoring.
- M. **Litigation Indemnification Agreement.** In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant/Owner hereby agrees to defend the City, its officers, employees, agents, consultants and independent contractors (“City’s Agents”) from any third party legal challenge to the City Council’s denial of the appeal and approval of the Project, including, but not limited to, challenges filed pursuant to the California Environmental Quality Act (collectively “Claims”). Applicant/Owner further agrees to indemnify and hold harmless the City and the City’s Agents from any award of attorney fees or court costs made in connection with any Claim.

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

NOTICE OF COASTAL DEVELOPMENT PERMIT TIME LIMITS:

Pursuant to Section 28.44.230 of the Santa Barbara Municipal Code, work on the approved development shall commence within two years of the **final action** on the application, unless a

different time is specified in the Coastal Development Permit. Up to three (3) one-year extensions may be granted by the Community Development Director in accordance with the procedures specified in Subsection 28.44.230.B of the Santa Barbara Municipal Code.

NOTICE OF TENTATIVE SUBDIVISION MAP TIME LIMITS:

The Planning Commission's action approving the Tentative Map shall expire three (3) years from the date of approval. The subdivider may request an extension of this time period in accordance with Santa Barbara Municipal Code §27.07.110.



Subdivision & Lot Line Adjustment
 210 MEIGS ROAD
 290 LIGHTHOUSE ROAD
 Santa Barbara, CA

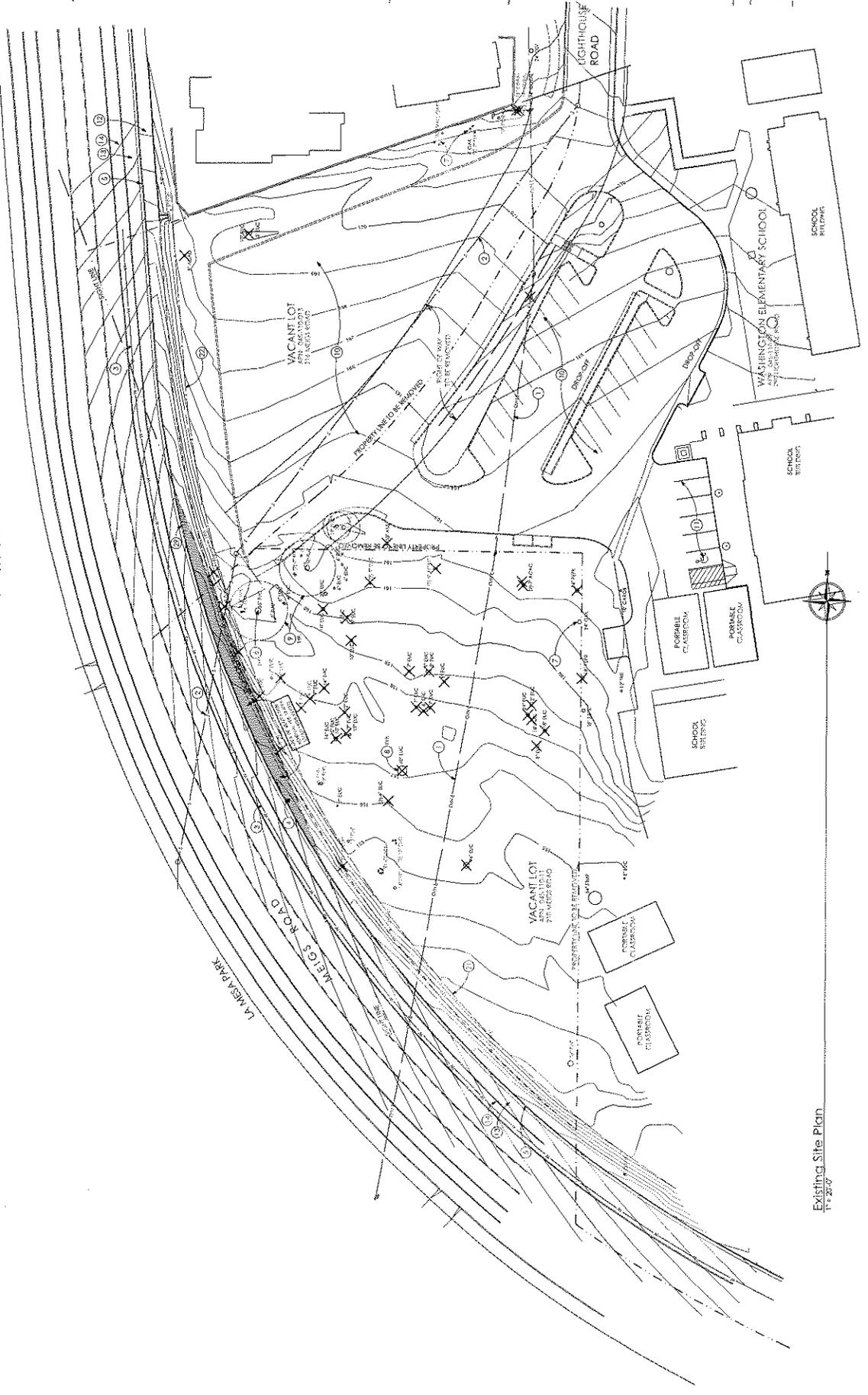
PROJECT NO. 210
 DATE: 01/11/2007
 DRAWN BY: J. [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

Existing Site Plan

DRI.2

Keyed Notes

1. ALL DIMENSIONS ARE IN FEET AND INCHES.
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Existing Site Plan
 11/1/2007



EAST BEACH VENTURES
401.930.1151
1000 EAST BEACH BLVD. SUITE 100
SAN ANTONIO, TEXAS 78204

Subdivision & Lot Line Adjustment
210 MIEGS ROAD
216 MIEGS ROAD
290 LIGHTHOUSE ROAD
Santa Barbara, CA

Project No. 2017-0001
Date: 08/14/2017
Prepared By: J. L. LAMBERT
Checked By: J. L. LAMBERT
Scale: AS SHOWN
Drawing No. 2017-0001-01
3.00' = 1" (VERTICAL)
1" = 100' (HORIZONTAL)

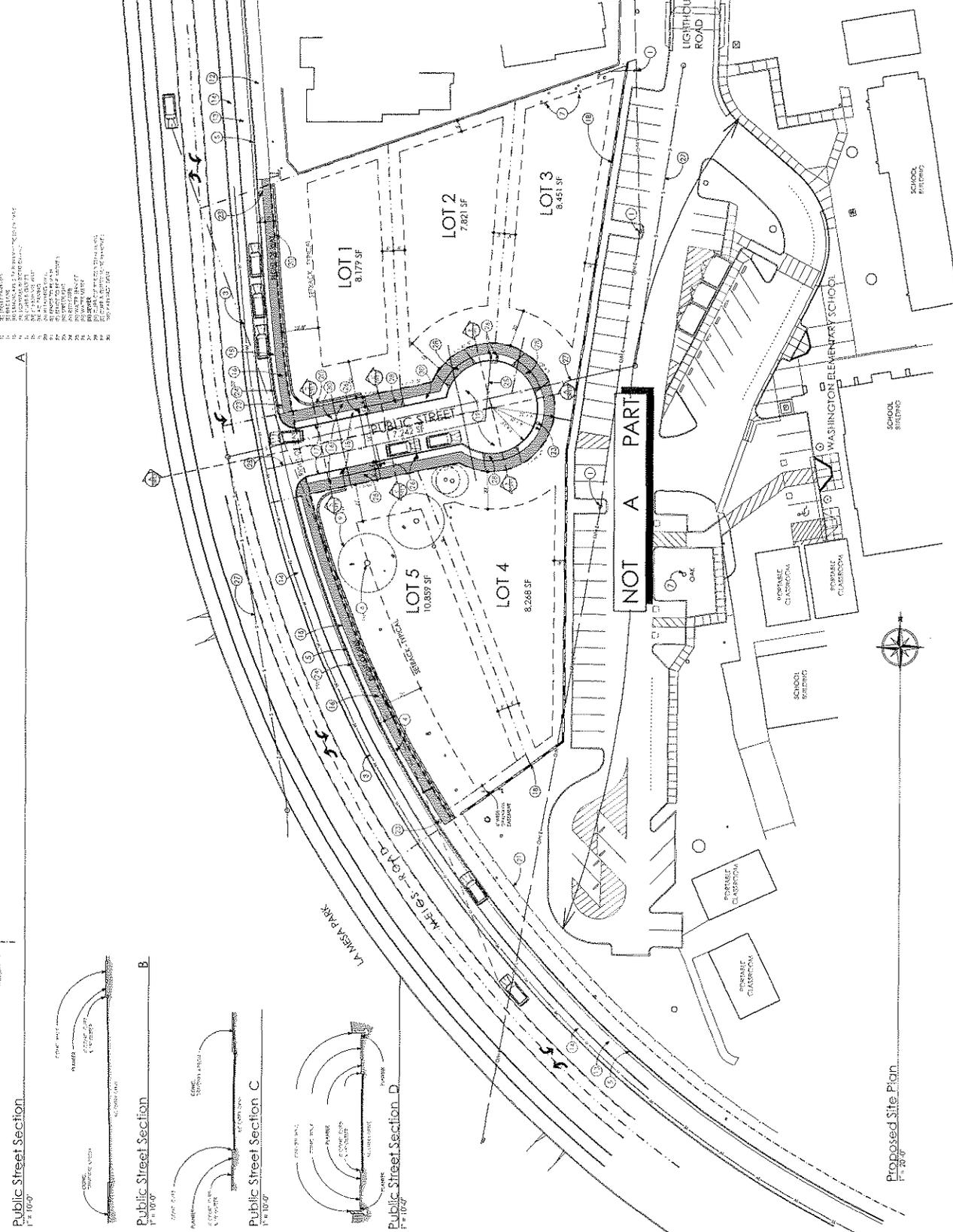
Proposed Site Plan
DRI.3

Site Plan General Notes

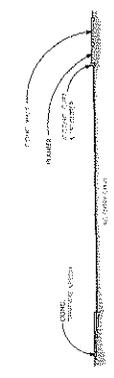
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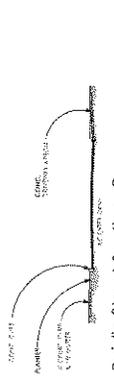
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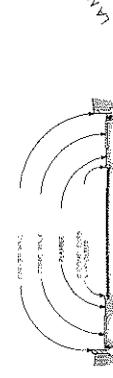
Public Street Section
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Public Street Section B
P = 10'-0"



Public Street Section C
P = 10'-0"



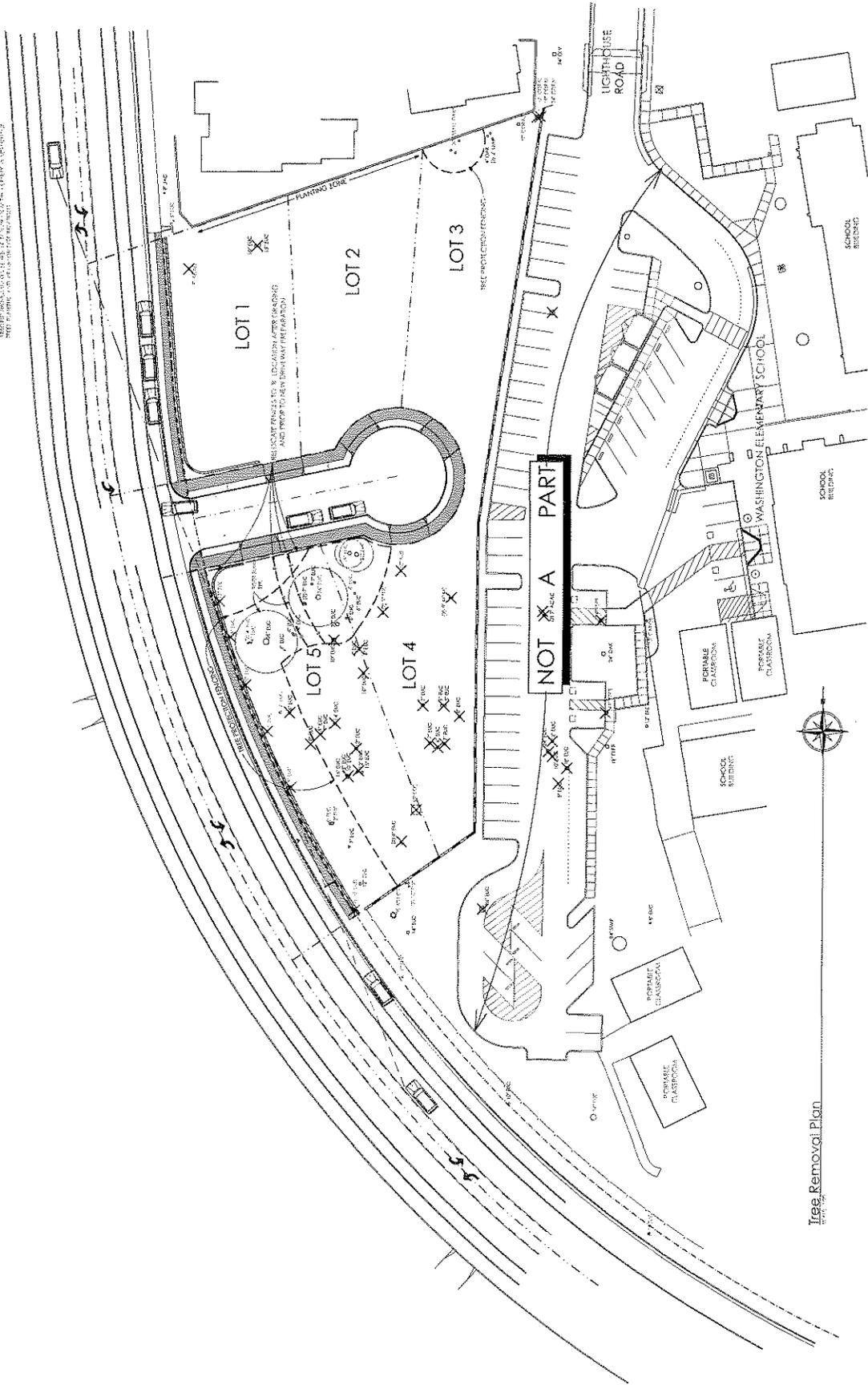
Public Street Section D
P = 10'-0"



Proposed Site Plan
P = 10'-0"

Tree Protection Measures

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Tree Removal Plan



EAST BEACH VENTURES
 401 N. BAY STREET, SUITE 100, SAN ANTONIO, TEXAS 78201
 210.225.7245

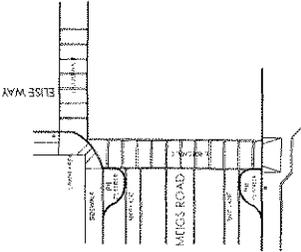
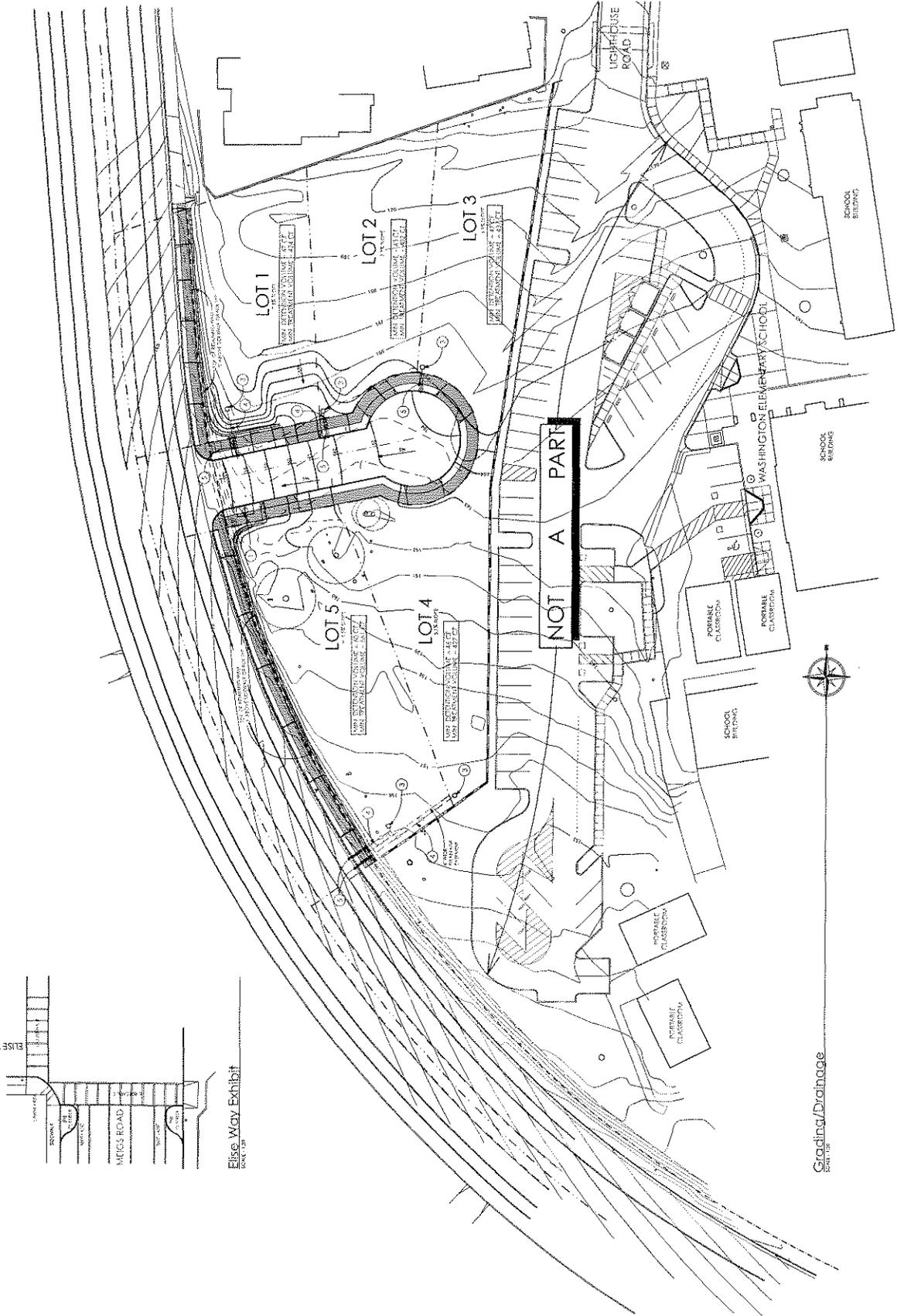
Subdivision & Lot Line Adjustment
 Santa Barbara, CA
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 216 MEGS ROAD
 290 LIGHTHOUSE ROAD

Prepared by:
 Date:
 1/15/2015
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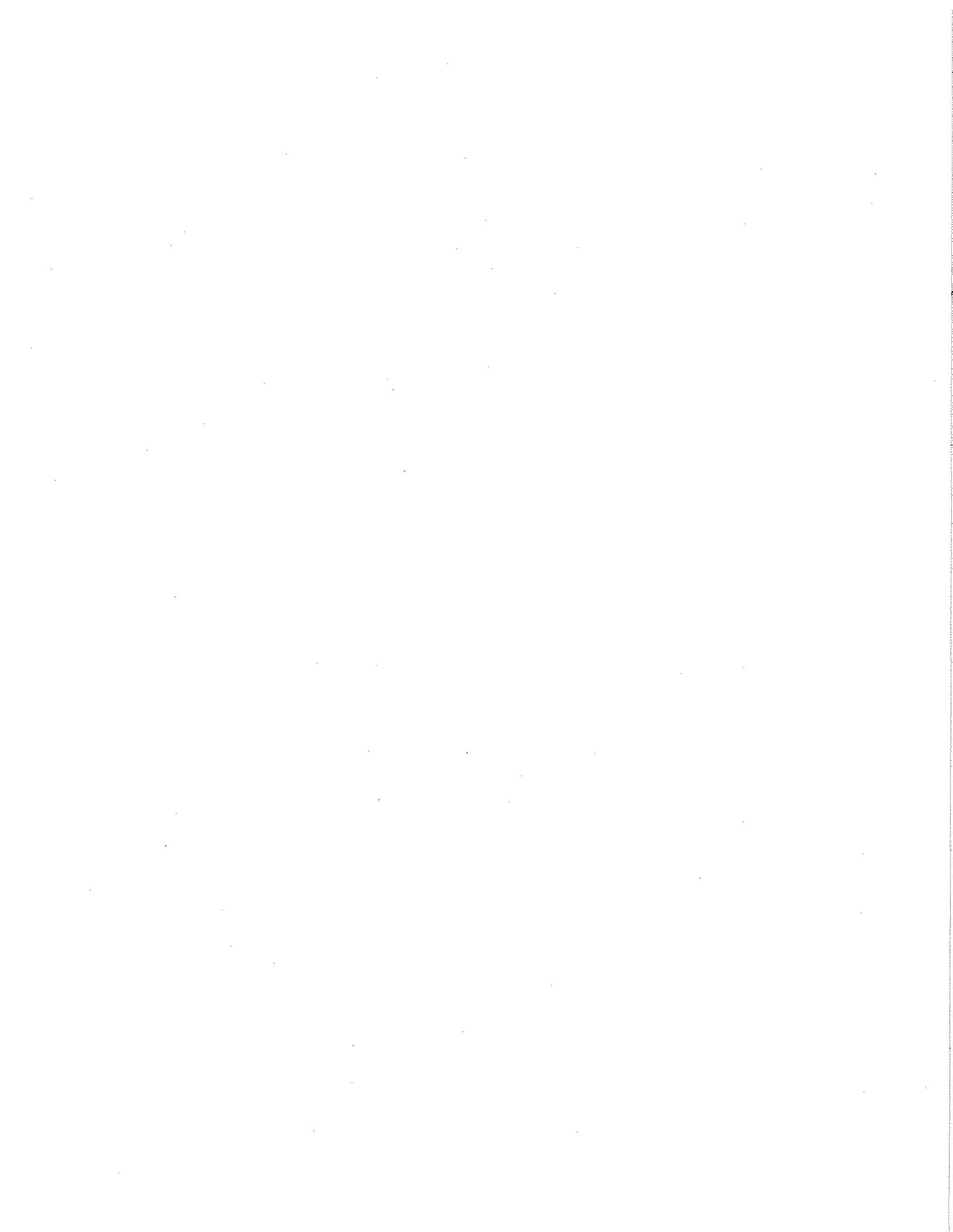
Grading & Drainage Plan

DRI.5

- Drainage Keyed Notes
1. ELEVATION ABOVE M.T.S.L. IN FEET
 2. FINISHED GRADE
 3. EXISTING GRADE
 4. PROPOSED GRADE
 5. PROPOSED DRAINAGE
 6. EXISTING DRAINAGE



Grading/Drainage
 DATE: 01/15/2015





Real Estate Development Services

RECEIVED
FEB 05 2009
CITY OF SANTA BARBARA
PLANNING DIVISION

February 5, 2009

City of Santa Barbara
Planning Commission
630 Garden Street
Santa Barbara, CA 93101

Subject:	210 Meigs Road	APN 45-110-11
	216 Meigs Road	APN 045-110-13
	290 Lighthouse Road	APN 045-110-09

Members of the Planning Commission,

I. APPLICANT LETTER/PROJECT DESCRIPTION

The DART comments dated May 20, 2008, for the Meigs Road Residential Subdivision, deemed the development application "complete" and allowed for further processing. In December of 2008, the Community Development Department determined that, based on the Initial Study prepared, the proposed project would not have a significant effect on the environment. Current plans reflect all of the comments and suggestions you have made to our PRT and DART Applications and we have completed all the necessary studies and reports. Following is the application letter.

Project Description and Goal

It is the desire of Mr. Michael Stevens and the Santa Barbara School District to adjust their respective property lines and allow Mr. Stevens to develop a five-lot subdivision project with a public street. To do so, Mr. Stevens and the SB School District are requesting a Lot Line Adjustment, a Change in the General Plan Designation from Major Public and Institutional to Residential 5 units per acre, and a Change in Zoning from P-R/SD-3 to E-3/SD-3, each discussed in detail below.

Project Summary

To acquaint you with the project; the subject properties are located in the East Mesa Area of the City of Santa Barbara along Meigs Road adjacent to Washington School. The properties at 210 Meigs Road and 290 Lighthouse Road both have a zoning designation of E-3/SD-3 and are located within the non-appealable jurisdiction of the Coastal Zone. The property 216 Meigs Road has a zoning designation of P-R/SD-3 and is also within the non-appealable jurisdiction of the Coastal Zone. According to City Records, the subject property 210 Meigs Road has a gross square footage of 53,484 square feet, 216 Meigs Road has 39,425 square feet and 290 Lighthouse Road has 348,479 square feet.

EXHIBIT C

These three properties are involved with one another as a result of a previous development plan with Mr. Stevens' property (210 Meigs Road). This project, a 10 unit condominium development project, was approved by the planning commission but later appealed to the City Council by the School District and the Washington School Parent Teacher Organization. Prior to having the appeal considered by City Council, the development team chose to negotiate with the School District and Washington School parent group in an effort to find a mutually supportable plan. This new project before you is a result of those collective and collaborative efforts. The properties are currently vacant and/or contain a parking lot (owned by Washington School) and are surrounded by development on all sides – including a park, school, and residential housing. As mainly vacant land, the properties are currently home to non-irrigated groundcover consisting of shrubs and grasses as well as Acacia and Eucalyptus trees.

Progress Made Since June of 2008

- Received Final MND from the City of Santa Barbara Community Development Department dated December 8, 2008 (No significant effect on the environment)
- Elise Way Exhibit added by Pete Ehlan of East Beach Ventures
- Each lot will now provide storm water retention and treatment individually (calculated by Civil Engineer, see DRT.5)
- Conditional Agreement reached between Applicant, School District, and PTO

The Subdivision

Mr. Michael Stevens and the Santa Barbara School District have agreed that the best use of space for the properties is to adjust their respective property lines and allow Mr. Stevens to develop a five-lot subdivision. Each lot in the subdivision is to be relatively similar in size and is strategically located to ensure the safety and separation from the children attending Washington School. Their sizes range as follows: Lot 1: 8,111 square feet; Lot 2: 7,849 square feet; Lot 3: 8,485 square feet; Lot 4: 8,310 square feet; Lot 5: 10,842 square feet for a total of 43,597 square feet. These lots are designed around a 7,242 square foot public street (cul-de-sac) that allows access into the property (please see attached map for visual).

Site Access

As detailed on the attached Site Plan, site access is currently proposed via a new curb cut off of Meigs Road. This curb cut off of Meigs would provide access to all 5 lots on the property. The new public street will be designed to City standards.

Grading and Drainage

It is currently estimated that 859 cubic yards of grading will be required to complete the public street. 850 cubic yards will be exported.

The property currently slopes in a southwest direction with an overall parcel slope of eight percent (8%). Site drainage is currently accommodated via an existing storm drain system which will have to be adjusted to accommodate the new development. These adjustments will be part of the future project on the school property. Drainage from Lighthouse Road will be accommodated as part of this school parking lot project.

Each lot will provide storm water retention and treatment individually. These amounts have been calculated by the civil engineer and are shown on sheet DRT.5. Retention and treatment solutions will be part of design for the future residences and reviewed during plan check/permitting for those future residences. A Filterra storm drain filter system is proposed for the new public street. Information on this system is included in the civil engineer's Preliminary Drainage Study.

Paving and Landscaping

After the grading is complete, it is currently estimated that 6,358 square feet of paving and 884 square feet of landscaping will be required in order to complete the site's public street. This public street paving and landscaping combined with the Lot Size total of 43,597 square feet, creates a total project of 50,839 square feet. Two parking spaces have been added directly in front of Lot 4 and Lot 5.

Requested Lot Line Adjustment

The land swap between Mr. Stevens and the Santa Barbara School District has shifted this project from where it was originally intended to be (210 Meigs Road) to a location agreed upon by both parties (a combination of 210 Meigs Road, 216 Meigs Road, and 290 Lighthouse Road). The project has shifted from solely on Mr. Stevens' property to partially on Mr. Stevens' original property and partially on the School District's contributed property. This exchange was brought about by the desire of the School District and Washington School's Parents and Teachers Association to ensure the best educational environment of their students. In order to comply with their requests and under the permission of Mr. Stevens, we are proposing that a Lot Line Adjustment be made to accommodate to these expressed changes.

The Requested Zone Change

In order to maintain consistency with the surrounding zoning and current neighborhood development, Mr. Stevens and the Santa Barbara School District are requesting a zone change for the property at 216 Meigs Road from P-R/SD-3, Parks and Recreation, to E-3/SD-3, Single Family Residential.

Requested General Plan Designation Change

Currently, these properties hold a General Plan Designation of Major Public and Institutional and a Zoning Designation of Residential (assuming the requested zone change is approved) – causing development potential inconsistencies. Under the City's General Plan, a property with a designation of Major Public and Institutional is only allowed to be legally developed with a school, a park, or a non-profit, none of which, when approached, have expressed interest in purchasing this land. The School District is not interested in purchasing Mr. Stevens' land. They are only interested in creating a land swap, still requiring that these pieces of land undergo a formal change in the General Plan Designation for uniformity. Consequently, based on the discrepancy of the current Zoning and General Plan Designations, development of the property, under its prescribed zoning designation of residential (again, under the assumption of an

approved zone change), will result in a General Plan Amendment and further, a Local Coastal Plan Amendment, since the California Coastal Commission has adopted the City's General Plan.

Conclusion

The previously approved 10 unit condominium project was not acceptable to the neighboring school families and the School District. This new project was developed through an unprecedented collaborative effort between Developer, Planning Department, School District and Parents and Teachers of Washington School. What comes before you in this new project is a plan that is embraced by all. While it has taken more than 5 years to get to this point, we are thankful that the result is a project that is supported by the community. We look forward to your support and approval of this project.

Respectfully,

A handwritten signature in black ink, appearing to read "B. de Raad". The signature is fluid and cursive, with a large initial "B" and "R".

Brennan de Raad
TynanGroup, Inc.

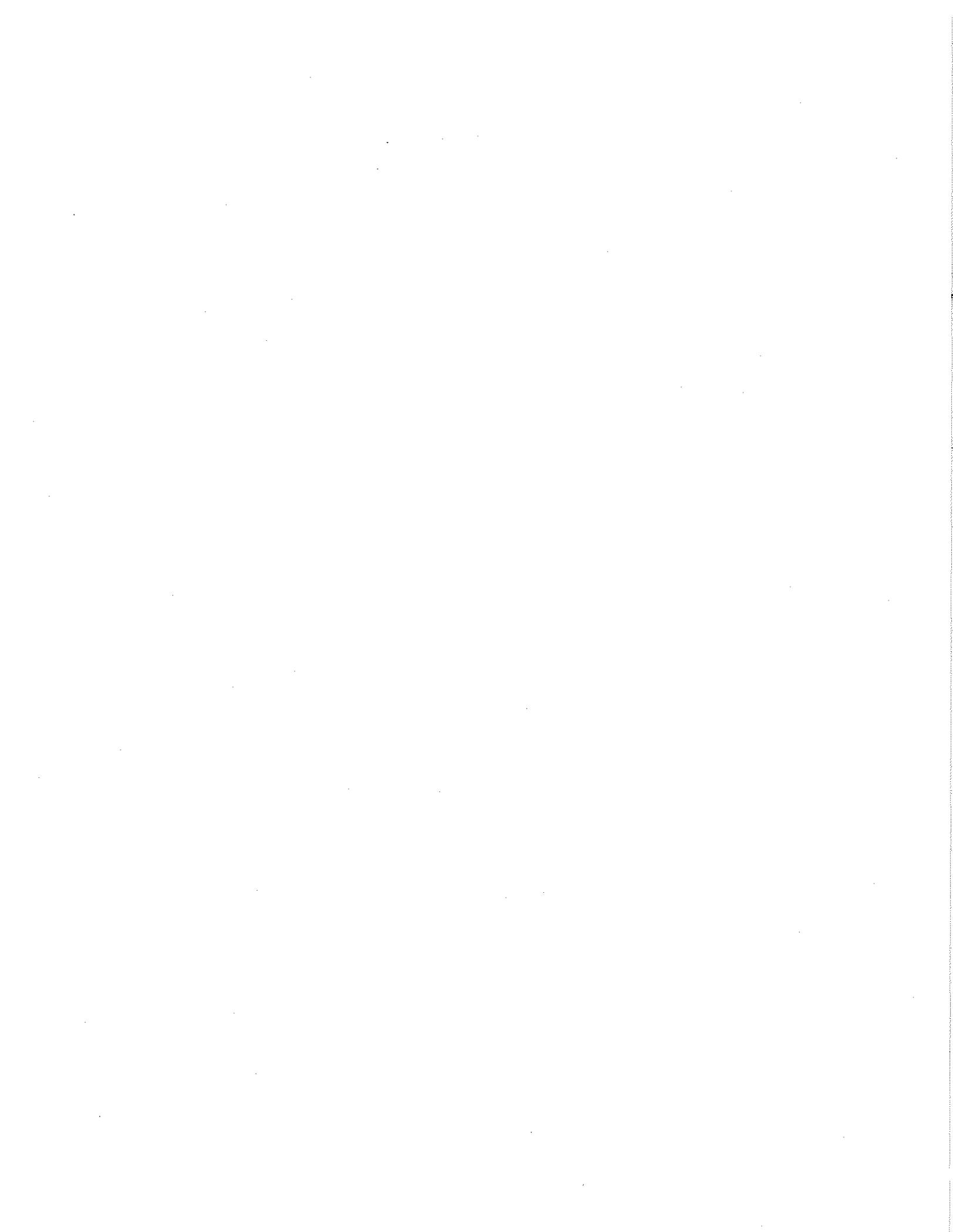
Cc: Pete Ehlen, East Beach Ventures
Michael Stevens, Property Owner
Dave Odell, TynanGroup, Inc.
Doug Fell, Mr. Steven's Attorney
Rick Fogg, Applicant's Attorney
Katie Jacobs, PTO President, Washington School

Final Mitigated Negative Declaration

December 12, 2008

Previously distributed and available by request or online at:

[http://www.santabarbaraca.gov/Resident/Environmental Documents/Meigs
and Lighthouse Road/](http://www.santabarbaraca.gov/Resident/Environmental_Documents/Meigs_and_Lighthouse_Road/)



FLOWERS & ASSOCIATES, INC.
C I V I L E N G I N E E R S

Robert T. Flowers
RCE 18324
Stephen G. Flowers
RCE 26192
Vernon E. Williams
RCE 33690
Eric L. Flavell
RCE 33000

201 NORTH CALLE CESAR CHAVEZ, SUITE 100, SANTA BARBARA, CA 93103

PHONE: 805.966.2224 • FAX: 805.965.3372

www.flowersassoc.com

RECEIVED W.O. 0421
DEC 17 2008
CITY OF SANTA BARBARA
PLANNING DIVISION

November 18, 2008

Preliminary Drainage Study

Site: 210 Meigs Road
Santa Barbara, CA

This Preliminary Drainage Study is based on the November 15, 2008 site layout and consolidates the addenda (Addendum 2 & 3) with to the original on-site Preliminary Drainage Study, dated August 24, 2007.

On-Site Drainage Detention Analysis

Evaluation Requirements: Planning requires the evaluation of Pre and Post development drainage flows anticipated for a 25 year frequency storm. The proposed development will be required to detain the difference between the pre and post development flows on-site so there is no additional drainage flow to the existing public drainage facilities.

Site: The proposed site will have five lots serviced by a road and cul-de-sac. The site breaks down as follows:

Figure 1 – Drainage Areas

Site	Area (sf)	Area (Ac)
Lot 1	8,179	0.19
Lot 2	7,821	0.18
Lot 3	8,451	0.19
Lot 4	8,268	0.19
Lot 5	10,859	0.25
Street	7,154	0.16
Total	50,732	1.16

Evaluate Pre-Development Flow: The County of Santa Barbara Flood Control method of hydrology calculations will be used to estimate runoff from the proposed development site.

To calculate this Figure 2 – Time of Concentration will be used estimate the time of concentration for the site. The site has 20' of fall over 440' of travel length. From Figure 2, the Time of Concentration $T_c = 2.6$ seconds. The County method uses a minimum Time of Concentration of 12 minutes. A $T_c = 12$ minutes will be used for this evaluation.

Based on a Time of Concentration of 12 minutes, the rainfall intensity for a 25 year frequency storm is estimated from Figure 3 – Rainfall Intensity for the South Coast. Rainfall Intensity

$$i = 3.17 \text{ inches/hour}$$

The pre-development runoff coefficient is estimated from Figure 4 – Runoff Coefficient, using the value for "south coast agriculture". From the graph,

$$C = 0.68$$

Using the rational method to estimate runoff flow of $Q = CiA$ the following table estimates the flow for each lot and total flow from the development.

Figure 6 – Pre-development Runoff

Site	Runoff Coeff.	Rainfall Intensity	Area (Ac)	Runoff Q (cfs)
Lot 1	0.68	3.17	0.19	0.409
Lot 2	0.68	3.17	0.18	0.388
Lot 3	0.68	3.17	0.19	0.409
Lot 4	0.68	3.17	0.19	0.409
Lot 5	0.68	3.17	0.25	0.539
Street	0.68	3.17	0.16	0.345
Total	~	~	1.16	2.499

Evaluate Post-Development Flow: The County of Santa Barbara Flood Control method of hydrology calculations will be used to estimate runoff from the proposed development site.

To calculate this Figure 2 – Time of Concentration will be used estimate the time of concentration for the site. The site has 20' of fall over 440' of travel length. From Figure 2, the Time of Concentration $T_c = 2.6$ seconds. The County method uses a minimum Time of Concentration of 12 minutes. A $T_c = 12$ minutes will be used for this evaluation.

Based on a Time of Concentration of 12 minutes, the rainfall intensity for a 25 year frequency storm is estimated from Figure 3 – Rainfall Intensity for the South Coast. Rainfall Intensity

$$i = 3.17 \text{ inches/hour}$$

The post-development runoff coefficient is estimated from Figure 4 – Runoff Coefficient, using the value for "south coast single family". From the graph,

$$C = 0.72$$

Using the rational method to estimate runoff flow of $Q = CIA$ the following table estimate the flow for each lot and total flow from the development.

Figure 7 – Post-development Runoff

Site	Runoff Coeff.	Rainfall Intensity	Area (Ac)	Runoff Q (cfs)
Lot 1	0.72	3.17	0.19	0.434
Lot 2	0.72	3.17	0.18	0.411
Lot 3	0.72	3.17	0.19	0.434
Lot 4	0.72	3.17	0.19	0.434
Lot 5	0.72	3.17	0.25	0.571
Street	0.72	3.17	0.16	0.365
Total	~	~	1.16	2.649

On-site Detention: The City requires that this project detain the difference of the pre-development flow and the post-development flow on site. Estimate the required volume of storage required on-site to meet this requirement. The difference in flow is:

$$Q \text{ post} - Q \text{ pre} = Q \text{ ret}$$

$$2.649 \text{ cfs} - 2.499 \text{ cfs} = 0.15 \text{ cfs}$$

Estimate the volume of storage required to reduce the offsite flow to pre-development condition. Required storage is estimated in Figure 8 – Detention Storage Volume and based on that figure is estimated at 243 cubic feet. $V = 243 \text{ cubic feet}$. This is the total volume required to be detained for the subdivision.

On-Site Drainage Detention and Treatment

Option 1 – Filterra Treatment Units in Public Right-of-way

This option looks at combining project detention and treatment requirements using Filterra Treatment Units with additional subsurface detention. Proposed project frontage improvements include a 10' wide sidewalk and parkway. We recommend that the units be placed within the street right-of-way, as this is where the units are most effective. Figure 10 shows the configuration with the proposed 8' x 4' treatment unit within the sidewalk / parkway area.

Treatment Evaluation:

The sizing table provided by Filterra presents two sizing criteria. These are commercial with a runoff coefficient of $c = 0.85$ and residential with a runoff coefficient of $c = 0.50$. From the Preliminary Drainage Study, the post project runoff coefficient of $c = 0.72$ is less

than the table value of $c = 0.85$. We will use the sizing criteria for the commercial units, even though this is a residential application.

From above, we have copied the following table:

Figure 1 – Drainage Areas

Site	Area (sf)	Area (Ac)
Lot 1	8,179	0.19
Lot 2	7,821	0.18
Lot 3	8,451	0.19
Lot 4	8,268	0.19
Lot 5	10,859	0.25
Street	7,154	0.16
Total	50,732	1.16

Based on a total project area of 1.16 acres and a treatment capacity of 0.44 acres per unit from "Table 1: Filterra Quick Sizing Table," (copy attached), for the 8' x 4' treatment unit, the project will require a minimum of:

Number of Units = $1.16 \text{ ac} / 0.44 \text{ ac per unit} = 2.63$, or a minimum of 3 Treatment Units.

Detention Evaluation:

From the Preliminary Drainage Study, the detention storage volume was estimated at 243 cubic feet.

Evaluate detention volume of the proposed 8' x 4' unit with 4' x 8' x 4' detention / infiltration cell below the treatment unit as shown in figure 10.

Volume of Unit = $4' \times 9' \times 3.5' = 112 \text{ cf}$

Assume material has a porosity of 40%, leaves an available volume of 45 cf.

Volume of detention / infiltration cell = $4' \times 8' \times 4' = 128 \text{ cf}$

Assume material has a porosity of 40%, leaves an available volume of 51 cf.

Total available detention volume per unit is $45 \text{ cf} + 51 \text{ cf} = 96 \text{ cf}$

$243 \text{ cf} / 96 \text{ cf} = 2.53$, so three units are required to satisfy detention requirements

We recommend that a minimum of three units be included with the project. These units should be constructed in the street right-of-way and planted with appropriate street trees. The benefit of installing them in the street right-of-way include:

- Available to treat all water flowing in the street in addition to water from the site

- Available to treat non-storm events that discharge to the street such as sidewalk wash down water, car washing, etc.
- Completed installation results in a street tree
- Water to the detention unit is filtered and has no maintenance
- Debris in the street is collected into the treatment units for collection and removal
- Decorative tree grates that conform to ADA standards and provide 4' clear access
- Units have been accepted by the County of Santa Barbara for storm water treatment

Option 2 – One Filterra Treatment Unit in Public Right-of-way to Supplement On-site Units

We understand that the City has accepted the use of one Filterra Treatment and Detention unit in the cul-de-sac to supplement on-site storage and treatment requirements. This option looks at the benefit of the single unit and sizes the storage and detention for each lot with consideration of the one Filterra Treatment Unit.

On-Site Detention

Based on the original Preliminary Drainage Study, the minimum required detention for the project was total project estimated at 243 cubic feet. Based on this requirement, the following table summarizes the minimum required on-site detention volume.

Figure 11 – Required On-site Detention

Site	Area (sf)	Proportion of Total (%)	Detention Volume (cf)
Lot 1	8,179	18.8	47
Lot 2	7,821	17.9	43
Lot 3	8,451	19.4	47
Lot 4	8,268	19.0	46
Lot 5	10,859	24.9	60
Total	43,578	100.0	243

On-Site Treatment

Based on Option 1, the calculated number of Filterra Units to provide treatment for the entire project was 2.63 units. We understand that one Filterra unit has been accepted inside the cul-de-sac for the project to provide water treatment for the project. Therefore, the proportion of the total treatment requirement handled by the Filterra unit is $1 / 2.63 = 0.38$. The required volume for treatment is 1" over the project site. The total of the lots is 43,578 square feet, resulting in a volume of $1 / 12 \times 43,578 = 3,631$ cubic feet requiring to be treated. Reducing the volume by the portion that will be treated by the Filterra unit results in a volume of $(1 - 0.38) \times 3,631 \text{ c.f.} = 2,251 \text{ c.f.}$

Figure 12 – Required On-site Detention

Site	Area (sf)	Proportion of Total (%)	Treatment Volume (cf)
Lot 1	8,179	18.8	424
Lot 2	7,821	17.9	402
Lot 3	8,451	19.4	437
Lot 4	8,268	19.0	427
Lot 5	10,859	24.9	561
Total	43,578	100.0	2,251

Summary of treatment and detention requirements by lot:

Figure 13 – Detention / Treatment Summary

Lot No. 1	
MIN DETENTION VOLUME = 47 CF	MIN TREATMENT VOLUME = 424 CF

Lot No. 2	
MIN DETENTION VOLUME = 43 CF	MIN TREATMENT VOLUME = 402 CF

Lot No. 3	
MIN DETENTION VOLUME = 47 CF	MIN TREATMENT VOLUME = 437 CF

Lot No. 4	
MIN DETENTION VOLUME = 46 CF	MIN TREATMENT VOLUME = 427 CF

Lot No. 5	
MIN DETENTION VOLUME = 60 CF	MIN TREATMENT VOLUME = 561 CF

Sincerely,
FLOWERS & ASSOCIATES, INC.

By: 
Eric L. Flavell, P.E.
Vice President



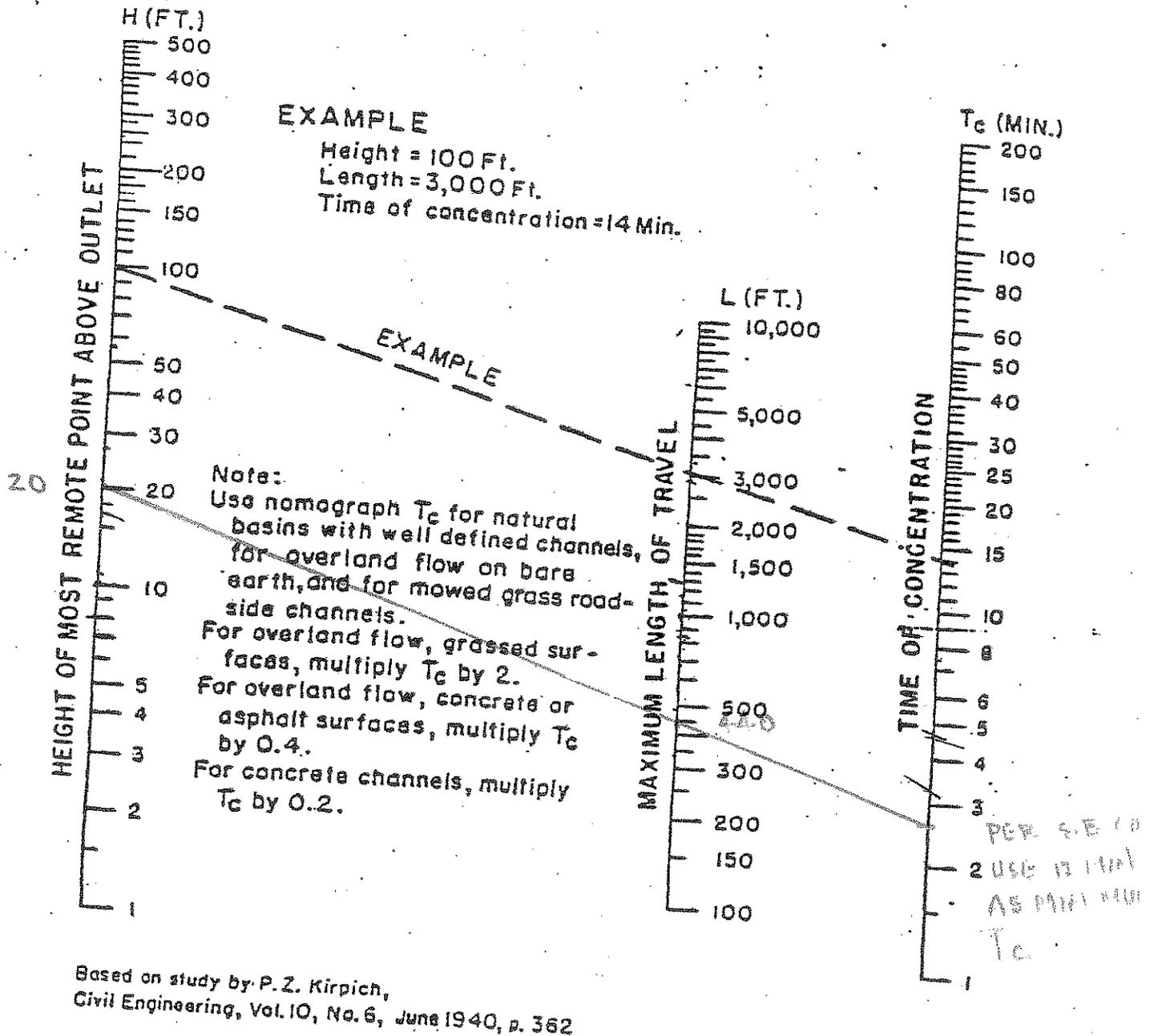
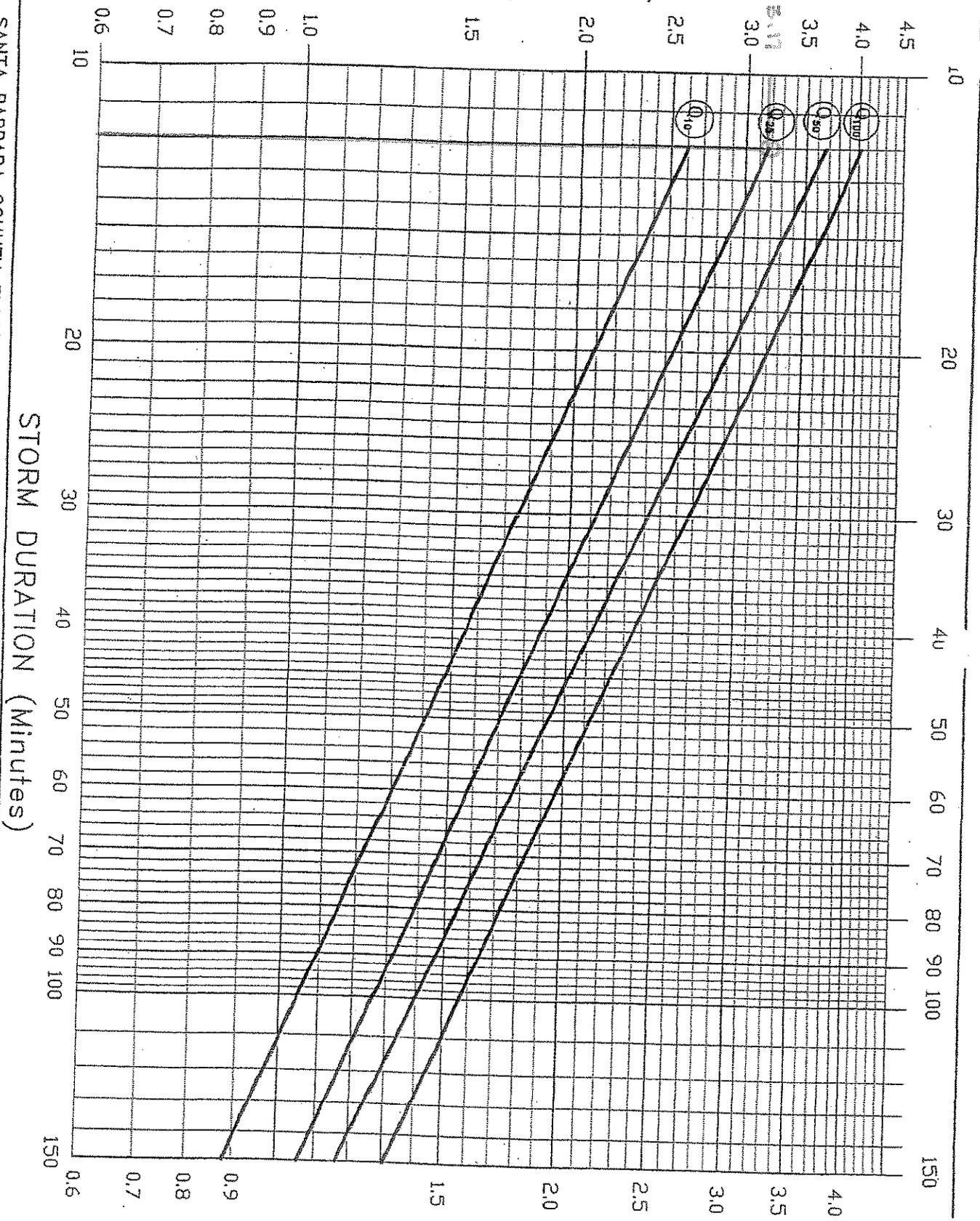


Fig. I-4 — Time of concentration of small drainage basins.

FIGURE 2 - TIME OF CONCENTRATION

RAINFALL INTENSITY
(inches per hour)



SANTA BARBARA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

Feb. 25, 2004

SHEET 5 OF 6

RAINFALL INTENSITY-DURATION CURVES

STORM DURATION (Minutes)

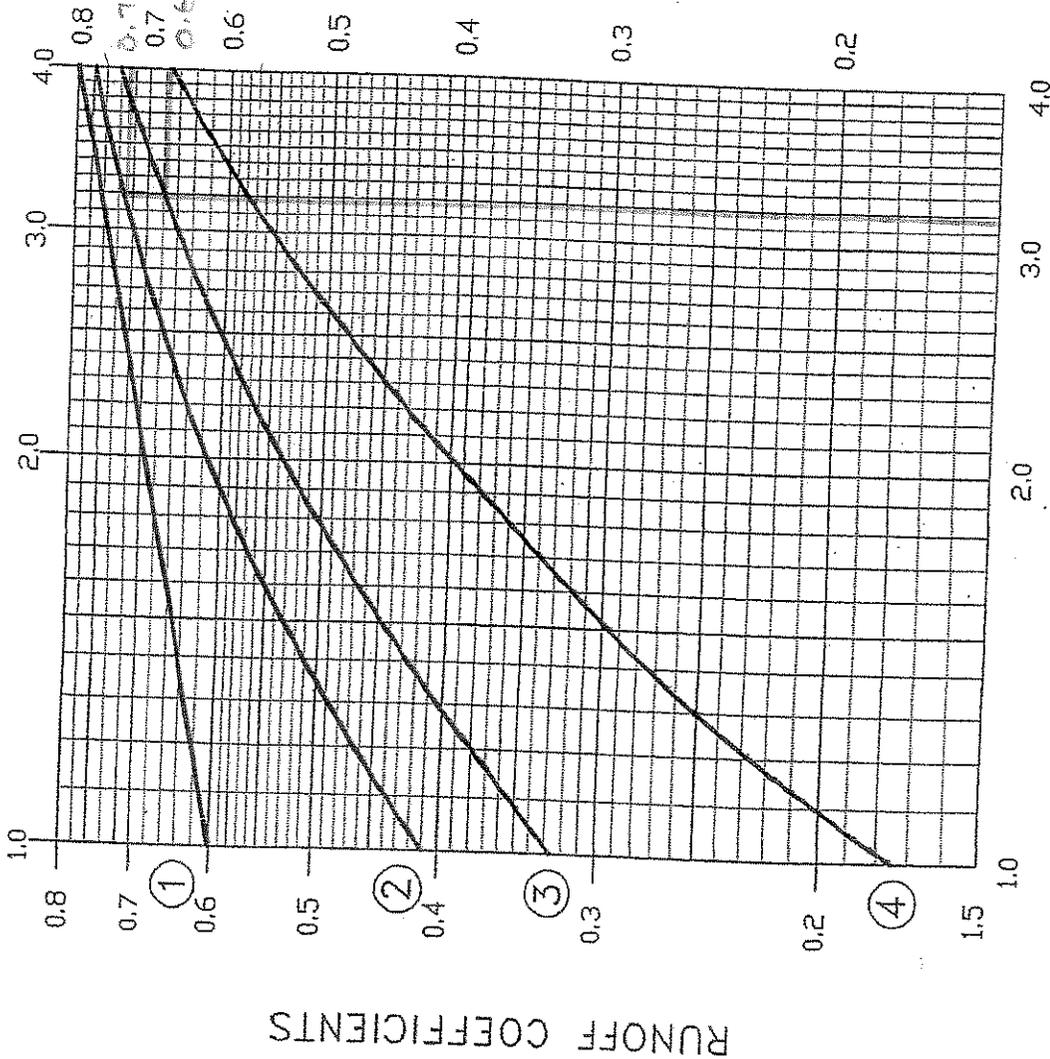
South Coast

Approved by:

John B. Smith

FLOOD CONTROL DISTRICT / DATE

2/2/04



0.72
0.7
0.68
Runoff
Coefficients

LEGEND	
①	COMMERCIAL
②	SOUTH COAST SINGLE FAMILY*
③	NORTH COUNTY SINGLE FAMILY,* SOUTH COAST AGRICULTURE
④	NORTH COUNTY AGRICULTURE

* Single family lots with an average of 10,000 sq. ft. or more, interpolate between Single Family and Agriculture.

RAINFALL INTENSITY (inches per hour)

SANTA BARBARA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

Feb. 25, 2004

SHEET 1 OF 1

Approved by:

[Signature]

RAINFALL COEFFICIENTS VS RAINFALL INTENSITY

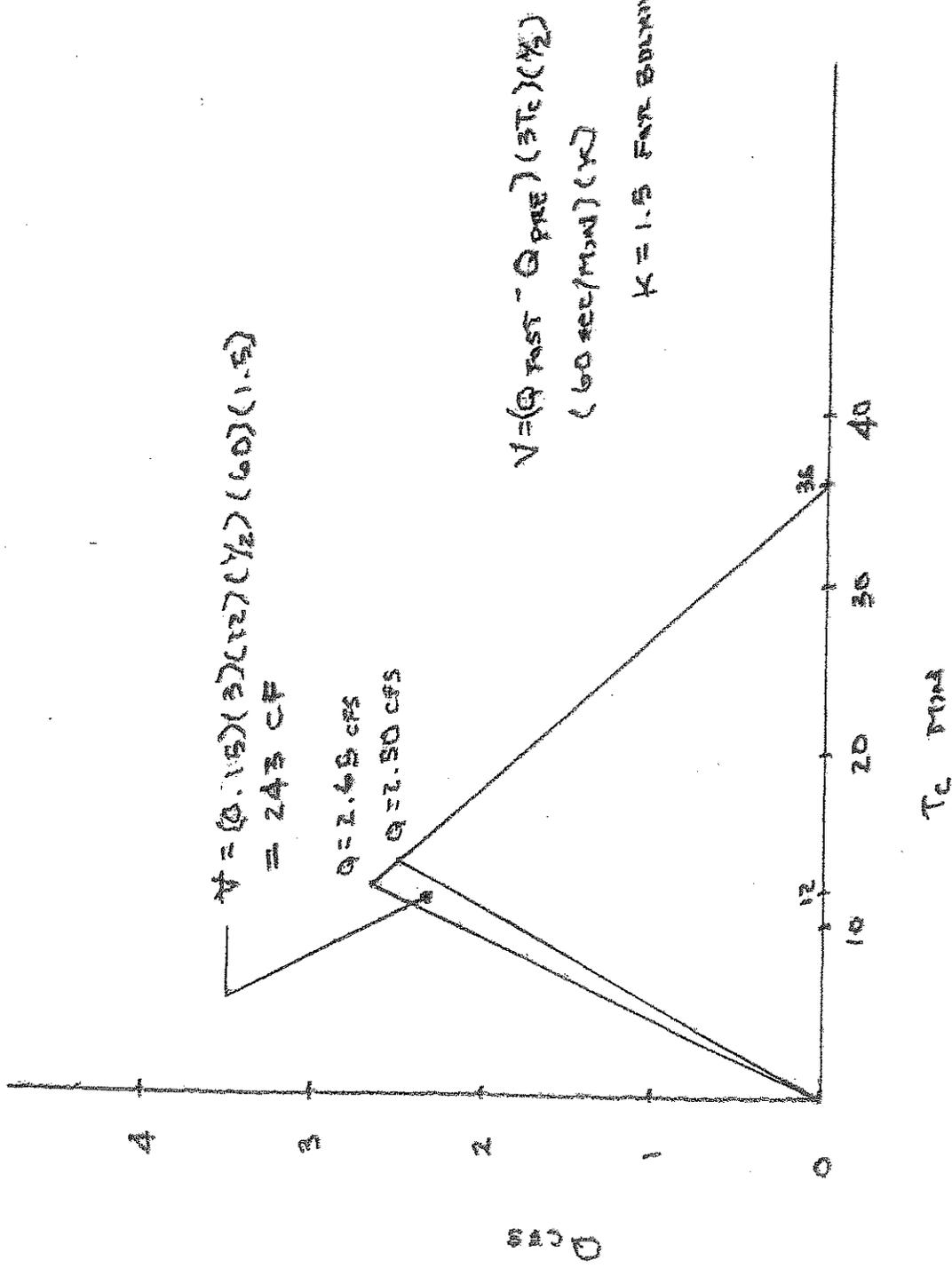
FLOOD CONTROL DISTRICT / DATE 3/2/04

By ELF
 Date 8/24/07
 Chkd. By _____
 Date _____

FLOWERS & ASSOCIATES, INC.

CIVIL ENGINEERS
 500 E. Montecito Street
 Santa Barbara, CA 93103
 Telephone (805) 966-2224
 Fax (805) 965-3372

W.O. # 0421
 Ref. METS RA
 Sht. 1 of 1



RETENTION STORAGE VOLUME
 FIGURE 8

SITE

MEIGS RD

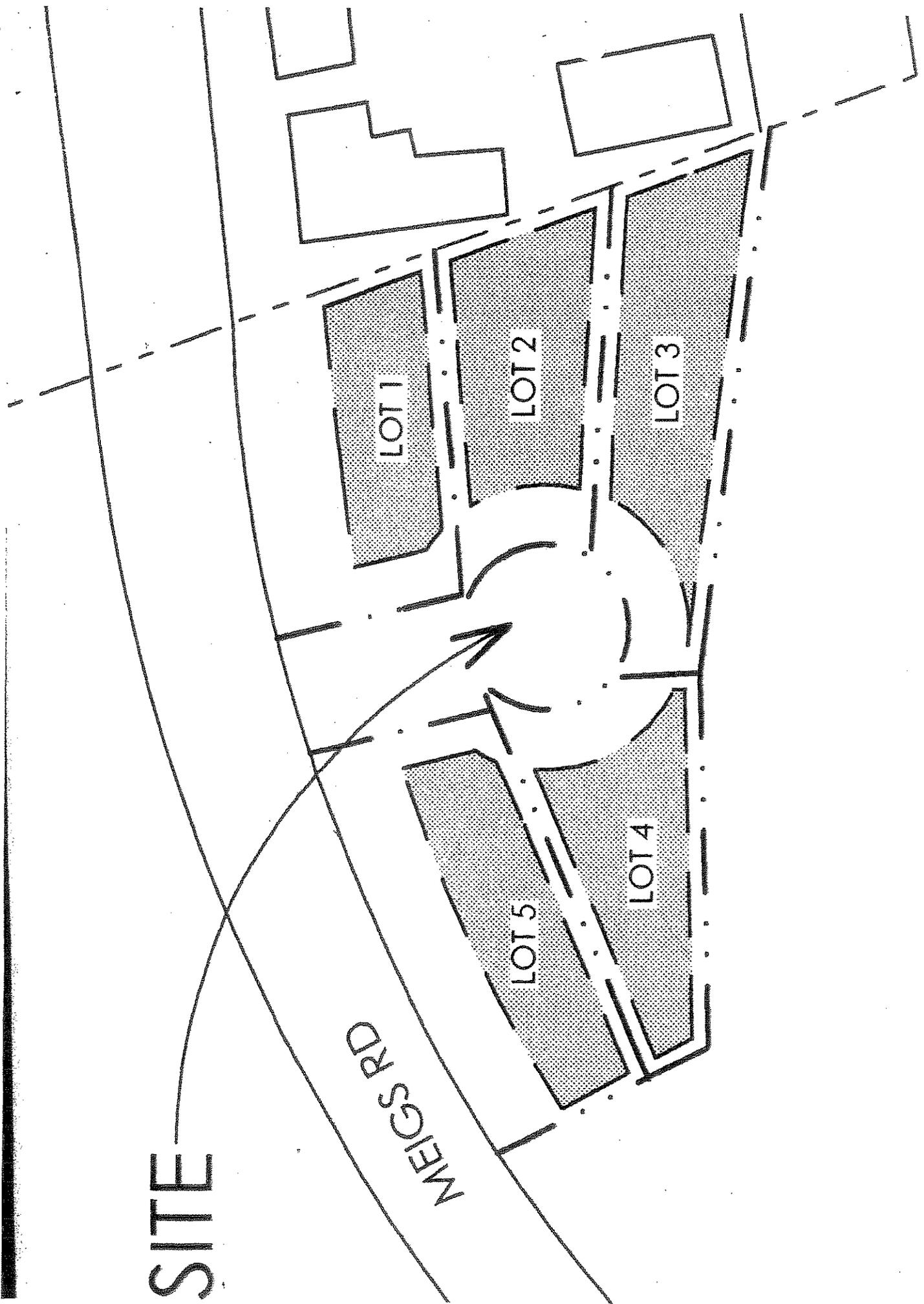
LOT 1

LOT 2

LOT 3

LOT 5

LOT 4



FLOWERS & ASSOCIATES, INC.

CIVIL ENGINEERS

500 E. Montecito Street
Santa Barbara, CA 93103
Telephone (805) 966-2224
Fax (805) 965-3372

W.O. # 0421

Ref. 210 MEIGS

Sht. 1 of 1

By ELF
Date 11/10/08
Chkd. By _____
Date _____

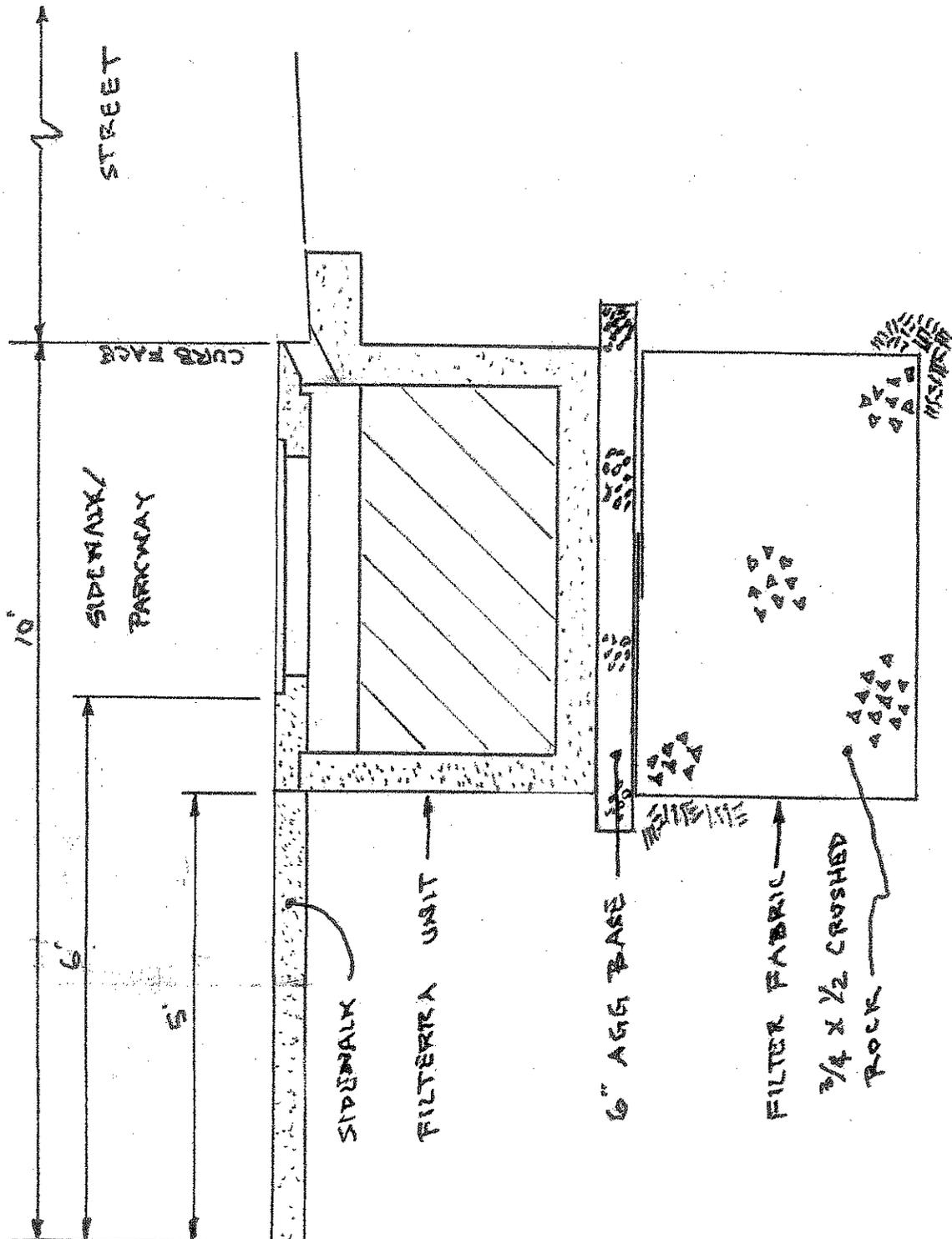


FIGURE 10



RECEIVED
DEC 17 2008

CITY OF SANTA BARBARA
PLANNING DIVISION

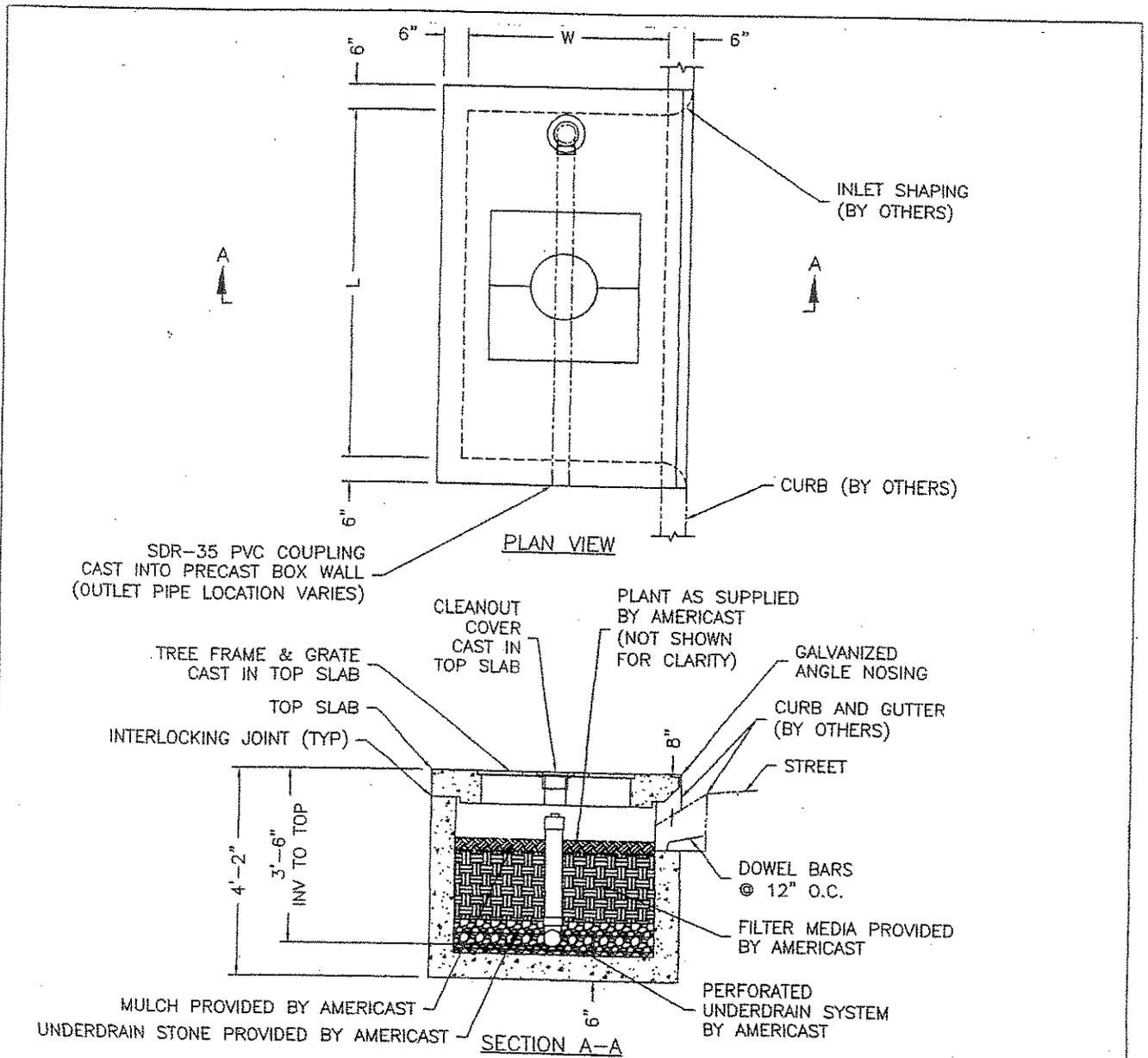
Table 1: Filterra® Quick Sizing Table
(Western Zone - 0.2 in/hr Uniform Intensity Approach)

Available Filterra® Box Sizes (feet)	Recommended Commercial Contributing Drainage Area (acres) where C = 0.85	Outlet Pipe
4x6.5 or 6.5x4	up to 0.35	4" SDR-35 PVC
4x8 or 8x4	0.36 to 0.44	4" SDR-35 PVC
Standard 6x6	0.45 to 0.49	4" SDR-35 PVC
6x8 or 8x6	0.50 to 0.65	4" SDR-35 PVC
6x10 or 10x6	0.66 to 0.82	6" SDR-35 PVC
6x12 or 12x6	0.83 to 0.98	6" SDR-35 PVC

Available Filterra® Box Sizes (feet)	Recommended Residential Contributing Drainage Area (acres) where C = 0.50	Outlet Pipe
4x6.5 or 6.5x4	up to 0.60	4" SDR-35 PVC
4x8 or 8x4	0.61 to 0.74	4" SDR-35 PVC
Standard 6x6	0.75 to 0.83	4" SDR-35 PVC
6x8 or 8x6	0.84 to 1.11	4" SDR-35 PVC
6x10 or 10x6	1.12 to 1.39	6" SDR-35 PVC
6x12 or 12x6	1.40 to 1.67	6" SDR-35 PVC

Notes:

1. All boxes are a standard 3.5 feet depth (INV to TC)
2. A standard SDR-35 PVC pipe coupling is cast into the wall for easy connection to discharge drain
3. Dimensions shown are internal. Please add 1' to each for external (using 6" walls)
4. In line with TR55 data, for Commercial Developments a minimum (runoff coefficient) C factor of 0.85 is recommended. For Residential Developments, use of C factors less than 0.5 require individual site review by Filterra.
5. Please ask for Sizing Tables for other target treatment goals, e.g. 0.3 in/hr
6. This sizing table is valid only for CA, NV, AZ, OR, ID, AK & HI



DESIGNATION	L	W	TREE GRATE QTY & SIZE	OUTLET PIPE
6 x 4	6'-0"	4'-0"	(1) 3x3	4" SDR-35 PVC
8 x 4	8'-0"	4'-0"	(1) 3x3	4" SDR-35 PVC
8 x 6	8'-0"	6'-0"	(1) 4x4	4" SDR-35 PVC
10 x 6	10'-0"	6'-0"	(1) 4x4	6" SDR-35 PVC
12 x 6	12'-0"	6'-0"	(2) 4x4	6" SDR-35 PVC

DRAWING AVAILABLE IN TIF FILE FORMAT.



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DATE: 07-07-06

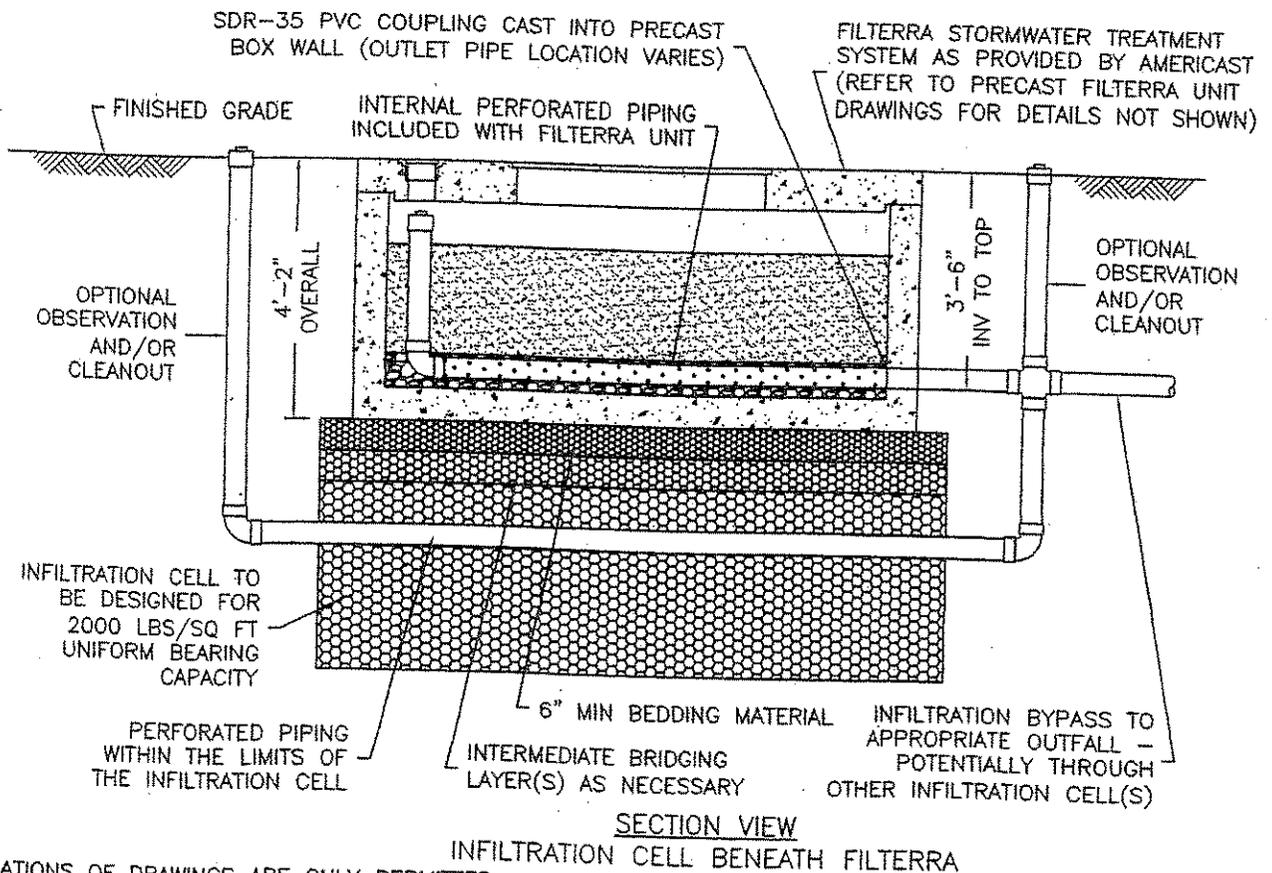
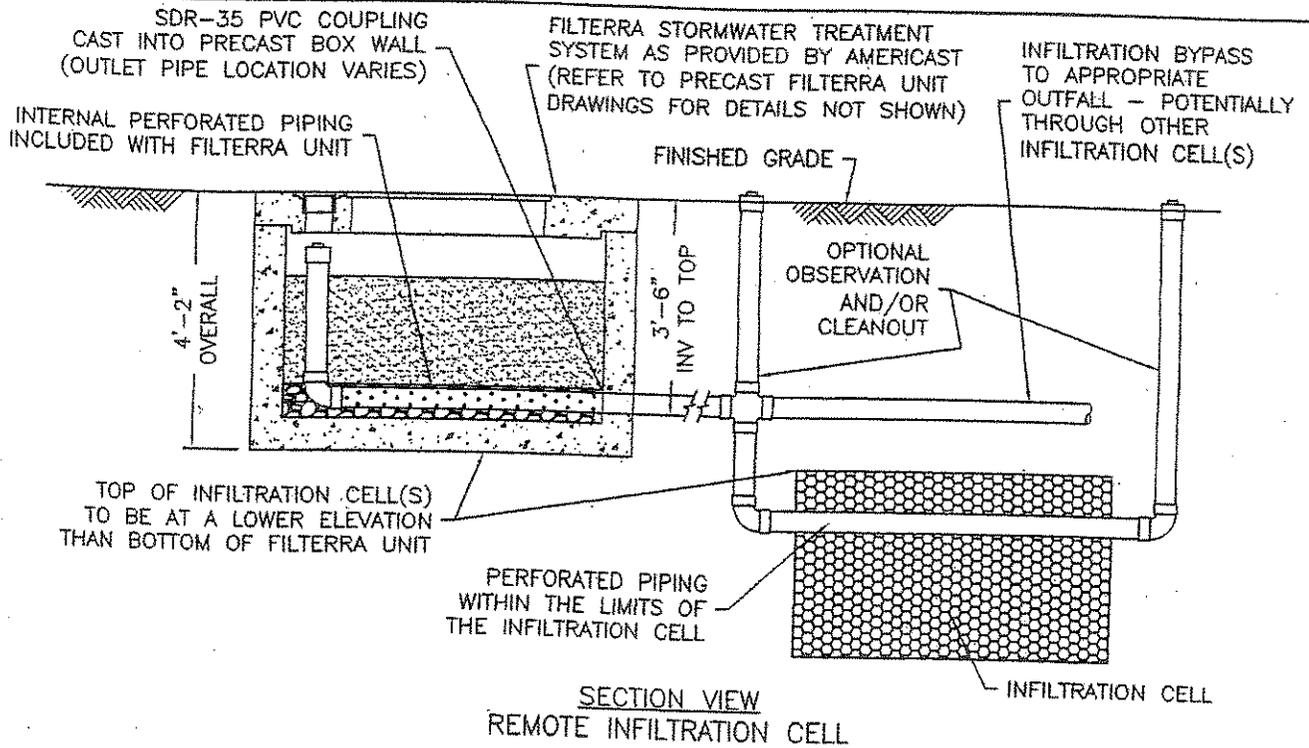
DWG: FTNW-2

**PRECAST FILTERRA® UNIT
NARROW WIDTH CONFIGURATION**



filterra®

US PAT 6,277,274
AND 6,569,321



MODIFICATIONS OF DRAWINGS ARE ONLY PERMITTED BY WRITTEN AUTHORIZATION FROM FILTERRA

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DATE: 07-07-06

DWG: FTINF-2



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PRECAST FILTERRA® FOR INFILTRATION APPLICATIONS



Knollwood Meadows Apartments

Santa Barbara County, CA



A total of five custom size Filterra units have been selected and approved for stormwater quality treatment on this upcoming residential project in Santa Barbara County, CA.



In common with the photograph shown above where underground utilities were tight behind the curb, site limitations required that custom shaped units were designed by the civil engineering firm.

Five 13.5' x 2.0' internally dimensioned Filterra stormwater units have been ordered to be installed next to an underground wall footer. The wall separates the residential development from the sight and sound of US Highway 101, leaving little space to effectively and natural treat the runoff from roof drains and the parking spaces. Filterra is pleased to accommodate such a customized request for our engineering client in Santa Barbara.

11352 Virginia Precast Road
Ashland, VA 23005
www.Filterra.com

Toll Free: 866-349-3458
Fax: 804-798-8400
Email: design@Filterra.com

AMERICAST

8. One Commissioner was concerned with the sustainability issues with building a project of that size but felt that the applicant's presentation mitigated the concerns. The location of the home and its elevation puts it in the Campanil neighborhood. Appreciates the compromise that has been made with the large homes above and the smaller homes below. Would like to see a condition that the project returns to design review boards and that the square footage be reduced to no more than 100% of FAR.

Staff answered an additional Planning Commission question about clarification of the FAR calculations; accessory structures are added into FAR.

MOTION: Thompson/Bartlett

Assigned Resolution No. 011-08

Approve the Coastal Development Permit, making the findings in the Staff Report, and subject to the Conditions of Approval included in Staff Report Exhibit A, with the following added conditions: 1) Design review shall be done by the Architectural Board of Review, not the Single Family Design Board; 2). The applicant shall reduce the square footage to be no more than 100% of Floor Area Guidelines; 3). Solar equipment shall be shielded from view of the neighbors; 4). Review the driveway lighting and skylight design to be consistent with the Lighting Ordinance.

This motion carried by the following vote:

Ayes: 4 Noes: 3 (Jacobs, Jostes, White) Abstain: 0 Absent: 0

Chair Myers announced the ten calendar day appeal period.

Chair Myers called for a recess at 3:30 P.M. and resumed the hearing at 3:45 P.M.

III. NEW ITEM:

ACTUAL TIME: 1:08 P.M. The following item was heard before Item III.

APPLICATION OF AUDREY DUNLOP, TYNAN GROUP, AGENT FOR MICHAEL STEVENS AND SANTA BARBARA SCHOOL DISTRICT, PROPERTY OWNERS, 210 MEIGS, 216 MEIGS AND 290 LIGHTHOUSE ROAD; APN 045-110-011, 045-110-013 AND 045-110-009; E-3/S-D-3 ONE FAMILY RESIDENTIAL / COASTAL OVERLAY ZONE AND PR/S-D-3 PARK AND RECREATION / COASTAL OVERLAY ZONE; GENERAL PLAN DESIGNATION: MAJOR PUBLIC AND INSTITUTIONAL (MST2006-00476)

The applicant is requesting that the city initiate a Change in Zone for 216 Meigs Road from PR/S-D-3 (Parks and Recreation/Coastal Overlay Zone) to E-3/S-D-3 (One Family Residential/Coastal Overlay Zone), and a General Plan/Coastal Plan Map Amendment from Major Public and Institutional to Residential – 5 units per acre on 216 Meigs Road and portions of 210 Meigs and 290 Lighthouse Road. At this time, the discretionary

applications required for this project are an Initiation of a Zone Change (SBMC §28.92.015) and a General Plan/Local Coastal Plan Map amendments (SBMC §28.07 and 28.44.250).

The Planning Commission may provide comments on the conceptual development project related to the request for a Change in Zone and General Plan/Local Coastal Plan Map Amendment. However, no action on any project will be taken at this time, nor will any determination be made regarding environmental review of a proposed project.

Case Planner: Allison De Busk, Associate Planner
Email: adebusk@SantaBarbaraCA.gov

Allison De Busk, Project Planner, gave the Staff presentation.

Staff answered Planning Commission's questions stating that four units is the current density allowed; reviewed the 10 unit project previously approved and pending appeal action from City Council, and explained that the area obtained by the school as part of the land swap would be for school purposes only with no residential development.

Dave O'Dell and Pete Ehlen, Tynan Group, representing Michael Stevens, Stevens Trust, gave the Applicant presentation.

Chair Myers opened the public hearing at 1:21 P.M.

Natasha Heifetz Campbell spoke in support of the project and recommended that a condition be added to reflect that future development of the parcels be compatible with the school use. Submitted letter offering suggestions and conditions for the subdivision to ensure compatibility.

With no one else wishing to speak, the public hearing was closed at 1:25 P.M.

Commissioner's comments:

1. The Commission acknowledged the exemplary coordination and cooperation of the applicant with the neighborhood and the school in the development process.
2. Some Commissioners noted the positive impacts resulting from the project, such as an improved school parking lot; access off of Miegs Road means no impact to Lighthouse Road; and the neighborhood collaboration.
3. One Commissioner noted that the siting of homes will be important to protect the school.
4. One Commissioner wanted further explanation of how the proposal would help parking for the school.
5. One Commissioner asked for explanation on why R-2 zoning was not being requested with a larger number of small units.

David Hetyonk, Facilities Superintendent, Santa Barbara School Districts, answered Planning Commissioners questions about how the project's parking would not impact traffic. The new parking would offer more spaces and an additional drop-off zone.

Mr. Ehlen responded to the Commission in explaining the negotiation between parties that evolved to the single family density to be consistent with Washington School and Shoreline Drive.

MOTION: Jacobs/White

Assigned Resolution No. 010-08

Initiate the Zone Change and General Plan and Local Coastal Plan Amendments.

This motion carried by the following vote:

Ayes: 7 Noes: 0 Abstain: 0 Absent: 0

Chair Myers announced the ten calendar day appeal period.

IV. CONCEPT REVIEW:

Commissioners Jacobs and Jostes did not return to the dais when the hearing resumed.

ACTUAL TIME: 3:45 P.M.

RECUSALS: To avoid any actual or perceived conflict of interest, the following Commissioners recused themselves from hearing this item:

1. Commissioner Jacobs has recused herself due to the applicant's law firm also being her husband's employer.
2. Commissioner Jostes recused himself due to real estate interest in close proximity to the project.

EX PARTE COMMUNICATION: Commissioner Bartlett disclosed an ex parte communication with the applicant.

APPLICATION OF LISA PLOWMAN, AGENT FOR METROPOLITAN THEATRES CORPORATION, 1330 CHAPALA STREET, 039-131-001 AND 039-131-007, C-2, COMMERCIAL ZONE, GENERAL PLAN DESIGNATION: OFFICES AND RESIDENTIAL (MST2007-00371)

The proposed project involves the construction of a mixed-use development consisting of 15,000 square feet of commercial space and 29 residential units, including five affordable units, and an underground parking garage containing 85 parking spaces. The project site is directly adjacent to the Arlington Theater and is currently used as a commercial parking lot.

The discretionary applications required for this project are:

2. Development Plan Approval to allow the non-residential development that exceeds 3,000 square feet (SBMC § 28.87.300);



Coastal Act Chapter 3 Consistency Analysis

§30210 - §30214 (Public Access)

These policies are not applicable because the project is located on the northern side of the nearest public roadway to the shoreline, with no ability to provide public access to the shoreline. Additionally, the project does not impact visitor or recreational facilities.

§30220 - §30224 (Recreation)

The proposed zoning amendment would re-zone the property (216 Meigs Road) from PR/SD-3 (Park and Recreation/Coastal Overlay Zone) to E-3/S-D-3 (One Family Residential/Coastal Overlay Zone). This property was originally zoned for single-family residential development, but was re-zoned to PR in 1986 when the S-D-3 (Coastal Overlay Zone) was added. The parcel was re-zoned to PR/S-D-3 because the site was owned by the City and was originally part of La Mesa Park (located on the west side of Meigs Road). However, the site was declared excess land by the City in 1987, and was sold to the School District in 1991. The proposed zoning map amendment would allow for residential development on a property currently zoned for recreational use. The area proposed for a rezone is currently owned by the Santa Barbara School District, but following the land swap negotiated by the School District (current owners of 216 Meigs Road and 290 Lighthouse Road) and the owner of 210 Meigs Road, this property proposed for re-zone would be owned by a private entity. The proposed re-zone recognizes the fact that the property is in private ownership and that both the City of Santa Barbara and the Santa Barbara School District have declined to purchase the subject property for either school or park purposes. As such, recreational development is not an appropriate use for the site. Designation of the property as Residential - 5 units per acre, would allow for development of housing in an infill location close to services, recreation and transit opportunities. This designation would also be consistent and compatible with nearby development and land uses. The land swap was negotiated between the two property owners in response to an approved residential development project on 210 Meigs Road, which was negotiated in an effort to resolve concerns raised by the School relative to the residential development. The land swap results in moving the residential development farther from the school to minimize potential land use compatibility concerns.

The land use designation for the site is currently Major Public and Institutional, but is proposed to be designated as Residential – 5 units per acre. Again, the land use amendment recognizes the fact that the area in question is in private ownership and both the City of Santa Barbara and the School District have declined to purchase the privately held portion of the site for either school or park purposes. Therefore, a designation of major public and institutional is not appropriate. Designation of the area (Adjusted Parcel 1) as Residential - 5 units per acre will allow for development of housing in an infill location close to services, recreation and transit opportunities. This designation would also be consistent and compatible with nearby development and land uses.

The subject parcel does not have direct access to the sea and would not impact ocean-related recreation. Subject to certification of the proposed land use and zoning amendments, the area identified as Adjusted Parcel 1 would be subdivided for future development of five residential units. Residents of these five units have the potential to create a minimal increase in demand on the City's recreational facilities; however this small increase in demand can be accommodated and does not result in significant increased recreational demand.

§30230 - §30236 (Marine Environment)

The project does not have the potential to impact or harm marine resources in the Coastal Zone. The project does not include removal of native riparian or oak woodland habitats in the coastal zone. Additionally, non-native eucalyptus trees proposed for removal are not known to be significant aggregate sites for monarch butterflies or significant nesting locations for endangered or threatened raptor species.

The project will comply with the City's Storm Water Management Program and will implement Best Management Practices during construction to help treat runoff from the site before it enters the storm drain system.

§30240 - §30244 (Land Resources)

These policies are not applicable because the site does not contain any environmentally sensitive habitat areas, is not agricultural land nor is it suitable for agricultural use, and does not contain archaeological or paleontological resources.

§30250 - §30255 (Development)

Policy 30250 - (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels. (b) Where feasible, new hazardous industrial development shall be located away from existing developed areas. (c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

The project site is located within an existing developed area, and adequate public services are available to serve it. In particular, the portion of the project site proposed for residential development is located immediately south of an existing condominium development and southwest of a dense single-family neighborhood. Surrounding the site to the south and east is an elementary school. The project will not have significant adverse effects, either individually or cumulatively, on coastal resources. A land swap between the school and the owner of 210 Meigs Road is part of the project and means that the proposed development on the site can be located adjacent to existing residential development to protect open space areas on the site. Therefore the project is consistent with Policy 30250 (a). Sections (b) and (c) of this policy are not applicable to the project.

Policy 30251 - The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of the surrounding area, and, where feasible, to restore and enhance visual quality in visually degraded areas...

The proposed residential development of the project site will not block views of the ocean or the mountains from public viewing locations, as the site is situated north and east of the public viewing areas in this vicinity (namely La Mesa Park and Meigs Road/Shoreline Drive). The project will not affect any coastal views as the site is not visible from the beach. The project would not result in a significant, unavoidable visual impact to the area. The proposed development would be mostly screened by existing and proposed vegetation, or would not be visible from public viewing locations. When viewed in the larger context of the Mesa neighborhood, the project will blend in with the surrounding residential development to the north and northeast of the project site, as well as with the school development to the south and southeast. The project site is relatively flat and the project will not significantly modify the site's natural topography. Therefore the project is considered to be consistent with Policy 30251.

Policy 30252 - The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal

recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

The proposed new development does not impact public access to the coast. Further, the project is located close to (within ¼- to ½ -mile) existing commercial facilities, and the project includes improvements to the pedestrian crosswalk located at the Elise Way/Meigs Road intersection. This crosswalk provides access from existing residential units to the coast, as well as commercial, school and recreational facilities located along Meigs Road, without requiring pedestrians to walk to the Meigs Road/Cliff Drive intersection. Additionally, the proposed development, due to its small size (five lots) will not result in significant increased recreational demand.

Policy 30253 - New development shall: (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development. (4) Minimize energy consumption and vehicle miles traveled. (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

The project site is not located in an area of high geologic, flood or fire hazard. The project would neither create nor contribute to erosion, geologic instability or destruction of the site and does not require construction of protective devices that would alter natural landforms. The project, as conditioned, would be consistent with requirements of the Santa Barbara Air Pollution Control District. The project would be designed compliant with the City's Energy Ordinance and would meet or exceed California's Title-24 requirements. The main project entrance would be located in proximity to a bus stop, and the site is located close to existing recreational and commercial opportunities, and the project proposes improvements to the existing crosswalk at Meigs Road/Elise Way, which would allow for increased non-automobile circulation and would encourage reduced vehicle trips in order to access the beach and La Mesa Park from the east side of Meigs Road and to access the school and commercial facilities from the west side of Meigs Road.

No new or expanded public works facilities are proposed as part of the project (Policy 30254 and 30254.5).

§30260 - §30264 (Industrial Development)

The proposed land use and zoning map amendments do not change where industrial development may occur as the parcel would be designated for residential development and open space.



City of Santa Barbara Local Coastal Plan Consistency Analysis

Policy 3.3. *New development proposals within the coastal zone which could generate new recreational users (residents or visitors) shall provide adequate off-street parking to serve the present and future needs of the development.*

The project requires (via the proposed E-3/S-D-3 zoning for the project site) two off-street covered parking stalls per single-family residence, which would accommodate the parking demands of the development.

Policy 3.4. *New development proposals in the coastal zone which may result in significant increased recreational demand and associated circulation impacts shall provide mitigation measures as a condition of development including, if appropriate, provision of bikeways and bike facilities, pedestrian walkways, people mover systems, in lieu fees for more comprehensive circulation projects or other appropriate means of compensation.*

As identified in the Mitigated Negative Declaration (MND), the proposed development would not result in significant increased recreational demand. The project includes public improvements (new sidewalk and parkway) on the new public street and along the subdivision's Meigs Road frontage. In order to address potential safety issues for pedestrians and bicyclists, the MND requires mitigation in the form of improvements to the existing crosswalk at Elise Way and Meigs Road.

Policy 5.3. *New residential development in and/or adjacent to existing residential neighborhoods must be compatible in terms of scale, size, and design with the prevailing character of the established neighborhood. New development which would result in an overburdening of public circulation and/or street parking resources of existing residential neighborhoods shall not be permitted.*

The proposed development would be located south of existing residential development. Surrounding zoning allows for residential development (two-family immediately north of the site and single-family to the northeast, east and south of the site. To the west is Park and Recreation zoning. Washington Elementary School immediately surrounds the site to the east and south. Immediately north of the site there is an existing 22 unit condominium complex. To the northeast are single-family residences. To the west, across Meigs Road, there is an affordable multi-family development, La Mesa Park and the U.S. Coast Guard facility. The project has received positive comments from the Single Family Design Board for the subdivision design. Neighborhood compatibility is discussed in detail in the Initial Study prepared for the project, and mitigation measures have been identified to address potential land use and compatibility issues between the existing school and future residents of the proposed subdivision. Future construction of the individual homes would be required to receive approval from the Single Family Design Board to ensure compatibility with surrounding development and uses. The proposed development would be limited to heights of 30 feet, which is the maximum

allowed height for all surrounding development. The condominium development immediately north of the site is two-stories, and nearby single-family homes range from one- to two-stories. The development would be required to comply with the City's Neighborhood Preservation Ordinance (which limits maximum net floor area based on lot size). Additionally, the project requires (via the zoning for the project site) two off-street parking stalls per single-family residence, which would accommodate the parking demands of the development.

Policy 9.1. *The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced. This may be accomplished by one or more of the following: (1) Acquisition of land for parks and open space; (2) Requiring view easements or corridors in new development; (3) Specific development restrictions such as additional height limits, building orientation, and setback requirements for new development; or (4) Developing a system to evaluate view impairment of new development in the review process.*

The project would not result in a significant, unavoidable visual impact to this scenic coastal area. Scenic views in the area are directed south and southwest, toward the ocean. The project site is located immediately adjacent to a two-story, 22-unit condominium development. Additionally, public views toward the site from the south and southwest are currently obscured by the existing vegetation along the 210 Meigs property frontage. Building height would be limited to thirty feet and the height limitation imposed for the protection and enhancement of solar access by Chapter 28.11 of the City's Zoning Ordinance. In addition, the proposed site layout would be compatible with the surrounding area, which is an urban area. Development of individual homes on the proposed new lots would be subject to review by the Single Family Design Board to ensure neighborhood compatibility and to enforce the recommendations identified in the Mitigated Negative Declaration related to noise. Finally, the proposed project would not affect any coastal views. Therefore the project is considered consistent with this policy.

Policy 9.3. *All new development in the coastal zone shall provide underground utilities and the undergrounding of existing overhead utilities shall be considered high priority.*

The project will be required to provide underground utilities and is therefore consistent with this policy.