CITY OF SANTA BARBARA

COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION

FINAL MITIGATED NEGATIVE DECLARATION MST2004-00493

PROJECT: 1298 Coast Village Road
Mixed-Use Development

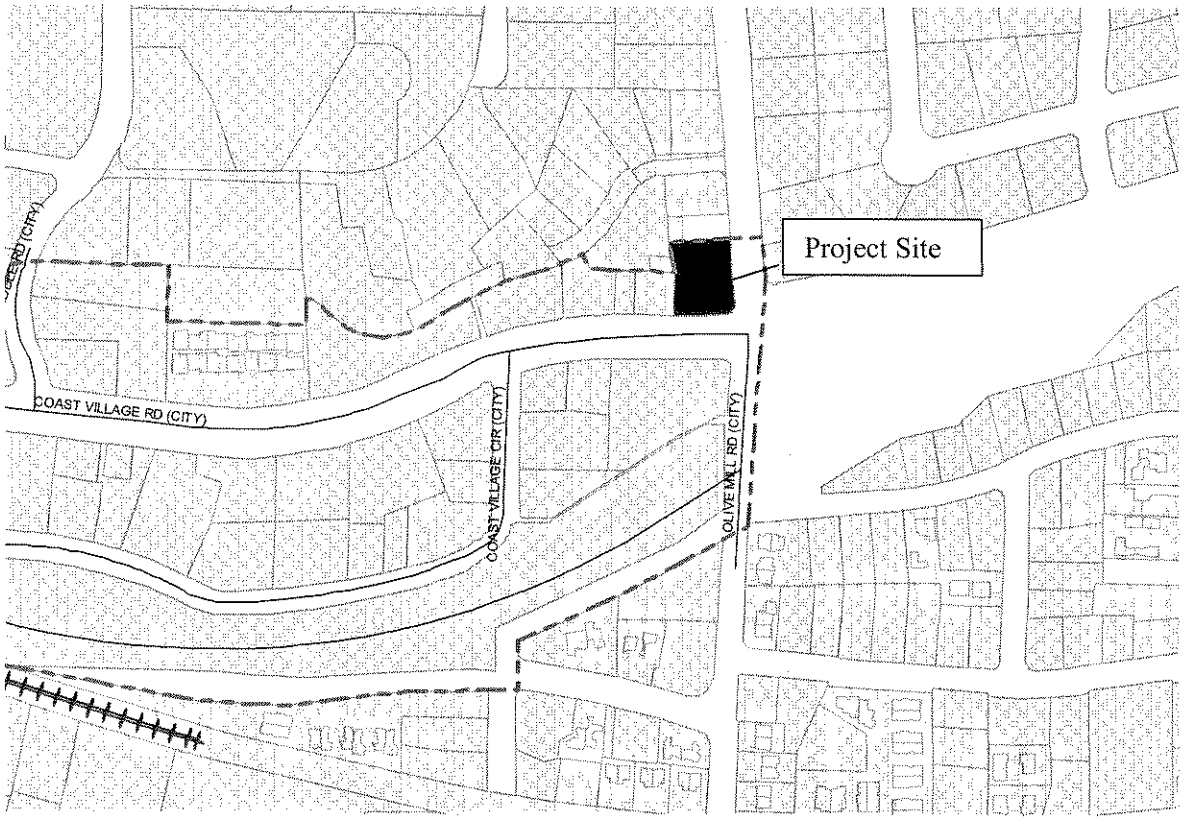
This Initial Study has been completed for the project described below because the project is subject to review under the California Environmental Quality Act (CEQA) and was determined not to be exempt from the requirement for the preparation of an environmental document. The information, analysis and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

APPLICANT/ PROPERTY OWNER

Agent	Jeff Gorell, Lenvik & Minor
Applicant:	John Price
Owner:	TOSCO Corporation

PROJECT ADDRESS/LOCATION

The project site is 0.42 gross acres (18,335 square feet) in size and is located at 1298 Coast Village Road. The site is located in the Coast Village Road neighborhood of the City of Santa Barbara.



PROJECT DESCRIPTION (See *Exhibit A-Project Plans*)

Project Components: The project consists of the demolition of an existing gas station with two repair bays and the construction of a new mixed use building. The new 18,196 square foot mixed use building would be comprised of eight residential condominiums and approximately 5,000 square feet of commercial space, located on the ground floor. All of the residential units would be located on the second and third floors. Five residential units would include two bedrooms, two units would include one bedroom each and one unit would include three bedrooms. Approximately 38 parking spaces

are provided, with nine covered parking spaces located at grade level and 29 parking spaces located below grade. Grading would be approximately 9,500 cubic yards of cut and 1,500 cubic yards of fill.

Construction: The project will be in five phases:

- Demolition of the existing structures and associated concrete.
- Soldier pile driving.
- Mass excavation of the site and possible contaminated soil removal.
- Under ground parking construction
- Building construction

Required Permits: In order for the project to proceed, the following discretionary approvals are required by the Planning Commission:

1. A Development Plan to construct a new mixed use building (SBMC§28.87.300); and
2. A Modification of the front yard setback on Olive Mill Road to allow the encroachment of an emergency stair way (SBMC§28.63.060.1); and
3. A Modification of the front yard setback on Coast Village Road to allow the encroachment of a covered balcony (SBMC§28.63.060.1); and
4. A Modification of the western side yard setback to allow a portion of the building to encroach into the northern-western side yard setback (SBMC§28.63.030.2); and
5. A Modification of the northern side yard setback to allow a portion of the building to encroach into the northern side yard setback (SBMC§28.63.030.2); and
6. A Modification to allow the 10% common open space to be located above the ground floor level (SBMC§28.21.080.F); and
7. A Tentative Subdivision Map for a one-lot subdivision to create eight (8) residential condominium units and one commercial condominium (SBMC§27.07 and 27.13); and
8. Design Review by the Architectural Board of Review for a mixed used development (SBMC §22.68).

ENVIRONMENTAL SETTING

Existing Site Characteristics

Topography: Topography of the site is relatively flat, sloping less than 2 % to the southeast.

Seismic/Geologic Conditions: The surface and subsurface soil conditions encountered at the site generally consist of fanglomerate deposits overlain by alluvium. The City's Master Environmental Assessment (MEA) identifies a minimal potential for liquefaction to occur as a result of earthshaking. The potential for expansive soils is very low. The potential for seismic hazards is low.

Fire: The project site is not located in a high fire zone.

Flooding/Drainage: The project site is not located within a flood plain. Drainage from the site sheet flows to the adjacent streets, south and east of the site.

Biological Resources: The project site is located within an urban area and includes a row of ornamental trees along the northern property line and two mature eucalyptus trees to the south that will remain.

Archaeological Resources: The project site is not included on any archeological maps.

Noise: The project site is currently subject to noise levels of up to approximately 62 Ldn dBA. The primary noise source affecting the site is vehicular traffic from Highway 101, Coast Village Road and Olive Mill Road.

Hazards: The project site contains known soil contamination, primarily from historical use as a gas station.

PROPERTY CHARACTERISTICS

Assessor's Parcel Number:	009-230-043	**General Plan Designation:**	General Commerce
Existing Land Use:	Commercial	**Parcel Size:**	0.42 acres (gross); 18,335 square feet
Zoning:	C-1, Commercial R-2, Residential SD3 – Coastal Overlay Zone	**Proposed Land Use:**	Commercial and Residential
Slope: Relatively Flat			
SURROUNDING LAND USES:			
North:	Two-family Residential		
South:	Coast Village Road - Commercial		
East:	Olive Mill Road - Residential (north-east)/Olive Mill Road - Highway 101 (south-east)		
West:	Commercial		

PLANS AND POLICY DISCUSSION

Land Use and Zoning Designations:

The project site is designated General Commerce by the General Plan Land Use Element. The project is located in the Coast Village Road neighborhood, which begins at Hot Springs Road to the west and terminates at Olive Mill Road to the east. The project site is split zoned C-1, Commercial and R-2, Two-Family Residential.

General Plan Policies:

Various sections of this Initial Study make reference to applicable General Plan policies and ordinance provisions. The Mitigated Negative Declaration (MND) to be prepared based upon the conclusions discussed below will provide a further analysis of potential project consistency or inconsistency with the City General Plan elements, including the Land Use Element, Circulation Element, Conservation Element, Noise Element, Seismic Safety-Safety Element and other applicable plans and policies (Associated General Plan and Coastal Policies are listed in Exhibit B). Additional discussion of policy consistency issues will subsequently be provided in the staff reports to the Planning Commission. Final determinations of project consistency with applicable plans and policies will be made by the decision-makers as part of their action to approve or deny the project proposal.

Proposed Re-Zone:

Currently, the 18,196 square-foot lot is split by two zoning designations; the northern portion, totaling approximately 7,150 square feet, is zoned R-2, and the southern portion, totaling about 11,046 square feet, is zoned C-1. The Planning Commission initiated re-zoning the portion of the subject property zoned R-2 (Two Family Residential) to C-1 (Limited Commercial) on April 7, 2005. The entire property is located in the Coastal Overlay (SD-3) Zone, which would not change with this request.

The surrounding property on Coast Village Road, from Hot Springs Road to Olive Mill Road, is zoned C-1, with the

exception of one parcel zoned E-3 (One-Family Residential) on Hermosilla Drive, and the small portion of the subject property zoned R-2. The original intent in zoning the northern portion of the property R-2 was to provide a buffer to the residentially zoned properties to the north and west, and many years ago this area of the site was developed with a single family residence. The residentially-zoned properties to the north and west are under County jurisdiction and zoned 7-R-2 (Two Family Residential), similar to the City's R-2 Zone.

The residential density of the site could potentially increase with the rezone. However, due to the variable density provisions of the Zoning Ordinance, the number of bedrooms per unit would be limited and parking is based upon the number of bedrooms up to a two bedroom unit. Under the current zoning, a duplex could be constructed on the northern property, with no restriction on the number of bedrooms and parking is based upon per unit, not bedrooms. Thus more habitable building could be constructed under the R-2 zone district, with less parking.

The building height maximum would increase from 30 feet to 45 feet. Currently, provisions are built into the C-1 Zone District to provide some protection of residentially-zoned properties from adjacent non-residential development, including setback restrictions. These restrictions would provide some buffer for the adjacent residentially-zoned properties, because the interior yard setback would increase as the building height increases. This would also help meet the intent of the Solar Access Ordinance that currently applies in the R-2 Zone District.

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

A Mitigation Monitoring and Reporting Program will be prepared for the subject project in compliance with Public Resources Code §21081.6 and will be included in the ND. The mitigation measures suggested in the Initial Study may be refined or augmented through the ND process. Monitoring and reporting requirements are adopted as conditions of project approval.

ENVIRONMENTAL CHECKLIST

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

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

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

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

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

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

Visual Aesthetics - Discussion

Issues: Issues associated with visual aesthetics include the potential blockage of important public scenic views toward the mountains, project on-site visual aesthetics and compatibility with the surrounding development.

Impact Evaluation Guidelines: Aesthetic quality, whether a project is visually pleasing or unpleasing, may be perceived and valued differently from one person to the next, and depends in part on the context of the environment in which a project is proposed. The significance of visual changes is assessed qualitatively based on consideration of the proposed physical change and project design within the context of the surrounding visual setting. First, the existing visual setting is reviewed to determine whether important existing visual aesthetics are involved, based on consideration of existing views, existing visual aesthetics on and around the site, and existing lighting conditions. The importance of existing views is assessed qualitatively based on whether important visual resources such as mountains, skyline trees, or the coastline, can be seen, the extent and scenic quality of the views, and whether the views are experienced from public viewpoints. The visual changes associated with the project are then assessed qualitatively to determine whether the project would result in substantial effects associated with important public scenic views, on-site visual aesthetics, and lighting.

Significant visual aesthetics impacts may potentially result from:

- Substantial obstruction or degradation of important public scenic views, including important views from scenic highways or substantial loss of important public open space.
- Substantial negative aesthetic effect or incompatibility with surrounding land uses or structures due to project size, massing, scale, density, architecture, signage, or other design features.
- Substantial light and/or glare that poses a hazard or substantial annoyance to adjacent land uses and sensitive receptors.

Visual Aesthetics – Existing Conditions and Project Impacts

1. a) Scenic Views

The project site is located in an urban environment in the Coast Village Road commercial corridor of the City of Santa Barbara. It is currently developed with a gas service station and is located at the eastern end of the Coast Village Road, which is characterized with commercial development and high density residential development. The development, as proposed, would be a three story structure with underground parking. It would be similar in height and architecture as the Olive Mill Inn, to the south of the project site across Coast Village Road. In this area of Coast Village Road, from the intersection of Coast Village Circle to Olive Mill Road, much of the architecture is Spanish style. To the west of Coast Village Circle the style of development becomes a mix of modern styles of 1970's buildings, a few buildings from the 1930's and approximately four converted gas station buildings.

The City's Master Environmental Assessment (MEA) maps do not identify the parcel as being located in an area of visual

sensitivity. The main visual resource of this area is along Coast Village Road, with its landscaped medians, according to the Local Coastal Plan Visual Resources map. The closest beach area is approximately 0.3 miles to the south and Highway 101, a designated scenic highway located to the east and south of the project, is below the ground level of the project site. From the public sidewalk on the south side of Coast Village Road, there is a small visual corridor of the Santa Ynez Mountains.

The views of the Santa Ynez Mountains could be altered as viewed from the sidewalk on the southern side of Coast Village Road and as you drive north on Olive Mill Road (Exhibit C). The applicant prepared a view study that utilized photographic simulations to demonstrate the proposed project's effect on scenic views of the Santa Ynez Mountains. As viewed from the sidewalk on the southern side of Coast Village Road, the mid-range views of the Santa Ynez Mountains would be diminished slightly. However, given the mature vegetation both on the north and south side of the lot, as well as the short distance of the sidewalk, the impact would be minimal. The proposed project would not be visible from Highway 101, due to the difference in topography. There are not any public viewing areas (such as parks or public gathering spaces) or designated open space areas where the public would spend considerable time contemplating the view of significant scenic resources. There are no view impacts from or to the coastline due to topography, mature vegetation and existing structures.

The visual change resulting from the proposed project would not substantially obstruct any important visual resources as viewed from public vantage points and would not be visible from Highway 101; therefore, the impacts to scenic views would be less than significant.

1.b) On-Site Aesthetics

The proposed project would replace a single story gas station, surrounded by paving, which has occupied the site for at least fifty years or more. The adjacent northern lot is developed with a residential duplex and the adjacent western lot is developed with a two story commercial building. The style of architecture of the proposed three story building is Spanish, similar to the surrounding development to the west and south. The height of the structure would be taller than the existing on site development, but similar to the surrounding development. The development is stepped back along both Coast Village Road and Olive Mill Road. The commercial portion of the building would face and be open to Coast Village Road. The eight residential units would be located above the commercial use and would face toward northern property line, where the existing adjacent residential use is be located.

Five Modifications are being requested. A Modification to each ten foot, front yard setback would allow a small portion of the development, a covered balcony facing Coast Village Road and an emergency access stairs on Olive Mill Road, to encroach into the required setback by three feet and nine feet, respectively. Another Modification to the required seventeen foot side yard setback (half the height of the building when adjacent to a residentially zoned lot) is proposed along the northern property. The majority of the development would be setback from this property line by at least 28 feet, which would buffer the existing residences. However, a 24 foot long portion of the first and second floor, located on the north-west side, would encroach seven feet into the required seventeen foot side yard setback by seven feet. A Modification to the western setback is proposed along the northern half of the property, which is adjacent to a residentially zoned lot that is developed and used as a commercial parking lot. As proposed, the required setback of seventeen feet would be reduced by approximately nine feet. Finally, a Modification to the common open yard space is being requested. As required, the common open space is located on the ground level. As proposed, it would be located on the second level in a court yard configuration and it would meet the required 10% of the lot area.

The project was reviewed conceptually at one meeting by the Architectural Board of Review (ABR) on November 14, 2005 and the minutes are attached (Exhibit D). The design that was presented to the Board at that time was more massive and there was more building encroachment into the front yard setbacks. While the ABR supported some encroachment into to the front yard setbacks, they did recommend that the building should be scaled down along the front property lines. The Board did support the Modification along the northern property line. Subsequent to the ABR review, the project was presented to the Planning Commission for conceptual review on February 16, 2006 (Exhibit E). Overall the Planning Commission supported the project, but did ask if there were any offsets to the Modifications. Finally, while not required, the project was presented to the Montecito Association for feedback from the community. In response to all of the comments for the public hearings and working with the neighbors, the applicant pulled the building back to be consistent with the required front yard setbacks on the ground floor and further pulled the building back on the upper floors.

However, there will continue to be Modification requests for both front yard setbacks as described above, in addition to the interior yard setbacks. On the northern side of the building, part of the structure exceeds the required interior yard setback to balance the encroachment of the north-west portion.

The design of the proposed project is required to receive review and final approval by the ABR after review by the decision maker. Therefore, it is anticipated that the project's onsite aesthetics impacts would be less than significant.

1.c) Lighting

The project is located at the eastern end of a commercial area with residential development located to north of the project site. The existing lighting on the site consists of typical commercial lighting needed for a gas station with neon lighting and lighting on all sides of the building. Under the proposed development, the onsite parking will be located mostly underground, which would reduce the amount of lighting for parking. The majority of the lighting will be associated with typical residential use. The required private outdoor living space and common area are located within a central area with the proposed townhouses framing three sides of these areas. Lighting fixtures will be selected to minimize night sky and neighborhood intrusion per Leadership in Energy and Environmental Design (LEED) guidelines. All proposed residential and commercial exterior lighting would be subject to compliance with the requirements of SBMC Chapter 22.75, the City's Outdoor Lighting and Design Ordinance. The ordinance provides that exterior lighting be shielded and directed to the site such that no undue lighting or glare would affect surrounding residents or roads. Compliance with this ordinance as well as review and approval of the lighting plan by the ABR will ensure that the proposed exterior lighting does not result in a significant impact. As such, project impacts on lighting and glare would be less than significant.

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

Air Quality - Discussion

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

Smog, or ozone, is formed in the atmosphere through a series of photochemical reactions involving interaction of oxides of nitrogen [NO_x] and reactive organic compounds [ROC] (referred to as ozone precursors) with sunlight over a period of several hours. Primary sources of ozone precursors in the South Coast area are vehicle emissions. Sources of particulate matter (PM_{10}) include demolition, grading, road dust, agricultural tilling and mineral quarries and vehicle exhaust ($PM_{2.5}$).

The City of Santa Barbara is part of the South Coast Air Basin. The City is subject to the National Ambient Air Quality Standards and the California Ambient Air Quality Standards (CAAQS), which are more stringent than the national standards. The CAAQS apply to six pollutants: photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide,

particulate matter, and lead. The Santa Barbara County Air Pollution Control District (SBCAPCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan.

Presently, Santa Barbara County is considered in attainment of the federal eight-hour ozone standard, but does not meet the state one-hour ozone standard or the standard for particulate matter less than ten microns in diameter (PM10). Insufficient data is available to determine our attainment status for either the federal standard for particulate matter less than 2.5 microns in diameter (PM2.5) or the state PM2.5 standard. The state recently adopted a new eight-hour ozone standard that became effective in May 2006. Although the state has not yet issued attainment designations, the data indicate Santa Barbara County will be considered in non-attainment of this standard.

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

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

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

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

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

Exhaust from construction equipment also contributes to air pollution. Quantitative thresholds of significance are not currently in place for short-term or construction emissions. However, SBCAPCD uses combined emissions from all construction equipment that exceed 25 tons of any pollutant except carbon monoxide within a 12-month period as a guideline threshold for determining significance of construction emission impacts.

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

Air Quality – Existing Conditions and Project Impacts

2. a-b) Air Pollutant Emissions

Long-Term (Operational) Emissions: Long-term project air pollutant emissions primarily stem from motor vehicles associated with a project and/or from stationary sources that may require permits from the Santa Barbara County Air Pollution Control District (SBCAPCD). The current use of the site is a gas station that generates more emissions than the proposed use of retail/office commercial and residential use. The proposed project does not contain any stationary sources (gas stations, auto body shops, dry cleaners, oil and gas production and processing facilities, and water treatment facilities) which require permits from APCD. As stated in the traffic report, the proposed project would generate approximately 367 less average daily trips (ADT) than the current usage. Additionally, the A.M. and P.M. peak hour trips (PHT) would be reduced under the proposed project by 36 and 19 trips, respectively. Therefore, the project's long-term air quality impact would be less than significant.

Short-Term (Construction) Emissions: The project would involve a large amount of grading, excavation, transport of soils from the site (consisting of approximately 9,500 cubic yards of cut and 1,500 cubic yards of fill), paving, and landscaping activities which could cause localized dust related impacts resulting in increases in particulate matter (PM10). Dust-related impacts are considered potentially significant, but mitigable with the application of standard dust control mitigation measures.

Construction equipment would also emit NO_x and ROC. However, in order for NO_x and ROC emissions from construction equipment to be considered a significant environmental impact, combined emissions from all construction equipment would need to exceed 25 tons of any pollutant (except carbon monoxide) within a 12-month period. Given the limited size and scope of the proposed project, construction equipment emissions are anticipated to be well below the threshold. Therefore, the project's short term air quality impact would be less than significant The recommended mitigation measures requiring the use of ultra low sulphur diesel fuel and diesel particulate filters, as well as bio-diesel to the maximum extent feasible, for all construction equipment would further minimize construction related emissions.

Sensitive Receptors: Sensitive receptors are defined as children, elderly, or ill people that can be more adversely affected by air quality problems. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics. Stationary sources are of particular concern to sensitive receptors, as is construction dust and particulate matter. The project would not include stationary sources, but sensitive receptors could be affected by dust and particulates during project site grading. However, there are no known sensitive receptors within the project vicinity. Nuisance dust and particulates would be reduced to a less than significant level through application of dust control mitigation measures and recommended mitigation measures. The insignificant amounts of these pollutants would result in an insignificant exposure of sensitive receptors to pollutants. Therefore, the project's impact on sensitive receptors would be less than significant.

2.c) Odors

Long-Term (Operational) Emissions: The proposed project would include both residential and commercial uses, which would replace a gasoline and service station. Long term odor emission would be reduced with the elimination of engine repair, as well as the fumes from a higher number autos entering and existing the site on a frequent basis. Future uses of the commercial site would likely be office or retail. However, should any restaurant or other food preparation facilities be located in the commercial space, those uses would be subject to building codes, health codes and air pollution requirements to provide equipment that reduce or eliminate odor impacts. Due to the nature of the proposed land use and limited size of the project, long term project impacts related to odors would be considered less than significant.

Short-Term (Construction) Emissions: As discussed above, there would short term emissions associated with the use of equipment grading the site, which would also include some odor emission. Additionally, there would be some short term odors associated with the construction and painting of the exterior of the building. However, with the implementation of the both of the recommended and required mitigation measures, the project impacts would be less than significant.

Consistency with the Clean Air Plan:

The proposed project involves a re-zone of a portion of the project from R-2 to C-1. Residential use is still allowed under the C-1 zone district; however the multi-family zone district regulations would apply. The amount of units could

potentially increase on the site under the re-zone; however the number of bedrooms per unit would be limited. Under the R-2 zone district, there is no limit on the number of bedrooms and parking is based upon spaces per units not per bedrooms. Thus under the split zone scenario a duplex with bedrooms limited only be setbacks and height could be constructed with six studios or one bedrooms units being constructed on the C-1 portion of the lot for a total of eight units. Under the proposed rezone to all C-1 zoning, up to 11 studios or 9 one bedroom units[1] could be constructed. Under the re-zone there could be potentially three additional units, but that would only be in the case of constructing studios. As proposed, the project would involve eight units of varying bedroom numbers ranging from one to three bedrooms. Thus the density of the project is the same as what could be developed under the existing split zone scenario.

Because the project complies with the General Plan designation and Zone District land use and density limits for the site, the direct and indirect emissions associated with the project are accounted for in the CAP emissions growth assumptions. Appropriate air quality mitigation measures, including construction dust suppression, would be applied to the project, consistent with CAP and City policies. The project can be found consistent with the Clean Air Plan.

Air Quality – Required Mitigation

AQ-1 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.

AQ-2 Construction Dust Control - Watering. During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.

AQ-3 Construction Dust Control – Tarping. Trucks transporting fill material to and from the site shall be covered from the point of origin.

AQ-4 Construction Dust Control – Gravel Pads. Gravel pads shall be installed at all access points to prevent tracking of mud on to public roads.

AQ-5 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.

AQ-6 Construction Dust Control – Disturbed Area Treatment. After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by:

A. Seeding and watering until grass cover is grown;

B. Spreading soil binders;

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

D. Other methods approved in advance by the Air Pollution Control District.

AQ-7 Construction Dust Control – Paving. All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

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[1] Due to the increase of total lot area that will be zoned C-1, there is a greater disparity between the number of studio and one-bedroom units.

AQ-8 **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 prior to land use clearance for map recordation and land use clearance for finish grading for the structure.

Air Quality – Recommended Mitigation

The following shall be adhered to during project grading and construction to reduce NOx and PM2.5 emissions from construction equipment:

AQ-9 Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be utilized wherever feasible.

AQ-10 The engine size of construction equipment shall be the minimum practical size.

AQ-11 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.

AQ-12 Construction equipment shall be maintained in tune per the manufacturer's specifications.

AQ-13 Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines.

AQ-14 Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

AQ-15 Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available.

AQ-16 Diesel powered equipment shall be replaced by electric equipment whenever feasible.

AQ-17 To the maximum extent feasible, biodiesel shall be used for all construction equipment.

AQ-18 Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units shall be used whenever possible.

Air Quality - Residual Impacts

Implementation of the identified required mitigation measures would reduce short-term impacts associated with construction to a less than significant level. Implementation of recommended mitigation measures would further reduce short-term impacts associated with use of the construction to a less than significant level.

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

Biological Resources - Discussion

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

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

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

Biological Resources – Existing Conditions and Project Impacts

3.a,c,d,e) Protected Species/ Habitats, Natural Habitats, and Dispersal/ Migration Corridors.

The project site is fully developed with buildings and paving and does not support any contiguous natural communities nor function as an important wildlife movement or dispersal area or contain any wetland habitats. Vegetation on the site is minimal. One eucalyptus tree is located in the right-of-way on each street fronting the site. A line of ficus trees are located along the northern property line and are approximately 15 feet in height and used as a hedge. As recognized by the City of Santa Barbara Master Environmental Assessment, this portion of the City is almost entirely urbanized, and biological resources are limited. No endangered, threatened or rare species or their habitats currently listed nor candidates for State or Federal protection are present onsite.

However, all migratory non-game native bird species are protected under the Federal Migratory Bird Treaty Act. Take of birds and their active nests are prohibited. A mitigation is recommended that would be applied to this project would require that either construction occur outside the bird nesting season (February 1 – August 15) or prior to construction a clearance survey for nesting birds and avoidance of the area if nesting bird species are identified in the project area be completed. With the implementation of the mitigation measures, the project impacts would be less than significant. No project impacts to protected species/ habitats, natural habitats, and dispersal/ migration corridors are anticipated.

3.b) Specimen Trees

Mature native and non-native specimen trees provide numerous benefits to the environment, including visual beauty, shade, soil stability, air quality, and localized habitat for urban-adapted wildlife species, such as birds. City policies address the protection and replacement of mature trees.

No locally designated historic or landmark trees exist on the project site; however, there are three mature Eucalyptus trees and a row of trees that will remain. An Arborist's Report, prepared by Bill Spiewak, dated March 27, 2006 (see Exhibit F – Arborist's Report) provided an assessment of the existing trees. As proposed, all of the existing trees shall remain on site. Project impacts to specimen trees would be less than significant.

Biological Resources – Recommended Mitigation

BIO -1 During construction, carry out measures to protect the existing trees on site, as recommended in the Arborist's Report, prepared by Bill Spiewak, dated March 27, 2006.

BIO -2 Proposed project activities including tree and vegetation removal shall occur outside the breeding bird season (February 1 – August 15). If project activities cannot be feasibly avoided during the bird nesting season the project proponent shall conduct a survey prior to construction, using a qualified biologist, approved by the City Environmental Analyst, to detect protected nesting native birds in the vegetation and trees being trimmed and within 300 feet of the construction work area. The survey shall be conducted no more than three days before construction is initiated. If an active nest is located, construction within 500 feet of a raptor nest and 300 feet of any other nesting bird, vegetation trimming shall be postponed until the nest is vacated and juveniles have fledged and this has been confirmed by the qualified biologist.

Residual Impacts:

Implementation of the recommended mitigation measures would further reduce to less than significant impacts to biological resources.

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

Cultural Resources - Discussion

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

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

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

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

Cultural Resources – Existing Conditions and Project Impacts

4.a) Archaeological Resources

The project site is not a mapped archeological resource according to the City Master Environmental Assessment (MEA). The site has been periodically disturbed over the past several decades with the replacement of underground tanks. To date no resources were found during those excavations. With the implementation of the recommended mitigation measure, impacts to archaeological and historic resources would not be considered significant.

4.b) Historic Resources

The existing structures on the site have been determined by the City's Urban Historian to have no historic significance. Therefore, no impacts to historical resources would occur as a result of the proposed project.

4.c) Ethnic/Religious Resources

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

Cultural Resources – Recommended Mitigation

CR-1 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 an archaeologist from the most current City Qualified Archaeologists List shall be retained by the applicant. 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.

Residual Impacts:

Implementation of the identified mitigation measures would reduce impacts to prehistoric and historic archaeological and historic resources to a less than significant level.

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

Geophysical Conditions - Discussion

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

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

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

Geophysical Conditions – Existing Conditions and Project Impacts

5.a-c) Seismic Hazards

Fault Rupture: The City Master Environmental Assessment (MEA) does not identify the project site as being near any faults. Because no known active or potentially active faults are located within or immediately adjacent to the subject site, potential impacts associated with fault rupture from proposed development would not be significant.

Ground Shaking and Liquefaction: The project site is located in a seismically active area of southern California (Seismic Zone 4). Significant ground shaking as a result of a local or regional earthquake is likely to occur during the life of the project. The City Master Environmental Assessment (MEA) identifies the project site as minimally susceptible to liquefaction in the event of a strong earthquake. Future development would be required to comply with building code requirements that would minimize potential hazards associated with ground shaking. Impacts associated with potential ground shaking and liquefaction are considered to be less than significant.

Seiche or Tsunami: The City Master Environmental Assessment (MEA) identifies the project site as not being located within the tsunami run-up zone. Seiche refers to seismic waves within an enclosed water body such as a lake, which is not applicable to the project site location. No impacts related to tsunami or seiche are anticipated.

5.d-f) Geologic or Soil Instability

Landslides: The project site topography is flat and therefore no impacts associated with landslide hazards would occur.

Subsidence: Based upon the soil type identified in the City Master Environmental Assessment (MEA) and in the quarterly remediation report, there is minimal potential for subsidence; therefore, no impacts associated with subsidence are anticipated.

Expansive Soils: The City Master Environmental Assessment (MEA) identifies the project site as having minimal expansiveness of soil due to the fanglomerate deposits overlain by alluvium having a very low potential for expansion. Therefore, no impacts would be associated with expansive soils.

5.g) Topography; Grading

Grading: Grading for the project is estimated to be approximately 9,500 cubic yards of cut and 1,500 cubic yards of fill (CY). While it is anticipated that most of the excavation of the underground garage will also address the soil remediation cleanup, discussed below in the Hazards section, it should be noted that additional excavation may be necessary once the remaining soil is tested. The proposed grading would not result in a significant alteration of the natural landform or substantially change the existing topography of the site; since the topography is relatively flat and the purpose of the grading is for the combined soil remediation and construction of the subterranean parking garage. Impacts from grading and topographical changes are considered less than significant.

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

Hazards - Discussion

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

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

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

Hazards – Existing Conditions and Project Impacts

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

Hazardous Materials and Safety Risks:

The proposed residential and commercial condominiums are not anticipated to create any new hazards. Hazardous materials usage on the site would likely be limited to the storage and use of relatively small quantities of materials such as paint, oils, cleaners, and landscape maintenance materials. Any usage of hazardous materials would be subject to all applicable State and local requirements for management and disposal of such materials. No impact from the use of hazardous materials is anticipated.

Temporary Exposure to Existing Hazardous Materials:

The project site is subject to an on going remediation program since August 12, 2003 (see Exhibit G – Remediation Quarterly Report by ATC Associates) because the site contains groundwater contamination, as well as soil contamination, primarily from the current use of the service station. A Corrective Action Plan, as required by the CRWQCB and the Santa Barbara County Fire Department, was approved in April of 2001 to address the remediation of the site. Groundwater clean up and monitoring was implemented on a quarterly basis prior to 2003. Based upon test from the monitoring wells, which now includes two offsite and five onsite wells, the level of contamination is decreasing.

Soil contamination was also discovered on the site and there is an on going vapor extraction program which is removing the contamination. Samples from the vapor extraction system indicate that levels of contamination are decreasing. Final remediation will take place at the time of construction by the removal of contaminated soils being excavated as part of constructing the proposed building and shipped to the appropriate landfill. The impact of ground water and soil contamination on the project site would be potentially significant, but mitigable with the implementation of an approved Corrective Action Plan.

6.d) Fire Hazard

The project site is not located in a City designated high fire hazard area. The project would be subject to Fire Department and City Ordinance requirements for adequate access, structural design and materials. Adherence to the standard requirements of the Uniform Fire Code with respect to building design would ensure that fire hazard impacts for the proposed project would be less than significant.

Hazards – Required Mitigation

H-1 Written evidence of completion of a Corrective Action Plan approved by the California Regional Water Quality Control Board and the Santa Barbara County Fire Department shall be provided prior to issuance of any building permits other than those permits necessary to complete the Corrective Action Plan.

Hazards – Residual Impacts

Implementation of the identified mitigation measures would reduce the impact of hazardous materials to less than significant levels.

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

Noise - Discussion

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

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

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

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

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

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

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

- Siting of a project such that persons would be subject to long-term ambient noise levels in excess of Noise Element land use compatibility guidelines as follows:
    - Residential: Normally acceptable maximum exterior ambient noise level of 60 dB(A); maximum interior noise level of 45 dB(A).
    - Office Buildings/ Commercial-Retail: Normally acceptable maximum exterior ambient noise level of 75 dB(A); maximum interior noise level of 50 dB(A).
- Substantial noise from grading and construction activity in close proximity to noise-sensitive receptors for an extensive duration.

Noise – Existing Conditions and Project Impacts

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

Long-Term Operational Noise:

The project site is located in an area subject to average ambient noise levels from roadway sources of 60-65 dBA, as shown on the City's Master Environmental Assessment noise contour maps. A Preliminary Acoustical Study, prepared by URS Corporation, dated December, 2006, (see Exhibit H - Preliminary Acoustical Study) was submitted for review.

Exterior Noise Levels – As proposed, all of the private outdoor living space, except for unit 8, would be clustered in the center of the project on the second level. With the private outdoor space shielded from the main contributors of noise, which are Coast Village Road to the south, Olive Mill Road to the east and the 101 freeway to the south-east, the study indicated that noise levels would be below the 60 dBA Ldn, both for current conditions, as well as future noise levels. The private outdoor space for unit 8 is located at the north-west corner of the lot. This space would be adjacent to the residential use to the north and a parking area to the west and therefore shielded from noise sources. Thus the noise levels would also be below the acceptable levels.

Because of the site planning for the required private outdoor space would not expose the occupants to noise levels above 60 dBA Ldn, exterior noise levels are less than significant.

Interior Noise Levels – According to the acoustical study, it is expected that the interior 45 dBA Ldn noise level would be exceeded in some of the residential units if the operable doors and windows were open; therefore, a "windows closed" condition would apply to these units. Interior noise levels are considered potentially significant, but mitigable with the implementation of the "windows closed" requirement for these units.

No impact related to substantial noise generation is anticipated to occur as a result of the operation of the proposed mixed-use development itself.

Temporary Construction Noise:

Uses around the project site are primarily commercial; however, residences are located on the adjacent property to the north. Noise from grading and construction equipment, truck traffic and vibration would affect surrounding noise-sensitive uses during the approximately 18 to 24 month construction period. The majority of the noise associated with the construction will take place in a short period of time. Demolition of the structure will be approximately eight days and pile driving and excavation will each be approximately three weeks. The construction of the underground garage and the building will be approximately 16 months.

The acoustical study states that short term noise impacts associated with grading and construction activities could result in noise levels ranging between 76 dBA to 100 dBA measured 50 feet from the noise source. Measures have been identified in the acoustical study which would minimize the short-term construction noise impacts on adjacent land uses. These include limiting the hours of construction, shielding the stationary construction equipment with effective noise control devices, notification of construction to sensitive noise receptors, and locating stockpiling and vehicle staging areas as far as practical from sensitive noise receptors. Temporary construction noise impacts are considered potentially significant, but mitigable.

Noise – Required Mitigation

N-2: Interior Noise Reduction: As identified in the Preliminary Acoustical Study, certain residential units (Units 3,4, and 5) shall require a "windows closed" condition in order to meet the maximum interior 45 dBA Ldn noise level standard. As recommended in the Study, these units shall provide the following:

> "The mechanical ventilation and cooling system shall supply a minimum of two air changes per hour to each habitable room, including 20% fresh make-up air obtained directly from the outdoors. The fresh air inlet duct shall be of sound attenuating construction and shall consist of a minimum of ten feet of straight or curved duct or six feet plus one sharp bend."

Note that this mitigation could be removed if a detailed acoustical analysis determines that there is an alternative means for achieving the required interior noise level.

N-6: **Construction Notice.** At least 30 days prior to commencement of construction, the contractor shall provide written notice to all property owners and building occupants within 300 feet of the project area that proposed construction activities could substantially affect outdoor or indoor living areas. The notice shall contain a description of the proposed project, a 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 hot line 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.

N-7: **Construction Hours.** Noise-generating construction activities (which may include preparation for construction work) shall be permitted weekdays between the hours of 8:00 a.m. and 5:00 p.m., excluding holidays observed by the City as legal holidays: New Year's Day (January 1st); Martin Luther King Jr.'s Birthday (3rd Monday in January); President's Day (3rd Monday in February); Memorial Day (Last Monday in May); Independence Day (July 4th); Labor Day (1st Monday in September); Thanksgiving Day (4th Thursday in November); Day Following Thanksgiving Day (Friday following Thanksgiving); Christmas Day (December 25th). *When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday respectively shall be observed as a legal holiday.

Occasional night work may be approved for the hours between 5 p.m. and 8 a.m. weekdays by the Chief of Building and Zoning (per Section 9.13.015 of the Municipal Code). In the event of such night work approval, the applicant shall provide written notice to all property owners and occupants within 300 feet of the project property boundary and the City Planning and Building Divisions at least 48 hours prior to commencement of night work. Night work shall not be permitted on weekends or holidays.

N-8: **Construction Equipment Sound Barrier.** Stationary construction equipment that generates noise that exceeds 50 dBA at the property boundaries shall be shielded with a barrier that meets a sound transmission class (STC) rating of 25.

N-9: **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.

N-10: **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.

Noise – Residual Impact

Implementation of the identified mitigation measures would reduce operational interior noise impacts and temporary construction noise levels to less than significant levels.

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

Population and Housing - Discussion

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

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

Population and Housing – Existing Conditions and Project Impacts

8.a) Growth-Inducing Impacts

The project site is located in an existing developed urban area already served by urban infrastructure. No extensions of infrastructure or urban services would be necessary to serve the project site. The proposed residential units are intended to meet existing demand for ownership housing units within the community and would not induce growth. The proposed commercial space would provide an opportunity for additional commercial services to be provided to the immediate community, as well as the surrounding residential community to the north and east. Growth inducing impacts as a result of the project would be less than significant.

8.b) Housing Displacement

The project would not involve any housing displacement as the site is currently developed with commercial usage. As proposed, the project would include eight residential units and 5,000 square feet of commercial space. No impact associated with housing displacement would result from the project.

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

Public Services - Discussion

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

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

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

Public Services – Existing Conditions and Project Impacts

9.a,b,d-g. Facilities and Services

The project site is located in an urban area where all public services are available. In 2005, the City prepared a General Plan Update: 2030 Conditions, Trends, and Issues (CTI) Report (September 2005) that examined existing conditions associated with fire protection, police protection, library services, public facilities, governmental facilities, electrical power, and natural gas. The CTI Report specifically analyzed whether there were deficiencies existing or anticipated for each of the public services. The CTI report determined that police and fire protection services, and library services are being provided at acceptable levels to the City. In addition, the CTI Report determined that electricity, natural gas, telephone, and cable telecommunication services are being provided at acceptable service levels and utility companies did not identify any deficiencies in providing service in the future. Finally, the CTI Report determined that demand for City buildings and facilities will continue to be impacted by growth, although no appropriate/acceptable levels of service have been established.

The project site is located in an urban area and involves the demolition of an existing building and construction of a new

building in its place. Because the existing buildings already utilize existing public services, the project would be served with connections to existing public services for gas, electricity, cable, and telephone traversing the site, as well as access to existing roads. The project is not anticipated to create a substantially different demand on fire or police protection services, library services, or City buildings and facilities than that anticipated in the CTI Report. Therefore, impacts to fire protection, police protection, library services, City buildings and facilities, electrical power, natural gas, telephone, and cable telecommunication services are anticipated to be less than significant.

9.c) Schools

The project site is served by the Montecito Union School District and the Santa Barbara High School Districts. The project would provide an increase of eight residential units, which could generate a small number of additional students.

The project may also result in a minor increase in area net new employees. It would be expected that some of the added employees would already reside in the area. Some portion of new employees may commute from surrounding communities. The commercial portion of the proposed project may generate new elementary and secondary students to the extent that new employment created by the project results in new residents to the area. Unlike the residential portion of this project that falls into a defined school attendance area, students generated by the commercial portion of the proposed project could live and attend a school in any area of the South Coast. Some students generated by the commercial portion of this project could also live outside the boundaries of the Santa Barbara School Districts or attend private schools.

None of the school districts in the South Coast have been designated "overcrowded" as defined by California State law. School impact fees would be applied to the project in accordance with State law. Project impacts to schools would be less than significant.

9.h,i) Water and Sewer

Water

The proposed project receives water service from the Montecito Water District. The District's water supply comes from the following sources, with the actual share of each determined by availability and level of customer demand: Cachuma Reservoir and Tecolote Tunnel, Jameson Lake and Doulton Tunnel, groundwater, and State Water Project entitlement of 3,000 acre feet. A Certification of Water Service Availability was issued by the Montecito Water District on June 8, 2007, which stated that they are prepared to serve the project as proposed. Therefore, with the statement from Montecito Water District that they can and will serve the site, (subject to their ordinances in place at the time of the application) the increased water usage described below would not be considered a significant impact and thus the project would have adequate service.

The existing development on the site demands 0.57 acre feet per year (AFY) of water and the proposed project is estimated to demand 1.98 AFY. The calculated water demand for the proposed project assumes that all available water conservation methods will be implemented, consistent with the applicable regulations in place at the time the building permits are issued. Therefore, while the change in water use would be a net increase of approximately 1.41 AFY, it would not result in a significant impact to the Montecito Water District's water supply.

Sewer

The maximum capacity of the El Estero Wastewater Treatment Plant is 11 million gallons per day (MGD), with current average daily flow of 8.5 MGD. The Treatment Plant is designed to treat the wastewater from a population of 104,000. The proposed project's estimated sewer demand is 1,714 gallons per day or 1.92 AFY, which is an increase of 1,286 gallons per day or 1.44 AFY. Increased sewage treatment associated by the project would not result in a long term significant impact.

9.j) Solid Waste Generation/ Disposal

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

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

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

Long-Term (Operational). The existing project generates approximately 42 tons per year of solid waste based upon a commercial category. The project use is estimated to generate 48.64 tons per year of solid waste as follows:

Attached Residential: 2.65 people/unit x 8 units x 0.95 tons/year = 20.14 tons/year

General Retail: General Retail & Misc Services - 5,000 s.f. x 0.0057 = 28.5 tons/year

There would be a net increase associated with the commercial portion of the project of 6 tons/year. With application of source reduction, reuse, and recycling, landfill disposal of solid waste could be reduced to 3 tons per year. The project specific impact is considered less than significant because the 196 TPY threshold is not exceeded; however, an adverse cumulative impact would result because waste generation would exceed 40 tons per year.

Short-Term (Demolition and Construction). Project demolition and excavation will require export of non-structural fill. Construction-related waste generation would be short-term and less than significant. Application of recommended standard mitigations to reduce, re-use, and recycle construction waste to the extent feasible would minimize this effect.

Public Services – Required Mitigation

PS-1 **Commercial Dumpsters.** Commercial dumpsters shall be provided, including an equal area for recycling containers. Dumpsters shall not be placed within five feet (5') of combustible walls, openings or combustible roof eaves lines unless sprinkler coverage is provided.

PS-2 **Trash Enclosure Provision.** A trash enclosure with adequate area for recycling containers shall be provided on each Property and screened from view from surrounding properties and the street. Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five (5) feet of combustible walls, openings, or roofs, unless protected with fire sprinklers.

Public Services – Recommended Mitigation

PS-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.

Public Services – Residual Impacts

Implementation of the identified mitigation measures would further reduce adverse cumulative solid waste impacts to less than significant levels. Short-term construction impacts would be less than significant and further reduced by the recommended mitigation measure.

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

Recreation - Discussion

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

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

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

Recreation – Existing Conditions and Project Impacts

10.a) Recreational Demand

Currently within the City there are more than 1,800 acres of natural open space, park land and other recreational facilities. In addition, there are 28 tennis courts, two public outdoor swimming pools, beach volleyball courts, sport fields, lawn bowling greens, a golf course, 13 community buildings and a major skateboard facility. The City also offers a wide variety of recreational programs for people of all ages and abilities in sports, various classes, tennis, aquatics and cultural arts.

In 2005, the City prepared a General Plan Update: 2030 Conditions, Trends, and Issues (CTI) Report (September 2005) that examined existing conditions associated with recreation and parks. Population characteristics including income, age, population growth, education and ethnicity affect recreation interests and participation levels.

The National Recreation and Park Association (NRPA) has established park service area standards for various types of parks. The NRPA standards have not been adopted by the City; however, the standards do provide a useful tool for assessing park space needs. The CTI Report determined that, based on NRPA standards, there is an uneven distribution of parkland in the City, such that some areas of the City may currently be underserved with neighborhood and community parks, but overall the City has adequate passive, community, beach, regional, open space, and sports facility parks.

The development of the proposed project with new residences would create an increase in the demand for park and recreational opportunities in the general area. As indicated above, the City of Santa Barbara has ample parkland, albeit unevenly distributed throughout the City and adequate recreation facilities. The proposed project would introduce additional residents into the Montecito Community where existing nearby parks and recreation areas (those intended to serve nearby residents) include Manning Park, and the adjacent beaches, located within approximately 0.3 miles of the project site. Residents would also have access to other community, regional, open space, and sports facility parks, and all City recreation programs.

Therefore, the increase in park and recreational demands associated with the residences would result in a less than significant impact.

10.b) Existing Recreational Facilities

The closest public recreation facilities are located at Manning Park on San Ysidro Road, approximately two miles north-east of the project site. Additionally, there are several informal recreational areas, paid membership facilities, public beaches and public trails within approximately a two mile radius of the project site. The proposed residential and

commercial uses by their nature and location would not interfere or cause a substantial loss of use by means of obnoxious or offensive emission of odors, dust, gas, fumes, smoke, liquids, wastes, noise, vibrations, disturbances, or other similar causes with existing parks or recreational facilities. Therefore, the project would have no impact on existing recreational facilities.

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

Transportation - Discussion

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

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

Vehicle Traffic

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

Circulation and Traffic Safety

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

Parking

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

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

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

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

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

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

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

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

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

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

Transportation – Existing Conditions and Project Impacts

11.a) Traffic

Long-Term Traffic

The level of service for the intersection of Coast Village Road, Olive Mill Road, Jameson Road and U S Highway 101 is currently a Level of Service (LOS) C. The current use of the site is a gasoline service station. A Traffic and Circulation Study was prepared by Associated Transportation Engineers, dated September 28, 2006 (see Exhibit I - Traffic and Circulation Study). The study stated that the proposed use of a residential and mixed use would generate 367 less average daily trips (ADT) and 36 less A.M. peak hour trips (PHT) and 19 less P.M. PHT than the current gas station use. Therefore, no impact would occur at the intersection of Coast Village Road and Olive Mill Road as there would be a reduction in ADT and PHT.

Short-Term Construction Traffic

The project would generate construction-related traffic that would occur over the eighteen month construction period. Demolition, pile driving and site grading are estimated to take approximately two months and building construction is estimated to take approximately sixteen months. The majority of the truck trips will occur during the mass excavation of the site. Mitigations would require that the truck trips occur outside of the peak hour time periods. Temporary construction traffic is generally considered an adverse but not significant impact; however, based on the amount of grading (approximately 9,500 cubic yards of cut and 1,250 cubic yards of fill) associated with the project the amount of export should occur over a short time period of approximately 30 days.

11. b. e) Circulation and Traffic Safety

The existing gas station has four points of entry and exit. There are two driveways on Olive Mill Road and two on Coast Village Road. Two of the driveways are located in close proximity to the corner of Olive Mill Road and Coast Village. A bike line is provided along both streets as are sidewalks, although the bike lane stripping is faded on Coast Village Road. Because of the number of driveways, there is no on street parking adjacent to the project site. Immediately west of the project site the on street parking along Coast Village Road is provided at a 45 degree angle to the sidewalk.

As proposed, both the driveways on Coast Village Road would be eliminated as would the driveway closest to the intersection on Olive Mill Road. The remaining driveway access to the site would be approximately 110 feet north of the Olive Mill Road stop sign. The driveways that would be eliminated would be replaced with a sidewalk and parkway. A bus stop, with a bench would be relocated approximately 15 feet north from its current location on Olive Mill Road. Finally, the bike path stripping would be renewed and provided along both streets. Pedestrian access to the residences and commercial spaces is provided by a central entrance from Coast Village Road and is separated from the vehicular access.

Because the three of four driveways are being eliminated, the Circulation and Traffic Safety would improve and no

circulation or traffic safety impacts of the project have been identified.

11.c Emergency Access

The Fire Department has reviewed the site plan for the proposed project and indicates that emergency vehicle maneuvering areas are adequate and access/distance from fire-fighting equipment to the proposed structures meets standards. Emergency access impacts of the project would not be significant.

11.d. Parking

The proposed project meets the Zoning Ordinance requirement of 37 parking spaces, which includes the required commercial parking, residential parking and guest parking. Additionally, with the elimination of two driveways on Coast Village Road, three new public parking spaces will be created. Therefore, the parking impact would be less than significant.

Transportation – Mitigation

The measures identified below are preliminary. Measures would be refined and augmented as a part of the project ND.

T-1 **Construction Traffic.** The haul routes for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Transportation Engineer. Construction-related truck trips shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) to help reduce truck traffic and noise on adjacent streets and roadways. The route of construction-related traffic shall be established to minimize trips through residential neighborhoods and minimize congestion.

T-2 **Construction Parking/Storage/Staging.** Construction parking and storage shall be provided as follows:

a. During construction, free parking spaces for construction workers and construction shall be provided on-site or off-site in a location subject to the approval of the Public Works Director. Construction workers are prohibited from parking within the public right-of-way, except as outlined in subparagraph b. below.

b. Parking in the public right of way is permitted as posted by Municipal Code, as reasonably allowed for in the 2006 Greenbook (or latest reference), and with a Public Works permit in restricted parking zones. No more than three (3) individual parking permits without extensions may be issued for the life of the project.

c. Storage or staging of construction materials and equipment within the public right-of-way shall not be permitted, unless approved by the Transportation Manager.

Transportation – Residual Impact

Implementation of the identified mitigation measures would reduce potential short-term Transportation impacts to a less than significant level.

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

Water – Discussion

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

Impact Evaluation Guidelines: A significant impact would result from:

Water Resources and Drainage

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

Flooding

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

Water Quality

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

Water Resources – Existing Conditions and Project Impacts

12.a,c,e) Drainage and Surface Runoff Rate and Quality

Drainage: Drainage from the site currently sheet flows to the adjacent streets, south and east of the site. Hydrology calculations, prepared by Flowers & Associates, indicate that the amount of drainage flowing from proposed development would be lower than the pre-project conditions. With the proposed development, the project will contribute a net increase of 1,400 SF of permeable surfaces (landscaping) to this corner of Olive Mill and Coast Village Road. These landscape areas are within the property and the city rights of way. With no net increase in runoff, impacts would be less than significant.

Surface Water Quality: Project demolition and grading activities create the potential for erosion and sedimentation affecting water quality. Surface water quality impacts are therefore considered potentially significant, but mitigable through implementation of erosion control measures. Numerous federal, state and local regulatory programs have been established to minimize impacts to water quality resulting from construction operations. Compliance with applicable regulations and the mitigation requirements provided below will reduce the potential for the proposed project to result in short-term construction-related water quality impact to a less than significant level.

Runoff of pollutants from parking areas or other hardscape could also degrade water quality. Compliance with standard

City requirements would reduce the project's potentially significant long-term water quality impacts to a less than significant level. These requirements include the preparation of an operation and maintenance plan for the use of storm drain surface water pollutant interceptors in the parking areas, using landscape areas around the perimeter, stenciling of storm drain warnings of the direct connection of the drainage system to creeks and the ocean, and implementation of water quality protection best management practices (BMPs).

12.b) Flooding

The project site is not within a Flood Hazard Area as shown on the Federal Insurance Rate Map published by FEMA. No impacts are anticipated related to flooding.

12.d) Groundwater

The project site is currently undergoing a soil and ground water remediation program, administered by ATC Associates, Inc (Exhibit G). Studies of the site over a time period of approximately 15 years indicate that the depth of the ground water is encountered at approximately 44-50 feet below ground surface (bgs). A below grade garage is proposed depending on the method of construction, the approximate maximum depth of grading could be in the range of 20-25 feet. Thus the likelihood of encountering ground water would be low. Groundwater-related impacts would be less than significant.

Water Resources – Required Mitigation

W-1 **Construction Erosion/Sedimentation Control Plan**. Project grading and construction shall be conducted in accordance with an approved erosion control plan to protect water quality throughout the site preparation, earthwork, and construction process. Prior to the issuance of a demolition or building 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 a 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.

W-2 **Minimization of Storm Water Pollutants of Concern.** The applicant shall implement approved plans incorporating long-term storm water best management practices (BMPs) to minimize identified storm water pollutants of concern including automobile oil, grease and metals. The applicant shall submit project plans incorporating long-term BMPs to minimize storm water pollutants of concern to the extent feasible, and obtain approval from Public Works Engineering. The owners association shall maintain approved facilities in working order for the life of the project.

W-3 **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.

W-4 **Trash Storage Area Design.** Project trash container areas shall incorporate approved long-term structural storm water best management practices (BMPs) to protect water quality. The applicant shall submit project plans to the satisfaction of Public Works Engineering and Solid Waste that incorporate long-term structural best management practices for trash storage areas to protect storm water quality. The owners shall maintain these structural storm water quality protections in working order for the life of the project.

W-5 **Groundwater/ Dewatering.** Water, when encountered in the excavation, shall be removed using a suitable dewatering system. A stockpile of 3- to 6-inch gabion rock material (approximately 10 to 20 cubic yards) shall be available when excavating near the property line in case a caving side wall or a boiling subgrade condition develops. In such a case, the rock must be placed on the caving excavation or the boiling subgrade until stabilization results.

Water Resources – Residual Impact

Implementation of the identified mitigation measures would reduce potential short- and long-term water quality impacts to a less than significant level.

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

INITIAL STUDY CONCLUSION

On the basis of this initial evaluation it has been determined that the proposed project's potentially significant environmental impacts can be feasibly reduced to a less than significant level by identified mitigation measures, and a Mitigated Negative Declaration is the appropriate environmental review document..

Case Planner/Initial Study Preparer: _____ Peter Lawson, Associate Planner

Environmental Analyst: JMH for Debra Andaloro Date: 3/20/08
Debra Andaloro

EXHIBITS:

A. **Project Plans**

B. **Applicable General Plan Policies**

C. **View Study**

D. **Architectural Board of Review Minutes dated November 14, 2005**

E. **Planning Commission Minutes dated April 7, 2005 & February 16, 2006**

F. **Arborist's Report, prepared by Bill Spiewak, dated June 1, 2006 & April 4, 2006**

G. **Remediation Quarterly Status Report prepared by ATC Associates, dated November 9, 2006**

H. **Preliminary Acoustical Study, prepared by URS Corporation, dated December, 2006**

I. **Traffic and Circulation Study, prepared by Associated Transportation Engineers, dated June 7, 2007 & September 28, 2006**

LIST OF SOURCES USED IN PREPARATION OF THIS INITIAL STUDY

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

California Environmental Quality Act (CEQA) & CEQA Guidelines

General Plan Circulation Element

General Plan Conservation Element

General Plan Land Use Element

General Plan Noise Element w/appendices

General Plan Map

General Plan Seismic Safety/Safety Element

General Plan Update 2030: Conditions, Trends and Issues Report

Geology Assessment for the City of Santa Barbara

2004 Housing Element

Institute of Traffic Engineers Parking Generation Manual

Institute of Traffic Engineers Trip Generation Manual

Master Environmental Assessment

Santa Barbara Municipal Code

Special District Map

Uniform Building Code as adopted by City