



City of Santa Barbara Planning Division

ADDENDUM TO CERTIFIED ENVIRONMENTAL IMPACT REPORT

**VERONICA MEADOWS SPECIFIC PLAN SP-9
900-1100 LAS POSITAS ROAD, MST99-00608**

November 17, 2006

This EIR Addendum is prepared pursuant to State CEQA Guidelines Section 15164, which provides that an addendum to an environmental impact report (EIR) may be prepared if only minor changes or additions are necessary to make the document adequate for the current project.

ENVIRONMENTAL DOCUMENT / BACKGROUND

The EIR for the Veronica Meadows project was prepared to evaluate the applicant's prior project proposal at 900-1100 Las Positas Road (MST99-00608) for development of 24 homes on 14.8 acres, dedication of 35.7 acres for open space, hillside stabilization, creek restoration, new vehicle bridge and access off Las Positas Road. Permits required for that project included annexation, residential specific plan (SP-9), lot line adjustment, tentative subdivision map, and amendments to General Plan land use designations, Local Coastal Plan, Zoning Map, and Hillside Design District Map.

The EIR identified significant (Class I) biological resource, noise, and traffic impacts. Potentially significant but mitigable (Class II) impacts that could be reduced to less than significant levels were identified for biological resources, drainage, erosion and water quality, geologic hazards, cultural resources, traffic, public health and safety, and air quality. The EIR identified numerous mitigation measures to be incorporated into the project or applied as conditions of project approval to avoid or reduce potentially significant environmental effects.

The EIR also evaluated comparative environmental effects of alternatives to various components of the proposed project, including the No Project Alternative, No Annexation Alternative, Use of Draft Pre-Annexation Zoning Alternative, Alan Road Access Alternative, Secondary Emergency Access Alternative, Concrete Sidewalk Alternative; Avoid Landslides Alternative; Alternative Landslide Stabilization; Alternative Creek Setback Distance, Alternative Drainage and Stormwater Treatment, and Alternative Bridge Sites.

The Final EIR was certified by the Planning Commission on December 1, 2005, and no action was taken on project permits due to a split vote. The project was forwarded to City Council for decision, and in March 2006 and again in October 2006, the Council recommended that the applicant consider modifying the proposed project, including consideration of adding affordable dwelling units and consideration of reducing the overall development footprint. Council indicated support for the originally proposed access off Las Positas Road with a bridge over Arroyo Burro Creek. The applicant agreed to do so and submitted two development alternatives to the City for review.

CURRENT PROJECT DESCRIPTION

The current project proposal involves the same property as the prior proposal, with residential development on the same 14.8-acres, open space dedication of the same 35.7-acres, hillside

stabilization, creek stabilization and restoration with a minimum 50-foot building setback from the creek, a vehicular and pedestrian bridge across Arroyo Burro Creek from Las Positas Road, a pedestrian trail along the creek and an overland drainage from Campanil Hill run-off.

To address the direction given by the City Council, the applicant has submitted two development alternatives for review and consideration. This Addendum addresses both alternatives.

Alternative 1 is very similar to the project analyzed in the EIR. It includes 23 units, and the footprint of development has been reduced. This alternative differs from the project description evaluated in the EIR, as follows:

- The former Lot 7 has been eliminated.
- Two homes are located off the private driveway that extends from the main loop road, rather than four.
- 17 homes are located within the loop road, rather than 16.
- Two homes are located north of the loop road, rather than one.

Alternative 2 has a total of 25 units, two of which are affordable to upper-middle-income homebuyers. This alternative also attempts to reduce the overall development footprint. This alternative differs from the project description evaluated in the EIR, as follows:

- The former Lot 7 has been eliminated.
- Three homes are located at the terminus of Alan Road, rather than two homes.
- Three homes are located off the private driveway that extends from the main loop road, rather than four.
- 17 homes are located within the loop road, rather than 16.
- Two homes are located north of the loop road, rather than one.

CHANGES IN ENVIRONMENTAL CIRCUMSTANCES

Since the time of the EIR analysis, there have been no substantial changes in environmental conditions on the ground; the status of environmental resources, or impact evaluation guidelines.

PROJECT IMPACTS AND MITIGATIONS

Based on analysis in the EIR, development of the same site area under Alternative 1 (23 units) would result in similar impacts to the prior 24-unit proposal in the areas of air quality; biological resources; drainage, erosion, and water quality; geologic hazards; cultural resources; visual resources; land use and recreation; public health and safety; noise; public services; and population and housing. Development of the site under Alternative 1 would result in slightly reduced impacts than the prior 24-unit proposal in the area of cumulative traffic generation effects to impacted intersections, and the reduction would mean there would be no cumulative traffic impact at the Calle Real/U.S. 101 NB ramp. See attached tables for more detail.

Based on analysis in the EIR, development of the same site area under Alternative 2 (25 units) would result in similar impacts to the prior 24-unit proposal in the areas of biological resources; drainage, erosion, and water quality; geologic hazards; cultural resources; visual resources; land use and recreation; public health and safety; and noise. Development of the site under Alternative 2 would result in slightly increased impacts than the prior 24-unit proposal in the areas of cumulative traffic generation effects to impacted intersections; air quality; public services; and population and housing. For those areas that result in slightly increased impacts, the level of increase is so minimal

that it does not change the overall environmental impact. Related to cumulative traffic impacts, statistically, the increase in trips to each intersection can be rounded to one additional trip for both A.M. and P.M. peak periods. This allows for a worst-case analysis of the impact. The impact threshold would be exceeded at four of the intersections with the prior 24 units, and adding one more trip though those intersections does not create a new impact. No additional intersections would be impacted to a significant level. However, the mitigation fee ("fair share contribution") identified in TR-6 would need to be adjusted to account for the additional unit. See attached tables for more detail.

All mitigation measures identified in the EIR would continue to apply to the project as revised.

CEQA FINDING

Based on the above review of the project, in accordance with State CEQA Guidelines Section 15612, no Subsequent Negative Declaration or Environmental Impact Report is required for the current project, because new information and changes in circumstances, project description, impacts and mitigations do not involve new significant impacts or a substantial increase in the severity of previously identified impacts.

This Addendum identifies the current project changes and minor changes to project impacts. With implementation of mitigation measures identified in the EIR, the project would result in significant (Class I) impacts associated with biological resources, construction-related noise, and traffic. Potentially significant (Class II) impacts would be reduced to less than significant levels in the areas of biological resources, drainage, erosion and water quality, geologic hazards, cultural resources, traffic, public health and safety, and air quality.

This addendum together with the Veronica Meadows Certified Final Environmental Impact Report constitutes adequate environmental documentation in compliance with CEQA for the current project.

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Date: November 17, 2006

Barbara Shelton, Environmental Analyst

EIR Addendum: Veronica Meadows Specific Plan SP-9
900-1100 Las Positas Road, MST99-00608

Intersection Impact Tables

Original Analysis

(24 units, 2 of which are at Alan Road cul-de-sac)

EIR Table 3-17

Cumulative + Project A.M. Peak Hour Intersection Levels of Service for 24 Units				
Intersection	Cumulative	Cumulative + Project	Project-Added Trips	Impact?
Calle Real/U.S. 101 NB Ramps	0.83/LOS D	0.83/LOS D	5	Yes
Las Positas/Calle Real	0.73/LOS C	0.74/LOS C	8	No
Las Positas/U.S. 101 SB Ramps	0.91/LOS E	0.91/LOS E	14	Yes
Las Positas/Modoc	0.81/LOS D	0.82/LOS D	15	Yes
Las Positas/Elings Park/Project Road	12.3 sec/ LOS B	15.7 sec/LOS C	18	No
Las Positas/Cliff	>50 sec./LOS F	>50 sec./LOS F	5	Yes
^a Unsignalized Intersection. ICU not applicable. Bolded values exceed City standards (i.e. V/C ratio > 0.77, or an average delay of 22 seconds per vehicle for an unsignalized intersection.				

EIR Table 3-18

Cumulative + Project P.M. Peak Hour Intersection Levels of Service for 24 Units				
Intersection	Cumulative	Cumulative + Project	Project-Added Trips	Impact?
Calle Real/U.S. 101 NB Ramps	0.77/LOS C	0.78/LOS C	5	Yes
Las Positas/Calle Real	0.75/LOS C	0.75/LOS C	13	No
Las Positas/U.S. 101 SB Ramps	0.85/LOS D	0.85/LOS D	21	Yes
Las Positas/Modoc	0.74/LOS C	0.74/LOS C	21	No
Las Positas/Elings Park/Project Road ^a	14.2 sec/LOS C	15.3 sec/LOS C	24	No
Las Positas/Cliff ^a	> 50 sec/LOS F	> 50 sec/LOS F	5	Yes
^a Unsignalized Intersection. ICU not applicable. Bolded values exceed City standards (i.e. V/C ratio > 0.77, or an average delay of 22 seconds per vehicle for an unsignalized intersection.				

Alternative 1
(23 units, 2 of which are at Alan Road cul-de-sac)

Cumulative + Project A.M. Peak Hour Intersection Levels of Service for 23 Units					
Intersection	Cumulative	Cumulative + Project	Project-Added Trips	Net Change from Original	Impact?
Calle Real/U.S. 101 NB Ramps	0.83/LOS D	0.83/LOS D	4	-1	No
Las Positas/Calle Real	0.73/LOS C	0.74/LOS C	7	-1	No
Las Positas/U.S. 101 SB Ramps	0.91/LOS E	0.91/LOS E	13	-1	Yes
Las Positas/Modoc	0.81/LOS D	0.82/LOS D	14	-1	Yes
Las Positas/Elings Park/Project Road	12.3 sec/ LOS B	<15.7 sec/LOS C	17	-1	No
Las Positas/Cliff	>50 sec./LOS F	>50 sec./LOS F	5	0	Yes
^a Unsignalized Intersection. ICU not applicable. Bolded values exceed City standards (i.e. V/C ratio > 0.77, or an average delay of 22 seconds per vehicle for an unsignalized intersection.					

Cumulative + Project P.M. Peak Hour Intersection Levels of Service for 23 Units					
Intersection	Cumulative	Cumulative + Project	Project-Added Trips	Net Change from Original	Impact?
Calle Real/U.S. 101 NB Ramps	0.77/LOS C	0.78/LOS C	4	-1	No
Las Positas/Calle Real	0.75/LOS C	0.75/LOS C	12	-1	No
Las Positas/U.S. 101 SB Ramps	0.85/LOS D	0.85/LOS D	20	-1	Yes
Las Positas/Modoc	0.74/LOS C	0.74/LOS C	20	-1	No
Las Positas/Elings Park/Project Road	14.2 sec/LOS C	<15.3 sec/LOS C	23	-1	No
Las Positas/Cliff	> 50 sec/LOS F	> 50 sec/LOS F	5	0	Yes
^a Unsignalized Intersection. ICU not applicable. Bolded values exceed City standards (i.e. V/C ratio > 0.77, or an average delay of 22 seconds per vehicle for an unsignalized intersection.					

Alternative 2
 (25 units, 3 of which are at Alan Road cul-de-sac)

Cumulative + Project A.M. Peak Hour Intersection Levels of Service for 25 Units					
Intersection	Cumulative	Cumulative + Project	Project-Added Trips	Net Change from Original	Impact?
Calle Real/U.S. 101 NB Ramps	0.83/LOS D	0.83/LOS D	6	+1	Yes
Las Positas/Calle Real	0.73/LOS C	0.74/LOS C	9	+1	No
Las Positas/U.S. 101 SB Ramps	0.91/LOS E	0.91/LOS E	15	+1	Yes
Las Positas/Modoc	0.81/LOS D	0.82/LOS D	16	+1	Yes
Las Positas/Elings Park/Project Road	12.3 sec/ LOS B	>15.7 sec/LOS C (<22 sec)	17	+1	No
Las Positas/Cliff	>50 sec./LOS F	>50 sec./LOS F	6	+1	Yes
^a Unsignalized Intersection. ICU not applicable. Bolded values exceed City standards (i.e. V/C ratio > 0.77, or an average delay of 22 seconds per vehicle for an unsignalized intersection.					

Cumulative + Project P.M. Peak Hour Intersection Levels of Service for 25 Units					
Intersection	Cumulative	Cumulative + Project	Project-Added Trips	Net Change from Original	Impact?
Calle Real/U.S. 101 NB Ramps	0.77/LOS C	0.78/LOS C	6	+1	Yes
Las Positas/Calle Real	0.75/LOS C	0.75/LOS C	14	+1	No
Las Positas/U.S. 101 SB Ramps	0.85/LOS D	0.85/LOS D	22	+1	Yes
Las Positas/Modoc	0.74/LOS C	0.74/LOS C	22	+1	No
Las Positas/Elings Park/Project Road	14.2 sec/LOS C	>15.3 sec/LOS C (<22 sec)	25	+1	No
Las Positas/Cliff	> 50 sec/LOS F	> 50 sec/LOS F	6	+1	Yes
^a Unsignalized Intersection. ICU not applicable. Bolded values exceed City standards (i.e. V/C ratio > 0.77, or an average delay of 22 seconds per vehicle for an unsignalized intersection.					