City of Santa Barbara
Planning Division

Memorandum

DATE: March 5, 2009

TO: Staff Hearing Officer

FROM: Planning Division
Danny Kato, Senior Planner
Daniel Gullett, Associate Planner

SUBJECT: 618 San Pascual Street (MST2008-00059)

INTRODUCTION

This item was continued from the February 25, 2009 Staff Hearing Officer hearing because it was determined that the proposal requires a Modification to allow the second story of the building to encroach 1.25 feet into the rear setback and proper public notice was not prepared.

The project consists of construction of four new attached residential condominium units price restricted to low-income households, including two 981 square foot two-bedroom units, one 1,127 square foot two-bedroom unit, and one 789 square foot one-bedroom unit. Each unit includes one attached single-car garage between 212 and 242 square feet. The public alley on the 500 block of W. Ortega Street would provide automobile access to the site. Proposed grading totals 1,830 cubic yards, with 1,821 cubic yards of cut and 9 cubic yards of fill. The 6,625 square foot site is currently vacant with an average slope of 27.6%. The site is located in the R-3 Zone and carries a land use designation of Residential, 12 units per acre.

REQUIRED APPLICATIONS

The discretionary applications required for this project are:

1. Lot Area Modification to allow two bonus density units (SBMC §28.92.110);

2. Parking Modification to allow one covered space for each unit instead of the required one covered and one uncovered space for each unit (SBMC §28.92.110);

3. Fence/Wall Height Modification for fences and walls to exceed eight feet in height within the interior setback (SBMC §28.92.110);

4. Wall Height Modification for walls within ten feet of the front line to exceed 3 ½ feet in height (SBMC §28.92.110);

5. Front Setback Modification to allow a patio overhang to encroach 3½ feet into the ten foot front setback (SBMC §28.92.110);

6. Interior Setback Modification for the building to encroach one foot into the six foot interior setback (SBMC §28.92.110);

7. Rear Setback Modification for the building's second story to encroach 1¼ feet into the ten foot rear setback (SBMC §28.92.110); and

8. Tentative Subdivision Map for a one-lot subdivision to create four residential condominium units (SBMC Chapters 27.07 and 27.13).

RECOMMENDATION

With the requested approvals and recommended conditions, the proposed project conforms to the City's Zoning Ordinance regulations and General Plan policies. In addition, the size and massing of the project are consistent with the surrounding neighborhood. Therefore, staff recommends that the Staff Hearing Officer approve the project, making the findings outlined below, and subject to the conditions of approval in Exhibit A in the attached staff report which the condition revisions indicated below.

REVISED CONDITIONS

Staff recommends revisions to the following two conditions from the versions found in Exhibit A. Changes are indicated with strikethrough and underline.

C. 6.San Pascual Street Public Improvements. The Owner shall submit building plans for construction of improvements along the property frontage on San Pascual Street. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following: 6.5-foot wide sidewalk and 5.5-foot wide parkway to match adjacent sidewalk and parkway; saw-cut and replace +/-6 feet of damaged curb & gutter ~~where damaged~~; crack seal to the centerline of the street along entire subject property frontage and slurry seal a minimum of 20-feet beyond the limit of all trenching, underground service utilities; connection to City water and sewer mains; public drainage improvements with supporting drainage calculations curb drain outlets; preserve and/or reset survey monuments and contractor stamps; supply and install directional/regulatory traffic control signs per the 2006 MUTCD w/ CA supplements; storm drain stenciling; new street trees as determined by the City Parks Commission, and City Arborist; and provide adequate positive drainage from site. Any work in the public right-of-way requires a Public Works Permit.

C.7. W. Ortega Street Public Improvements. Construct Title 24 ADA ~~a City standard alley entrance at the intersection of W. Ortega Street at the alley known as Alley 500 block W. Ortega Street, and construct~~ one-way access ramps to transition across the alley known as Alley 500 block W. Ortega Street connecting existing sidewalks on both sides of the alley ~~to Title 24 ADA standards~~.

FINDINGS

The Staff Hearing Officer finds the following:

1. **Lot Area Modification (SBMC §28.92.110)**

   The requested lot area modification for increased density to allow three two-bedroom units and one one-bedroom unit is consistent with the purposes and intent of the Zoning Ordinance, including the City's Density Bonus Program, and is necessary to construct a housing development affordable to low-income households.

   The intent of the City's Density Bonus Program is to provide incentives for development of housing affordable to very-low, low, senior and other qualifying households. As discussed above, the project is consistent with the Density Bonus Program and this modification is required to construct four affordable units of the sizes proposed.

2. **Parking Modification (SBMC §28.92.110)**

   The requested parking modification to allow one covered automobile parking space per unit is not inconsistent with purposes and intent of the Zoning Ordinance and would not cause an increase in demand for parking or loading space in the immediate area.

   As discussed above, automobile ownership will be limited to one automobile per household per Condition B.7.a. Further, bus service is available through MTD Line 17, which stops at the intersection of San Pascual and W. Ortega Streets. Additionally, a pedestrian and bicycle Highway 101 overcrossing extends downtown from W. Ortega Street on Wentworth Avenue. This modification is therefore not expected to increase demand for parking or loading space in the immediate area.

3. **Fence/Wall Height Modification (SBMC §28.92.110)**

   The requested fence and wall modification in the southern interior setback is consistent with the purposes and intent of the Zoning Ordinance and necessary to secure an appropriate improvement on the lot.

   The proposed fence and wall in the southern interior setback exceed the required eight foot height limit, due to the topography of the adjacent lot and proposed project grading. The wall would retain the grade of the adjacent lot and the fence is necessary for safety and mandated by the building code. Therefore, this modification may be granted.

4. **Wall Height Modification (SBMC §28.92.110)**

   The requested wall height modification in the front setback is consistent with the purposes and intent of the Zoning Ordinance and necessary to secure an appropriate improvement on the lot and would prevent unreasonable hardship.

The proposed planters and retaining wall located within ten feet of the front lot line exceed the Zoning Ordinance height limit of 3.5 feet. The planters were incorporated into the design in response to ABR direction to soften appearance of the proposed retaining wall. Because the planters are spaced less than five feet apart horizontally, the height of the planters is measured from the grade of the adjacent sidewalk to the top of the tallest wall located within ten feet of the front yard setback. Further, no curb cuts are located adjacent to the planters or wall, so there is no concern of the planters or wall inhibiting sight distance for automobiles entering San Pascual St.

5. **Interior Setback Modification (SBMC §28.92.110)**

The requested interior setback modification for the garage and second story of the proposed building is consistent with the purposes and intent of the Zoning Ordinance and is necessary to construct a housing development affordable to low-income households.

The garage and second story of the proposed building would encroach one foot into the six foot southern interior setback. The Zoning Ordinance provides that certain garages on lots less than 55 feet in width may encroach into the interior setback up to three feet by the design review board reviewing the project allowing for garage ingress and egress. However, the provision does not apply to habitable area located above the garage. ABR stated that the subject setback modification would not result in a negative aesthetic impact. The interior setback modification may be granted because it is consistent with the purposes and intent of the Zoning Ordinance and is necessary to construct a housing development affordable to low-income households.

6. **Front Setback Modification (SBMC §28.92.110)**

The requested front setback modification for the proposed patio overhang may be granted since it is consistent with the purposes and intent of the Zoning Ordinance and is necessary to secure an appropriate improvement on the lot.

The proposed patio overhang encroaches into the ten foot front setback by 3.5 feet. The overhang was included in the project in response to ABR direction to provide a front entry on Unit 1 and additional detailing on the front façade. This modification may be granted since it is consistent with the purposes and intent of the Zoning Ordinance and is necessary to secure an appropriate improvement on the lot.

7. **Rear Setback Modification (SBMC §28.92.110)**

The requested rear setback modification for the second story portion of the building may be granted since it is consistent with the purposes and intent of the Zoning Ordinance and is necessary to secure an appropriate improvement on the lot.

Both the ground floor and second story of the building are proposed to be 8¾ feet from the rear property line. The ground floor is thus 1¾ feet outside the minimum six foot setback but the proposed second story encroaches into the ten foot second story rear setback by 1¼ feet. The subject property and the property abutting the rear of the subject property have a recorded reciprocal easement affecting the area on either side of the rear property line. This easement effectively precludes residential development for a distance of 16¼ feet from the rear wall of the proposed structure, providing building relief for the neighbor at this location. This modification may therefore be granted because provides an appropriate improvement on the subject lot.

8. **Tentative Subdivision Map (SBMC §27.07.100)**

As conditioned and with all other approvals, the Tentative Subdivision Map complies with all requirements and conditions imposed by the Subdivision Map Act and the City's Municipal Code. As discussed in Section VI.B of the staff report, the proposed map is consistent with the City's General Plan. The site is physically suitable for the type and density of the proposed development. The design of the project and type of development is not likely to cause substantial environmental damage, substantially and unavoidably injure fish or wildlife in their habitat, or cause serious public health problems. The design of the development would not conflict with public easements for access through or use of the property.

9. **New Condominium Development (SBMC §27.13.080)**

There is compliance with the provisions of Municipal Code Chapter 27.13 (Residential Condominium Development).

With the proposed modifications, the project complies with all provisions of the City's Condominium Ordinance including the Physical Standards for Condominiums contained in SBMC §27.13.060. Each unit includes laundry facilities, separate utility metering, adequate unit size and storage space, and the required private outdoor living space. The proposed conditions are consistent with the requirements contained in SBMC §27.13.050.

The proposed development is consistent with the General Plan of the City of Santa Barbara.

The project is consistent with policies of the City's General Plan including the Land Use, Housing, and Noise Elements as discussed in Section VI.B of the staff report. The project will provide infill residential development that is compatible with the surrounding neighborhood.

The proposed development is consistent with the principles of sound community planning and will not have an adverse impact upon the neighborhood's aesthetics, parks, streets, traffic, parking and other community facilities and resources.

The project is an infill residential project proposed in an area where multiple-family residential development is a permitted use. As discussed above, the project, as conditioned, is adequately served by public streets, will provide adequate parking to meet the demands of the project and will not result in traffic impacts. The design has been reviewed by the City's Architectural Board of Review, which indicated that the architecture and site design were appropriate for the neighborhood.

Exhibit:

Staff Hearing Officer Staff Report dated February 17, 2009

City of Santa Barbara
California

STAFF HEARING OFFICER
STAFF REPORT

REPORT DATE: February 17, 2009

AGENDA DATE: February 25, 2009

PROJECT ADDRESS: 618 San Pascual Street (MST2008-00059)

TO: Staff Hearing Officer

FROM: Planning Division, (805) 564-5470
Danny Kato, Senior Planner DK
Daniel Gullett, Associate Planner DG

I. PROJECT DESCRIPTION

The project consists of construction of four new attached residential condominium units price restricted to low-income households, including two 981 square foot two-bedroom units, one 1,127 square foot two-bedroom unit, and one 789 square foot one-bedroom unit. Each unit includes one attached single-car garage between 212 and 242 square feet. The public alley on the 500 block of W. Ortega Street would provide automobile access to the site. Proposed grading totals 1,830 cubic yards, with 1,821 cubic yards of cut and 9 cubic yards of fill. The 6,625 square foot site is currently vacant with an average slope of 27.6%. The site is located in the R-3 Zone and carries a land use designation of Residential, 12 units per acre.

II. REQUIRED APPLICATIONS

The discretionary applications required for this project are:

1. Lot Area Modification to allow two bonus density units (SBMC §28.92.110);
2. Parking Modification to allow one covered space for each unit instead of the required one covered and one uncovered space for each unit (SBMC §28.92.110);
3. Fence/Wall Height Modification for fences and walls to exceed eight feet in height within the interior setback (SBMC §28.92.110);
4. Wall Height Modification for walls within ten feet of the front line to exceed 3½ feet in height (SBMC §28.92.110);
5. Front Setback Modification to allow a patio overhang to encroach 3½ feet into the ten foot front setback (SBMC §28.92.110);
6. Interior Setback Modification for the building to encroach one foot into the six foot interior setback (SBMC §28.92.110); and
7. Tentative Subdivision Map for a one-lot subdivision to create four residential condominium units (SBMC Chapters 27.07 and 27.13).

EXHIBIT

III. RECOMMENDATION

With the requested approvals and recommended conditions, the proposed project conforms to the City's Zoning Ordinance regulations and General Plan policies. In addition, the size and massing of the project are consistent with the surrounding neighborhood. Therefore, staff recommends that the Staff Hearing Officer approve the project, making the findings outlined in Section VII of this report, and subject to the conditions of approval in Exhibit A.

Figure 1: 2004 aerial photo showing project vicinity[1]

APPLICATION DEEMED COMPLETE: January 30, 2009
DATE ACTION REQUIRED PER MAP ACT: March 31, 2009

[1] The building depicted on the subject parcel was damaged in a 2005 house fire and later demolished.

III. RECOMMENDATION

With the requested approvals and recommended conditions, the proposed project conforms to the City's Zoning Ordinance regulations and General Plan policies. In addition, the size and massing of the project are consistent with the surrounding neighborhood. Therefore, staff recommends that the Staff Hearing Officer approve the project, making the findings outlined in Section VII of this report, and subject to the conditions of approval in Exhibit A.

Figure 1: 2004 aerial photo showing project vicinity[1]

APPLICATION DEEMED COMPLETE: January 30, 2009
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IV. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant:	Lisa Plowman, Peikert Group Architects	**Property Owner:**	Habitat for Humanity of Southern Santa Barbara County
Parcel Number:	037-102-023	**Lot Area:**	6,625 sf (0.15 acre)
General Plan:	Residential 12 units/acre	**Zoning:**	R-3 (Limited Multi-family Residential)
Existing Use:	Vacant	**Topography:**	27.6% existing average slope 2.9% proposed average slope
Adjacent Land Uses: North – Single Family Residence South – Residential Apartment Building		East – Single Family Residence West – Multiple Family Residences	

B. PROJECT STATISTICS

	Unit 1	Unit 2	Unit 3	Unit 4
Ground Floor	503 sf	503 sf	579 sf	-
Second Floor	478 sf	478 sf	548 sf	789 sf
Total Floor Area	981 sf	981 sf	1,127 sf	789 sf
Garage	242 sf	212 sf	212 sf	213 sf

V. ZONING ORDINANCE CONSISTENCY

Standard	Requirement/ Allowance	Existing	Proposed
Setbacks -Front -Interior -Rear	 10 ft 6 ft 6 ft	 - - -	 *6.5 ft** *5 ft** 6 ft
Building Height	45 ft	-	26.6 ft
Parking	4 covered / 4 uncovered	-	*4 covered**
Lot Area Required for Each Unit (Variable Density)	studio unit: 1,600 sf 1 bedroom unit: 1,840 sf 2 bedroom unit: 2,320 sf 3 bedroom unit: 2,800 sf	-	1 bedroom unit: 1,840 sf 2 bedroom unit: 2,320 sf (x3) *TOTAL: 8,800 sf**
Common Outdoor Living Space	15% of net lot area	-	15% of net lot area
Lot Coverage -Building -Paving/Driveway -Landscaping	 n/a n/a n/a	 - - -	 2,824 sf 43% 2,343 sf 35% 1,458 sf 22%

*Modifications requested

The proposed project would meet all applicable requirements of the Zoning Ordinance, except density, parking, front setback, interior setback, wall and fence heights, and parking, which require modifications. A discussion of all required modifications is provided in Section VII.

VI. ISSUES

A. DESIGN REVIEW

This project was reviewed by the Architectural Board of Review (ABR) on one occasion, March 10, 2008 (meeting minutes are attached as Exhibit D). At that review, the ABR stated that the overall size, bulk and scale of the project, and the massing on San Pascual were appropriate, and that the site planning was well handled.

ABR requested that a front entry from the street be provided on Unit 1 and additional detailing be provided on the front façade to increase compatibility of the neighborhood. In response, the applicant included window planters and a front entry with a patio overhang that encroaches 3.5 feet into the front yard setback, requiring a front setback modification.

ABR also expressed concern with the then-proposed retaining wall, which was flush with the building face on San Pascual extending to the south. In response, the applicant proposed landscaped terraced planters stepping down toward the front lot line with natural grade. Since the retaining wall along the southern property line and the planters are greater than 3.5 feet in height within ten feet of the front lot line, a wall height modification is needed.

In addition, ABR indicated that the requested modification for a one foot interior setback encroachment for Unit 4 and the garages below Unit 4 would not pose a negative aesthetic impact.

B. COMPLIANCE WITH THE GENERAL PLAN

Land Use Element

The project site is located in the Lower West neighborhood, which is bounded on the north by Carrillo Street; on the south by Montecito Street; on the east by Highway 101; and on the west by Loma Alta Drive and the base of the Mesa Hills. According to the Land Use Element, this neighborhood is the City's most densely-settled residential area. The Land Use Element states that future residential growth in this neighborhood will result in part from the development of some existing vacant land into apartments, and from the redevelopment of some single-family residential and duplex areas into multiple-unit use. The proposed development of a multi-unit residential condominium project where there was formerly a single-family residence is consistent with the Land Use Element's vision for this neighborhood.

Although this site carries a General Plan land use designation of twelve units per acre, the Land Use Element states that the designated densities are not intended to be absolute maximums and allows for variable density in relation to the size of units and occupancy potential. Reflecting this direction, the Zoning Ordinance provides for variable density in the R-3 Zone. The Zoning Ordinance allows for up to four studio units on a 6,400 square foot lot in the R-3 Zone, which equates to a density of 28.57 units per acre. Since the proposed project includes four units on

the 6,625 square foot site, the extrapolated project density is 26.30 units per acre. Increased project density is provided for in Housing Element Implementation Strategy 4.1.2 (see below) which allows for affordable density bonus units on a case-by-case basis.

Housing Element

The Housing Element contains specific goals, policies, and implementation strategies related to the location and provision of affordable housing including the following.

> Housing Element Goal 1: *Ensure a full range of housing opportunities for all persons regardless of economic group, race, religion, sex, marital status, sexual orientation, ancestry, national origin or color. The City will base the enforcement of equal opportunity on provisions of State and Federal constitutions and fair housing laws, with emphasis on the protection of the housing rights of families with children. The City shall place special emphasis on providing housing opportunities for low income, moderate income and special needs households.*
>
> Housing Element Goal 4: *Through the public and private sector, assist in the production of new housing opportunities which vary sufficiently in type and affordability to meet the needs of all economic and social groups, with special emphasis on housing that meets the needs of very low, low, and moderate income and special needs households.*
>
> Housing Element Policy 4.1: *Pursue all opportunities to construct new housing units that are affordable to low- and moderate-income owners and renters.*
>
> Housing Element Implementation Strategy 4.1.3: *Continue to assist the development of infill housing including financial and management incentives in cooperation with the Housing Authority and private developers to use underutilized and small vacant parcels of land for new low and moderate income housing opportunities.*

The proposed project would provide four new infill units of low-income ownership housing on a small vacant parcel consistent with these goals, policies and implementation strategies.

> Housing Element Implementation Strategy 4.1.2: *Continue to provide bonus density units above levels required by State law, to be reviewed on a case-by-case basis.*

Housing and Redevelopment staff reviewed the current proposal and concluded that the proposed project is consistent with the City-adopted Affordable Housing Policies and Procedures and the City's Density Bonus Program, which on a case-by-case basis allows for a greater density than would normally be allowed under existing zoning.

> Housing Element Policy 3.3: *New development in or adjacent to existing residential neighborhoods must be compatible in terms of scale, size, and design with the prevailing character of the established neighborhood.*

At the concept review ABR stated that the size, bulk and scale of the project were appropriate to the site. Planning staff concurs with ABR and believes the current project, as redesigned in response to ABRs comments, is also compatible with the prevailing character of the neighborhood.

Noise Element

The City's Master Environmental Assessment indicates that project site is located in an area exposed to noise levels between 60 to 70 dB(a). The major noise generators affecting the site are Highway 101 (located approximately 400 feet from the site) and Union Pacific Railroad (located approximately 240 feet from the site). Pursuant to the Noise Element, the required private outdoor living spaces for the residential units must not be exposed to a noise level in excess of 60 L_{dn}, and maximum interior noise levels shall not exceed 45 L_{dn}. A Noise Study was prepared by Dudek & Associates, Inc. (dated December 16, 2008), which concludes that none of the required private outdoor living spaces would exceed the 60 dB(a) threshold. With the proposed retaining wall along the property line and the wall between the common area and driveway, the required outdoor living areas would not exceed 60 L_{dn} according to the submitted study. Additionally, with closed windows, each unit would achieve a 45 L_{dn} interior noise condition.

C. ENVIRONMENTAL REVIEW

The Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) identify types of projects that are generally exempt from CEQA review. The City's Environmental Analyst determined that this project qualifies for a categorical exemption pursuant CEQA Guidelines Section 15332, which provides for infill development projects in urbanized areas that meet the following conditions:

1. **The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.**

   As discussed in VI.B above, the project is consistent with the residential General Plan designation with a density consistent with the City's Density Bonus Program. The project is consistent with the R-3 Zone designation and, with the requested modifications, the project, as conditioned, would be consistent with all applicable zoning regulations.

2. **The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.**

   The project site is with the City boundary, less than five acres in size and surrounded on all sides by residential urban uses.

3. **The project site has no value as habitat for endangered, rare or threatened species.**

The site has been previously disturbed, is surrounded on all sides by urban uses, and holds no value as habitat for endangered, rare or threatened species.

4. **Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

Traffic. Based on Institute of Transportation Engineers (ITE) trip generation rates, the four-unit project is anticipated to produce 23 average daily trips (ADTs), two pm-peak-hour trips, and two am-peak-hour trips. No anticipated adverse impacts to the adjacent street network are expected as a result of the proposed four unit condominium project.

Noise. The project is not expected to result in any significant effects relating to noise. See the noise discussion above in Section VI.B.

Air Quality. The City of Santa Barbara uses the Santa Barbara County Air Pollution Control District's (APCD) thresholds of significance for air quality impacts. Based on the APCD's Land Use Screening Table contained in the *Scope and Content of Air Quality Sections in Environmental Documents* updated June 2008, a project of four residential condominium units would not be expected to result in significant air quality impacts, since the project is much smaller than those identified in the screening table.

The project would involve demolition, grading, paving and landscaping activities, which could result in short term dust-related impacts; however, the applicant would be required to incorporate standard dust control mitigation measures during grading and construction activities. These measures are included as conditions of approval and would further reduce less then significant air quality impacts.

Water Quality. The project is not expected to have any significant adverse effects on water quality. The proposed project includes a stormwater management system to collect and store surface and roof runoff and detain the net difference in runoff for a 25 year storm consistent with the requirements of the City's adopted Storm Water Management Program. In the event of a storm with greater volume, stormwater would surface flow onto the public alley consistent with current neighborhood drainage patterns.

5. **The site can be adequately served by all required utilities and public services.**

All utilities are existing and available at the site and can be extended to the development. The proposed project would result in an insignificant increase in demand for public services, including police, fire protection, electrical power, natural gas, and water distribution and treatment.

D. RECOMMENDED CONDITIONS OF APPROVAL

The staff-recommended Conditions of Approval are attached to this Staff Report as Exhibit A. Of note and discussed below, are conditions related to automobile ownership, construction hours and public improvements.

Automobile Ownership

The Zoning Ordinance standards for multiple residential units require two spaces for two-bedroom units and 1½ spaces for one-bedroom units. In this case, four covered and four uncovered parking spaces are required per SBMC Subsection 28.90.100.G.3. The proposed project includes four single-car garages (one for each unit), necessitating the zoning modification discussed below. To justify the modification finding that the project will not cause an increase in the demand for parking or loading space in the immediate area, Habitat has agreed to limit automobile ownership to one per household, yearly monitor records for automobile ownership, and assess fees to non-compliant residents. The recommended conditions require Habitat to maintain records of automobile ownership for each unit and produce those records to the City upon request (see Condition B.7.a). Similar limitations have been applied to Housing Authority projects in the past.

Construction Hours

Habitat for Humanity of Southern Santa Barbara County depends primarily on voluntary construction labor and requests to perform site preparation and construction activities on Saturdays. While the Municipal Code generally restricts the construction between 8:00 pm and 7:00 am (SBMC 9.16.015), it does not prohibit construction on weekend days or holidays. Projects reviewed by the Staff Hearing Officer and Planning Commission are typically conditioned to restrict construction activities to non-holiday weekdays between 7:00 am and 5:00 pm. In June 2003 the Planning Commission conditioned Habitat's three unit condominium project at 3965 Via Lucero (MST2002-0073) to allow construction between the hours of 9:00 am and 5:00 pm on Saturdays in addition to 8:00 am to 5:00 pm Monday through Friday. The 3965 Via Lucero site vicinity was similar in density at the time of construction to the subject project site and City has no record of construction-related noise complaints during construction of the Via Lucero project. Staff recommends that the same construction related time allowances be granted to this project as were granted with the Via Lucero project.

Public Improvements

Habitat is proposing a sidewalk and parkway to match existing adjoining sidewalk and parkway on the San Pascual frontage, consistent with the Pedestrian Master Plan and recommended Condition C.6. Staff also recommends that the applicant improve the existing intersection of the alley with the sidewalk and W. Ortega Street with a City-standard alley entrance and ADA-standard one-way access ramps to transition to the alley grade from the adjoining sidewalk. These improvements are considered reasonable for the parcels being created. This section of sidewalk is along the direct route between the subject property and the Highway 101-Ortega Street overcrossing.

VII. FINDINGS

The Staff Hearing Officer finds the following:

A. LOT AREA MODIFICATION (SBMC §28.92.110)

The requested lot area modification for increased density to allow three two-bedroom units and one one-bedroom unit is consistent with the purposes and intent of the Zoning Ordinance, including the City's Density Bonus Program, and is necessary to construct a housing development affordable to low-income households.

The intent of the City's Density Bonus Program is to provide incentives for development of housing affordable to very-low, low, senior and other qualifying households. As discussed above, the project is consistent with the Density Bonus Program and this modification is required to construct four affordable units of the sizes proposed.

B. PARKING MODIFICATION (SBMC §28.92.110)

The requested parking modification to allow one covered automobile parking space per unit is not inconsistent with purposes and intent of the Zoning Ordinance and would not cause an increase in demand for parking or loading space in the immediate area.

As discussed above, automobile ownership will be limited to one automobile per household per Condition B.7.a. Further, bus service is available through MTD Line 17, which stops at the intersection of San Pascual and W. Ortega Streets. Additionally, a pedestrian and bicycle Highway 101 overcrossing extends downtown from W. Ortega Street on Wentworth Avenue. This modification is therefore not expected to increase demand for parking or loading space in the immediate area.

C. FENCE/WALL HEIGHT MODIFICATION (SBMC §28.92.110)

The requested fence and wall modification in the southern interior setback is consistent with the purposes and intent of the Zoning Ordinance and necessary to secure an appropriate improvement on the lot.

The proposed fence and wall in the southern interior setback exceed the required eight foot height limit, due to the topography of the adjacent lot and proposed project grading. The wall would retain the grade of the adjacent lot and the fence is necessary for safety and mandated by the building code. Therefore, this modification may be granted.

D. WALL HEIGHT MODIFICATION (SBMC §28.92.110)

The requested wall height modification in the front setback is consistent with the purposes and intent of the Zoning Ordinance and necessary to secure an appropriate improvement on the lot and would prevent unreasonable hardship.

The proposed planters and retaining wall located within ten feet of the front lot line exceed the Zoning Ordinance height limit of 3.5 feet. The planters were incorporated

into the design in response to ABR direction to soften appearance of the proposed retaining wall. Because the planters are spaced less than five feet apart horizontally, the height of the planters is measured from the grade of the adjacent sidewalk to the top of the tallest wall located within ten feet of the front yard setback. Further, no curb cuts are located adjacent to the planters or wall, so there is no concern of the planters or wall inhibiting sight distance for automobiles entering San Pascual St.

E. INTERIOR SETBACK MODIFICATION (SBMC §28.92.110)

The requested interior setback modification for the garage and second story of the proposed building is consistent with the purposes and intent of the Zoning Ordinance and is necessary to construct a housing development affordable to low-income households.

The garage and second story of the proposed building would encroach one foot into the six foot southern interior setback. The Zoning Ordinance provides that certain garages on lots less than 55 feet in width may encroach into the interior setback up to three feet by the design review board reviewing the project allowing for garage ingress and egress. However, the provision does not apply to habitable area located above the garage. ABR stated that the subject setback modification would not result in a negative aesthetic impact. The interior setback modification may be granted because it is consistent with the purposes and intent of the Zoning Ordinance and is necessary to construct a housing development affordable to low-income households.

F. FRONT SETBACK MODIFICATION (SBMC §28.92.110)

The requested front setback modification for the proposed patio overhang may be granted since it is consistent with the purposes and intent of the Zoning Ordinance and is necessary to secure an appropriate improvement on the lot.

The proposed patio overhang encroaches into the ten foot front setback by 3.5 feet. The overhang was included in the project in response to ABR direction to provide a front entry on Unit 1 and additional detailing on the front façade. This modification may be granted since it is consistent with the purposes and intent of the Zoning Ordinance and is necessary to secure an appropriate improvement on the lot.

G. TENTATIVE SUBDIVISION MAP (SBMC §27.07.100)

As conditioned and with all other approvals, the Tentative Subdivision Map complies with all requirements and conditions imposed by the Subdivision Map Act and the City's Municipal Code. As discussed in Section VI.B of this staff report, the proposed map is consistent with the City's General Plan. The site is physically suitable for the type and density of the proposed development. The design of the project and type of development is not likely to cause substantial environmental damage, substantially and unavoidably injure fish or wildlife in their habitat, or cause serious public health problems. The design of the development would not conflict with public easements for access through or use of the property.

H. NEW CONDOMINIUM DEVELOPMENT (SBMC §27.13.080)

1. There is compliance with the provisions of Municipal Code Chapter 27.13 (Residential Condominium Development).

With the proposed modifications, the project complies with all provisions of the City's Condominium Ordinance including the Physical Standards for Condominiums contained in SBMC §27.13.060. Each unit includes laundry facilities, separate utility metering, adequate unit size and storage space, and the required private outdoor living space. The proposed conditions are consistent with the requirements contained in SBMC §27.13.050.

2. The proposed development is consistent with the General Plan of the City of Santa Barbara.

The project is consistent with policies of the City's General Plan including the Land Use, Housing, and Noise Elements as discussed in Section VI.B of this staff report. The project will provide infill residential development that is compatible with the surrounding neighborhood.

3. The proposed development is consistent with the principles of sound community planning and will not have an adverse impact upon the neighborhood's aesthetics, parks, streets, traffic, parking and other community facilities and resources.

The project is an infill residential project proposed in an area where multiple-family residential development is a permitted use. As discussed above, the project, as conditioned, is adequately served by public streets, will provide adequate parking to meet the demands of the project and will not result in traffic impacts. The design has been reviewed by the City's Architectural Board of Review, which indicated that the architecture and site design were appropriate for the neighborhood.

Exhibits:

A. Conditions of Approval
B. Site Plan, Floor Plan, Elevations, Sections, Landscape Plan, & Tentative Map
C. Story Pole Plan
D. Applicant's letter to the Staff Hearing Officer, dated February 9, 2009
E. ABR Minutes from March 10, 2008
F. Noise Study

STAFF HEARING OFFICER CONDITIONS OF APPROVAL

618 SAN PASCUAL STREET
TENTATIVE SUBDIVISION MAP, MODIFICATIONS
FEBRUARY 25, 2009

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

A. **Design Review.** The project is subject to the review and approval of the Architectural Board of Review (ABR). ABR shall not grant preliminary approval of the project until the following Staff Hearing Officer land use conditions have been satisfied.

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

2. **Screened Check Valve/Backflow.** The check valve or anti-backflow devices for fire sprinkler and/or irrigation systems shall be provided in a location screened from public views.

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

1. **Approved Development.** The development of the Real Property approved by the Staff Hearing Officer on February 25, 2009 is limited to construction of four new attached residential condominium units price restricted to Low-Income Households, consisting of two 981 sf two-bedroom units, one 1,127 sf two-bedroom unit, and one 789 sf one-bedroom unit, four attached single-car garage between 212 and 242 sf; grading totaling 1,830 cu yds, with 1,821 cu yds of cut and 9 cu yds of fill; and the improvements shown on the Tentative Subdivision Map signed by the Staff Hearing Officer on said date and on file at the City of Santa Barbara.

2. **Uninterrupted Water Flow.** The Owner shall provide for the uninterrupted flow of water onto the Real Property including, but not limited to, swales, natural watercourses, conduits and any access road, as appropriate.

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

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

EXHIBIT A

landscape plan. If said landscaping is removed for any reason without approval by the ABR, the owner is responsible for its immediate replacement.

5. **Storm Water Pollution Control and Drainage Systems Maintenance.** Owner shall maintain the drainage system and storm water pollution control devices intended to intercept siltation and other potential pollutants (including, but not limited to, hydrocarbons, fecal bacteria, herbicides, fertilizers, etc.) in a functioning state (and in accordance with the Operations and Maintenance Procedure Plan prepared in accordance with the Storm Water Management Plan BMP Guidance Manual). Should any of the project's surface or subsurface drainage structures or storm water pollution control methods fail to capture, infiltrate, and/or treat water, or result in increased erosion, the Owner shall be responsible for any necessary repairs to the system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the applicant shall submit a repair and restoration plan to the Community Development Director to determine if an amendment or a new Building Permit is required to authorize such work. The Owner is responsible for the adequacy of any project-related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health, or damage to the Real Property or any adjoining property.

6. **Ownership Unit Affordability Restrictions.** The dwelling units designated as Unit 1, 2, 3 and 4 on the Tentative Subdivision Map shall be designated as Affordable Low-Income Units and sold only to households who, at the time of their purchase, qualify as Low-Income Households as defined in the City's Affordable Housing Policies and Procedures.

   The Affordable Units shall be sold and occupied in conformance with City Agreement No. 22463B and required replacement covenants. The resale prices of the Affordable Units shall be controlled by means of replacement covenants executed by the Owners and the City to assure continued affordability for at least forty-five (45) years from the initial sale of each affordable unit. No affordable unit may be rented prior to its initial sale.

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

   a. **Vehicle Registration Restriction.** A covenant that restricts each unit household to ownership of one vehicle and requires yearly monitoring by Habitat for Humanity of Southern Santa Barbara County to ensure no more than one vehicle is registered at each address. Habitat for Humanity of Southern Santa Barbara County shall maintain records of vehicle ownership and produce those records to the City upon request within two working days.

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

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

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

e. **Trash and Recycling.** Trash holding areas shall include recycling containers with at least equal capacity as the trash containers, and trash/recycling areas shall be easily accessed by the consumer and the trash hauler. Green waste shall either have containers adequate for the landscaping or be hauled off site by the landscaping maintenance company. If no green waste containers are provided for common interest developments, include an item in the CC&Rs stating that the green waste will be hauled off site.

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

g. **Bicycle Parking**. A minimum of four bicycle parking spaces shall be provided on site in a lockable and covered location.

8. **Residential Permit Parking Program Restriction.** Residents shall not participate in the Residential Permit Parking Program.

C. **Public Works Submittal Prior to Parcel Map Approval.** The Owner shall submit the following, or evidence of completion of the following, to the Public Works Department for review and approval, prior to processing the approval of the Parcel Map and prior to the issuance of any permits for the project:

1. **Parcel Map.** The Owner shall submit to the Public Works Department for approval, a Parcel Map prepared by a licensed land surveyor or registered Civil Engineer. The Parcel Map shall conform to the requirements of the City Survey Control Ordinance.

2. **Water Rights Assignment Agreement.** The Owner shall assign to the City of Santa Barbara the exclusive right to extract ground water from under the Real Property in an *Agreement Assigning Water Extraction Rights*. Engineering Division staff will prepare said agreement for the Owner's signature.

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

4. **Drainage Calculations.** The Owner shall submit drainage calculations prepared by a registered civil engineer or licensed architect demonstrating that the new development will not increase runoff amounts above existing conditions for a 25-year storm event. Any increase in runoff shall be retained on-site.

5. **Drainage and Water Quality.** Project drainage shall be designed, installed, and maintained such that stormwater runoff from the first inch of rain from any storm event shall be retained and treated onsite in accordance with the City's NPDES Storm Water Management Program. Runoff should be directed into a passive water treatment method such as a bioswale, landscape feature (planter beds and/or lawns), infiltration trench, etc. Project plans for grading, drainage, stormwater treatment methods, and project development, shall be subject to review and approval by City Building Division and Public Works Department. Sufficient engineered design and adequate measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water pollutants, or groundwater pollutants would result from the project. The Owner shall maintain the drainage system and storm water pollution control methods in a functioning state.

   The Owner shall provide an Operations and Maintenance Procedure Plan (describing replacement schedules for pollution absorbing pillows, etc.) for the operation and use of the storm drain surface pollutant interceptors. The Plan shall be reviewed and approved consistent with the Storm Water Management Plan BMP Guidance Manual.

6. **San Pascual Street Public Improvements.** The Owner shall submit building plans for construction of improvements along the property frontage on San Pascual Street. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following: 6.5-foot wide sidewalk and 5.5-foot wide parkway to match adjacent sidewalk and parkway; saw-cut and replace curb & gutter where damaged; crack seal to the centerline of the street along entire subject property frontage and slurry seal a minimum of 20-feet beyond the limit of all trenching, underground service utilities; connection to City water and sewer mains; public drainage improvements with supporting drainage calculations curb drain outlets; preserve and/or reset survey monuments and contractor stamps; supply and install directional/regulatory traffic control signs per the 2006 MUTCD w/ CA supplements; storm drain stenciling; new street trees as determined by the City Parks Commission, and City Arborist; and provide adequate positive drainage from site. Any work in the public right-of-way requires a Public Works Permit.

7. **W. Ortega Street Public Improvements.** Construct a City standard alley entrance at the intersection of W. Ortega Street at the alley known as Alley 500 block W.

Ortega Street, and construct one-way access ramps to transition across alley connecting existing sidewalks on both sides of the alley to Title 24 ADA standards.

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

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

1. **Recordation of Parcel Map and Agreements.** After City Council approval, the Owner shall provide evidence of recordation to the Public Works Department.

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

E. **Community Development Requirements with the Building or Public Works Permit Application.** The following shall be submitted with the application for any Building or Public Works permit:

1. **Easement Document.** Submit to the Planning Division a recorded easement agreement demonstrating the applicant's right to construct all proposed development on the property known as APN 037-102-021.

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

3. **Soils Report.** Submit to the Building and Safety Division a soils report and implement the recommendations outlined in the report.

4. **Recorded Affordability Covenant.** Submit to the Planning Division a copy of an affordability control covenant that has been approved as to form and content by the City Attorney and Community Development Director, and recorded in the Office of the County Recorder, which includes the following:

a. **Initial Sale Price Restrictions.** The dwelling units designated as Units 1, 2, 3 and 4 on the Tentative Subdivision Map shall be designated as Affordable Low-Income Units and sold only to households who, at the time of their purchase, qualify as Low-Income Households as defined in the City's Affordable Housing Policies and Procedures.

b. **Resale Restrictions.** The Affordable Units shall be sold and occupied in conformance with City Agreement No. 22463B and required replacement covenants. The resale prices of the Affordable Units shall be controlled by means of a recorded replacement covenant executed by Owner and the City

to assure continued affordability for at least forty-five (45) years from the initial sale of the affordable unit. No affordable unit may be rented prior to its initial sale.

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

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

2. **Post-Construction Erosion Control and Water Quality Plan.** Provide an engineered drainage plan that addresses the existing drainage patterns and leads towards improvement of the quality and rate of water run-off conditions from the site by capturing, infiltrating, and/or treating drainage and preventing erosion. The Owner shall employ passive water quality methods, such as bioswales, catch basins, or storm drain on the Real Property, or other measures specified in the Erosion Control Plan, to intercept all sediment and other potential pollutants (including, but not limited to, hydrocarbons, fecal bacteria, herbicides, fertilizers, etc.) from the parking lot areas and other improved, hard-surfaced areas prior to discharge into the public storm drain system, including any creeks. All proposed methods shall be reviewed and approved by the Public Works Department and the Community Development Department. Maintenance of these facilities shall be provided by the Owner, as outlined in Condition C.5, above, which shall include the regular sweeping and/or vacuuming of parking areas and drainage and storm water methods maintenance program.

3. **Trash Enclosure Provision.** A trash enclosure with adequate area for recycling containers (an area that allows for a minimum of 50 percent of the total capacity for recycling containers) shall be provided on the Real Property and screened from view from surrounding properties and the street.

   Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five feet of combustible walls, openings, or roofs, unless protected with fire sprinklers.

4. **Bicycle Parking.** A minimum of four bicycle parking spaces shall be provided on site in a lockable and covered location.

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

which is their usual and customary responsibility to perform, and which are within their authority to perform.

Signed:

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

G. **Construction Implementation Requirements.** All of these construction requirements shall be carried out in the field by the Owner and/or Contractor for the duration of the project construction.

1. **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.

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

3. **Haul Routes.** The haul route(s) for all construction-related trucks with a gross vehicle weight rating of three tons or more, entering or exiting the site, shall be approved by the Transportation Manager.

4. **Construction Hours.** Construction (including preparation for construction work) is prohibited Monday through Friday before 8:00 a.m. and after 5:00 p.m.; Saturday before 9:00 a.m. and after 5:00 p.m.; and all day Sunday; and holidays observed by the City of Santa Barbara, as shown below:

New Year's Day	January 1st*
Martin Luther King's Birthday	3rd Monday in January
Presidents' Day	3rd Monday in February
Cesar Chavez Day	March 31st*
Memorial Day	Last Monday in May
Independence Day	July 4th*
Labor Day	1st Monday in September
Thanksgiving Day	4th Thursday in November
Following Thanksgiving Day	Friday following Thanksgiving Day
Christmas Day	December 25th*

*When a holiday falls on Sunday, the following Monday shall be observed as a legal holiday.

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

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

   a. During construction, free parking spaces for construction workers and construction vehicles 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.

6. **Water Sprinkling During Grading.** The following dust control measures shall be required, and shall be accomplished using recycled water whenever the Public Works Director determines that it is reasonably available:

   a. Site grading and transportation of fill materials.

b. Regular water sprinkling; during clearing, grading, earth moving or excavation.

c. Sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied on-site to prevent dust from leaving the site.

d. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

e. Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement on-site 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.

7. **Expeditious Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used, as directed by the Building Inspector.

8. **Gravel Pads.** Gravel pads shall be installed at all access points to the project site to prevent tracking of mud on to public roads.

9. **Street Sweeping.** The property frontage and adjacent property frontages, and parking and staging areas at the construction site shall be swept daily to decrease sediment transport to the public storm drain system and dust.

10. **Construction Best Management Practices (BMPs).** Construction activities shall address water quality through the use of BMPs, as approved by the Building and Safety Division.

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

12. **Graffiti Abatement Required.** Owner and Contractor shall be responsible for removal of all graffiti as quickly as possible. Graffiti not removed within 24 hours of notice by the Building and Safety Division may result in a Stop Work order being issued, or may be removed by the City, at the Owner's expense, as provided in SBMC Chapter 9.66.

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

1. **Repair Damaged Public Improvements.** Repair any damaged public improvements (curbs, gutters, sidewalks, roadways, etc.) subject to the review and approval of the Public Works Department per SBMC §22.60.090. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified arborist.

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

3. **Noise Measurements.** Submit a final report from a licensed acoustical engineer, verifying that interior and exterior living area noise levels are within acceptable levels as specified in the Noise Element. In the event the noise is not mitigated to acceptable levels, additional mitigation measures shall be recommended by the noise specialist and implemented subject to the review and approval of the Building and Safety Division and the Architectural Board of Review (ABR).

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

5. **Evidence of Private CC&Rs Recordation.** Evidence shall be provided that the private CC&Rs required in Section B.7 have been recorded.

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

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

NOTICE OF APPROVAL TIME LIMITS:

The Staff Hearing Officer's action approving the Modifications shall terminate two (2) years from the date of the approval, per Santa Barbara Municipal Code §28.87.360, unless:

1. An extension is granted by the Community Development Director prior to the expiration of the approval; or
2. A Building permit for the use authorized by the approval is issued within and the construction authorized by the permit is being diligently pursued to completion and issuance of a Certificate of Occupancy.
3. The approval has not been discontinued, abandoned or unused for a period of six months following the earlier of (a) an Issuance of a Certificate of Occupancy for the use, or (b) two (2) years from granting the approval.

If multiple discretionary applications are approved for the same project, the expiration date of all discretionary approvals shall correspond with the longest expiration date specified by any of the discretionary applications, unless such extension would conflict with state or federal law. The expiration date of all approvals shall be measured from date of the final action of the City on the application, unless otherwise specified by state or federal law.

NOTICE OF TENTATIVE SUBDIVISION MAP TIME LIMITS:

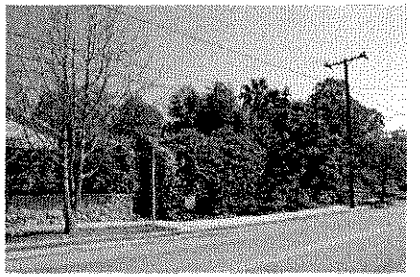
The Staff Hearing Officer's action approving the Tentative Map shall expire three (3) years from the date of approval. The subdivider may request an extension of this time period in accordance with Santa Barbara Municipal Code §27.07.110.

EXHIBIT B

Perspective View at San Pascual Street

Sheet Index:

A1 - Cover: Vicinity Map; Project Data
A2 - Site Map; Area Diagrams
A3 - Floor Plans
A4 - Elevations
A5 - Sections
A6 - Code Analysis; Project Statistics
L1 - Preliminary Landscape Plan
TM1 - Tentative Map
TM2 - Preliminary Grading & Drainage
TM3 - Sections



Existing View at San Pascual Street

Project Team:

Owner: Habitat for Humanity of Southern Santa Barbara County
P.O. Box 176, Goleta, CA 93116
(805) 692-2226

Architect: Peikert Group Architects, LLP
10 East Figueroa, Suite 1, Santa Barbara, CA 93101
(805) 963-8283

Civil Engineer: Mike Gones
1518 Bath Street, Santa Barbara, CA 93101
(805) 966-2259

Surveyor: Fergen Surveys Inc.
2624 Airpark Drive, Santa Maria, CA 93455
(805) 934-5727

Landscape Architect: Jacob Nesheim, Steve Hanson Landscaping
P.O. Box 4547, Santa Barbara, CA 93140
(805) 563-3429

Project Data:

Project Address: 618 San Pascual Street
Santa Barbara, CA 93101

APN: 037-102-023
Land Use Zone: R-3
General Plan Land Use Designation: Residential 12 units/acre

Project Description: To construct four residential condominiums, including three 2-bedroom townhouses and one 1-bedroom carriage unit. Four single-car garages are located at the rear of the site, accessed by a public alley. Proposed grading and retaining walls facilitate an accessible common area at ground level and additional private yards at the second level.

Modifications:
- To allow a 5'-0" setback (in lieu of 6'-0") at the south property line, at the rear portion of the building. (SBMC Sec. 28.21.080.2)
- To allow a reduction in required parking. (SBMC Sec. 28.90.100.G)
- To allow a 1'-6" encroachment in the front yard setback (patio overhang) (SBMC Sec. 28.21.080.1)
- To allow an increase in lot area density. (SBMC Sec. 28.21.080.G)
- To allow a retaining wall to exceed 5.5 feet within the first ten feet of the front property line (SBMC Sec. 28.87.170.1)
- To allow a retaining wall and fence to exceed 6 feet from grade along the southern property line (SBMC Sec. 28.87.170.2)

Design Waivers:
- To allow a reduction in perimeter planting where rear driveway abuts the north and east property lines - authorized by ABR.
- To allow less than the Parking Design Standard garage backout of 26' - authorized by Transportation staff.

Lot Area: 6,625 SF
Average Slope: 27.6% (Existing) / 2.9% (Proposed)
Earthwork:
Cut/Fill under main building footprint: 1,105 cu. yds. cut
Cut/Fill outside main building footprint: 716 cu. yds. cut / 9 cu. yds. fill
Total Grading: 1,821 cu. yds. cut / 9 cu. yds. fill

Construction Type: Type V-B
Existing Use: Vacant, former residence of 2 bedrooms, burned & demolished in 2005
Proposed Use: Multi-family residential
Occupancy Group: R-3, U (2007 CBC)

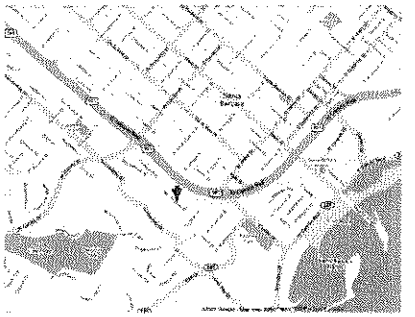
Proposed Structure:	Level 1 (Net/Gross)	Level 2 (Net/Gross)	Total (Net/Gross)
Garage:	900 SF/ 998 SF	0	900 SF / 998 SF
Covered Areas:	0 SF / 195 SF	0	0 SF / 195 SF
Res. Unit 1 (2-BR)	503 SF/ 558 SF	478 SF/ 518 SF	981 SF/ 1,076 SF
Res. Unit 2 (2-BR)	503 SF/ 557 SF	478 SF/ 517 SF	981 SF/ 1,075 SF
Res. Unit 3 (2-BR)	579 SF/ 643 SF	548 SF/ 594 SF	1,127 SF/ 1,237 SF
Res. Unit 4 (1-BR)	0 SF/ 0 SF	789 SF/ 850 SF	789 SF/ 850 SF
Res. Total	1,585 SF/ 1,758 SF	2,293 SF/ 2,480 SF	3,878 SF/ 4,238 SF
Project Total:	2,485 SF/ 2,941 SF	2,293 SF/ 2,480 SF	4,778 SF/ 5,421 SF

Density Calculation:
Allowable (Base Density): (2) 2-Bedroom Units
Proposed Bonus: (1) 2-Bedroom and (1) 1-Bedroom

Parking:
Required: 1.5 spaces per (1) 1-BR and 2 spaces per (3) 2-BR = 8 spaces
Proposed: (4) 1-car private garages

Common Open Yard Area = 1,004 SF (15%) (>15% Required)
Additional Outdoor Space = 640 SF (10%)

Lot Coverage:	Area	%
Building:	2,824 SF	43%
Landscape:		
Planted Areas:	1,048 SF	
Permeable Yard (Gravel)	410 SF	
Total Landscape	1,458 SF	22%
Hardscape:		
Paths, Walls	1,011 SF	
Driveway	1,332 SF	
Total Hardscape	2,343 SF	35%
Total:	6,625 SF	100%



Vicinity Map (NTS)

Mag. North

Habitat for Humanity
618 San Pascual
Santa Barbara, CA

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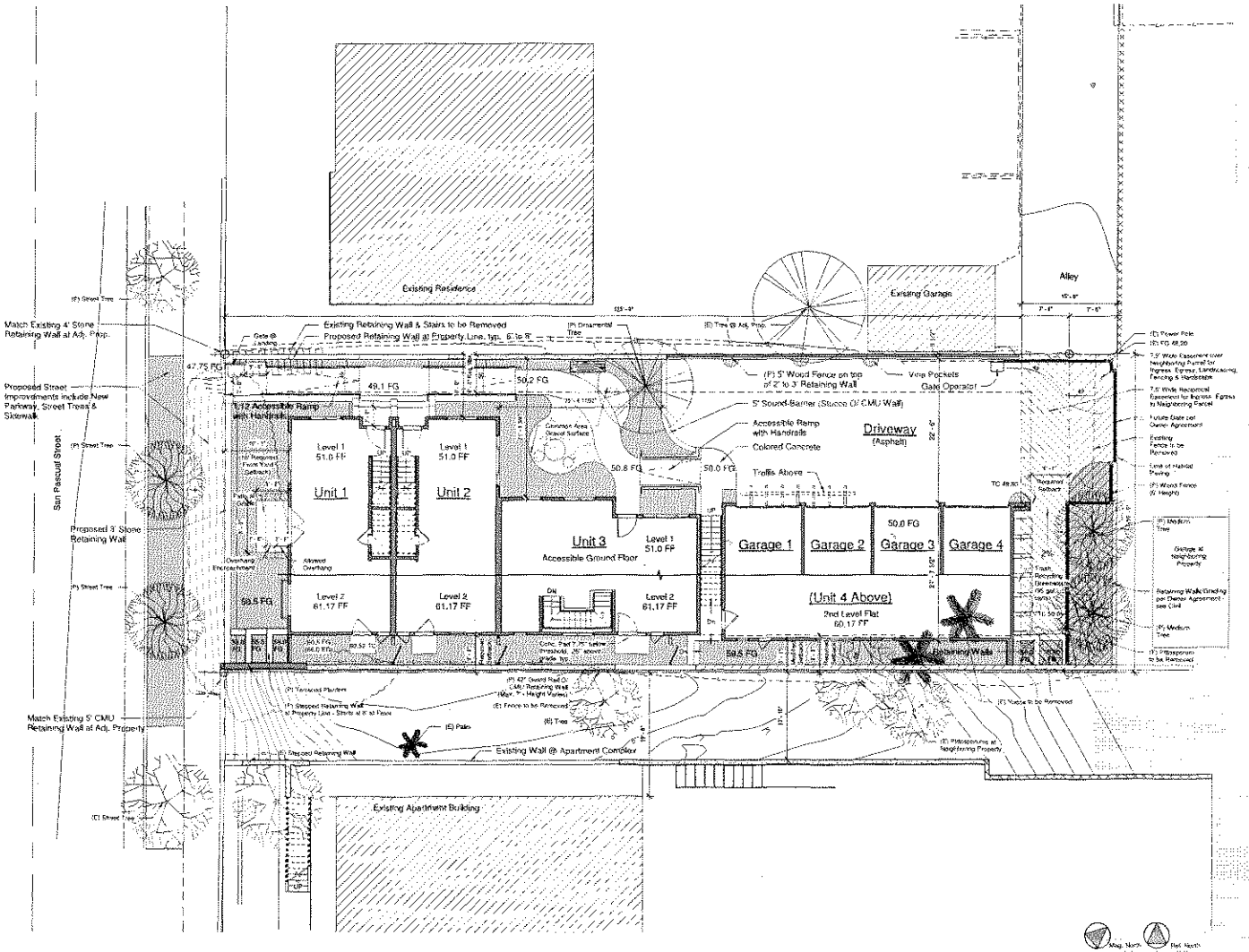
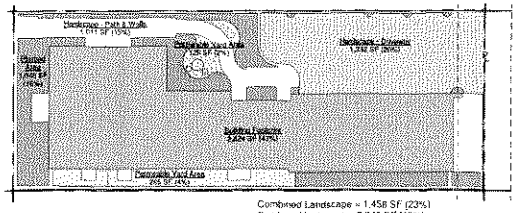
Peikert Group Architects, LLP
10 East Figueroa St. Santa Barbara, CA 93101
Phone 805 963 8283 Fax 805 963 8283
www.peikertgroup.com

January 27, 2009

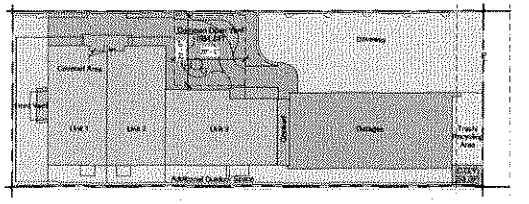
A1



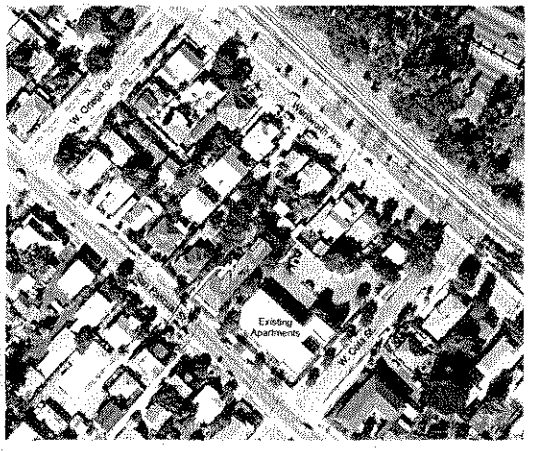
1 Site Plan - Split Level
SCALE: 1/8" = 1'-0"



2 Lot Coverage
SCALE: 1/16" = 1'-0"



3 Outdoor Living Space
SCALE: 1/16" = 1'-0"



4 Aerial View of Surrounding Block
SCALE: 1" = 80'-0"

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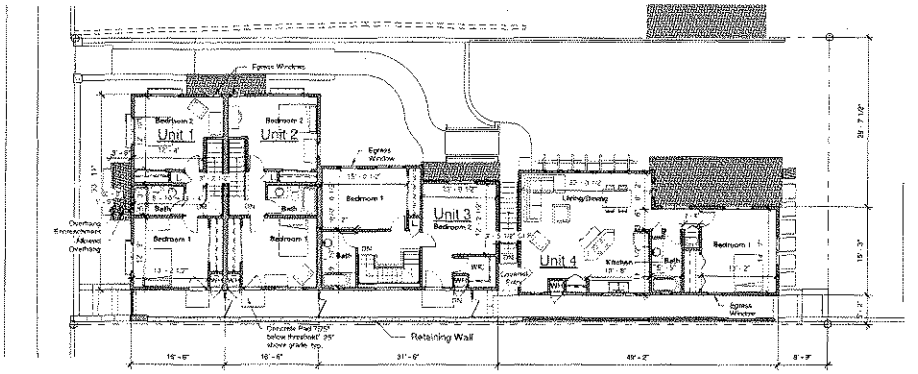


2 Second Floor Plan
SCALE: 1" = 10'-0"

Notes : Noise Requirements

Environmental Noise Study - DUDEK
December 16, 2008 - 6260-01

5.0 FINDINGS / RECOMMENDATIONS

5.1 Exterior Noise Levels

The year 2025 exterior noise analysis indicates that the highest noise level in the project's outdoor living areas could range up to 60 dB Ldn, which would meet the City of Santa Barbara 60 dB Ldn exterior noise level compatibility criteria for residential land uses, without the need for further mitigation.

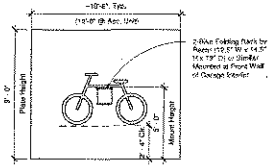
5.2 Interior Noise Levels

In order to meet the City of Santa Barbara 45 Ldn interior noise level requirement the minimum outdoor-to-indoor sound transmission loss (TL) of the building's facades would need to range from 17 dB for Units 1, 2, and 3 (62 Ldn - 45 Ldn) to 21 dB for Unit 4 (66 Ldn - 45 Ldn).

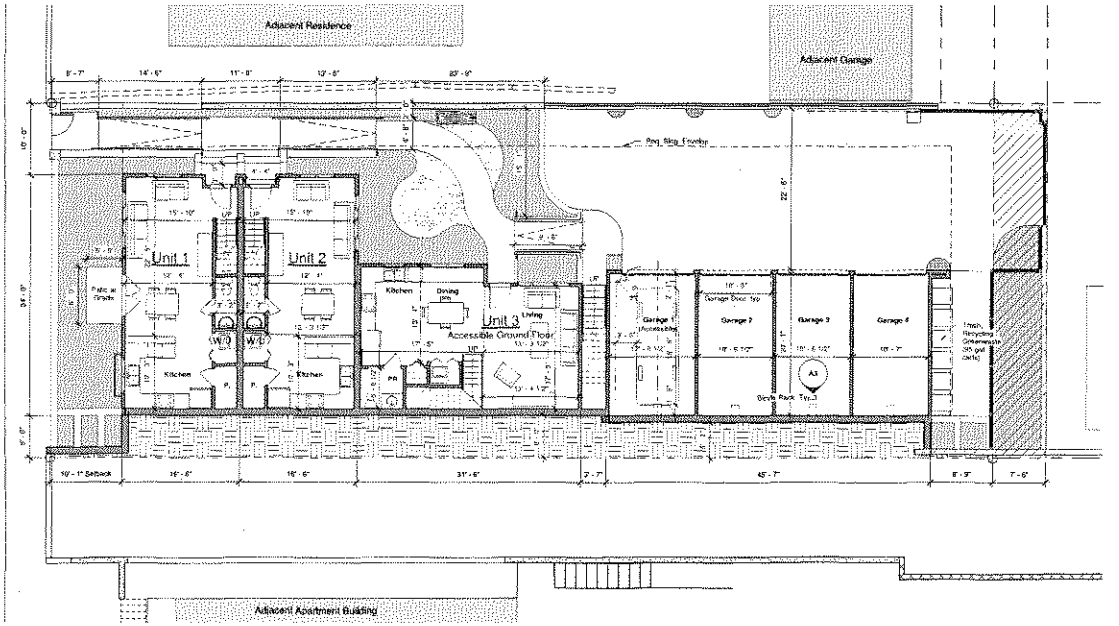
Standard construction materials and techniques used for new developments in Southern California result in a minimum exterior to interior noise attenuation of 12 dB with windows open. Therefore, the interior noise level for the project's units with windows open could range between 50 and 54 Ldn, which exceed the City of Santa Barbara 45 Ldn interior noise level requirement.

With the units' windows closed, it is anticipated that the worse case required 21 dB outdoor to indoor sound transmission loss will be achieved with the currently planned construction design, i.e., typical stucco walls (STC 46) and typical dual-glaze windows and sliding glass doors (STC 28).

Consequently, a windows closed condition will apply to the project's habitable rooms, which means that adequate ventilation (mechanical ventilation and/or air-conditioning) needs to be provided to these spaces. The ventilation system should be designed and constructed to meet the Uniform Building Code minimum ventilation rate requirements.



3 Bicyle Rack, Typ.
SCALE: 1/4" = 1'-0"



1 Ground Floor Plan
SCALE: 1/8" = 1'-0"

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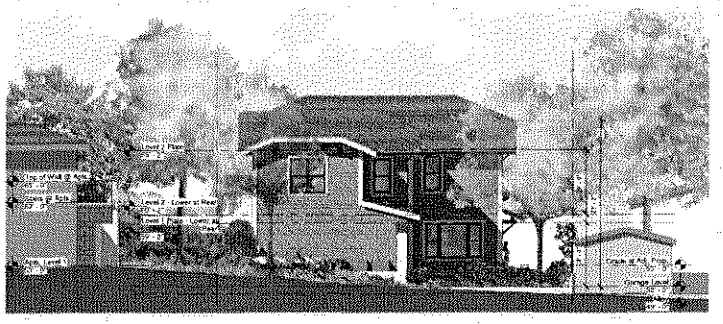
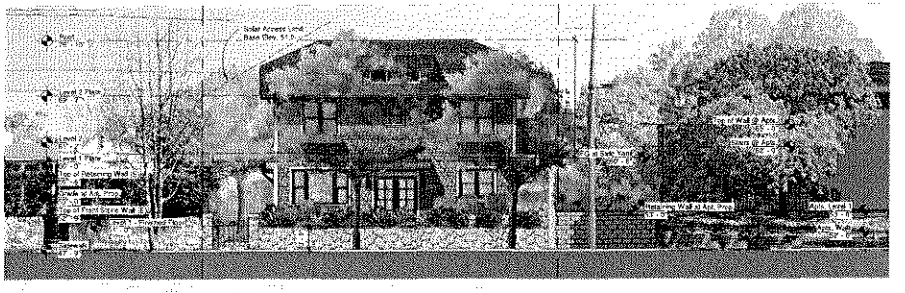
A3



4 East Elevation (Rear)
SCALE: 1/8" = 1'-0"



1 West Elevation at San Pascual Street (Front)
SCALE: 1/8" = 1'-0"

2 North Elevation - View along Common Open Space & Driveway
SCALE: 1/8" = 1'-0"

3 South Elevation - View at Side Yards
SCALE: 1/8" = 1'-0"

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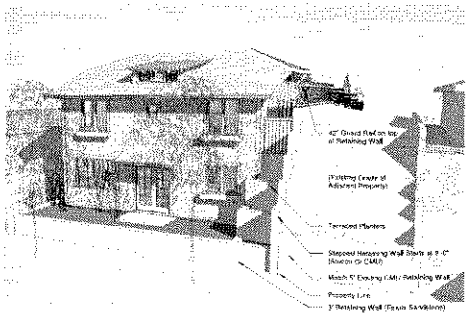
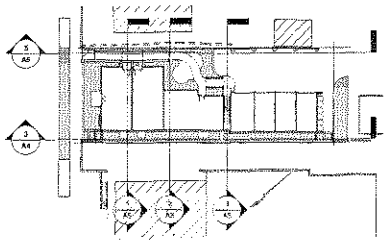
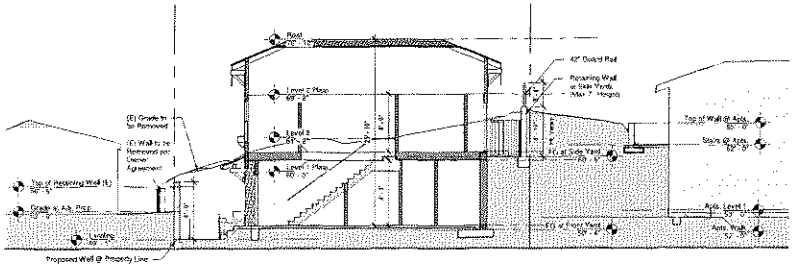


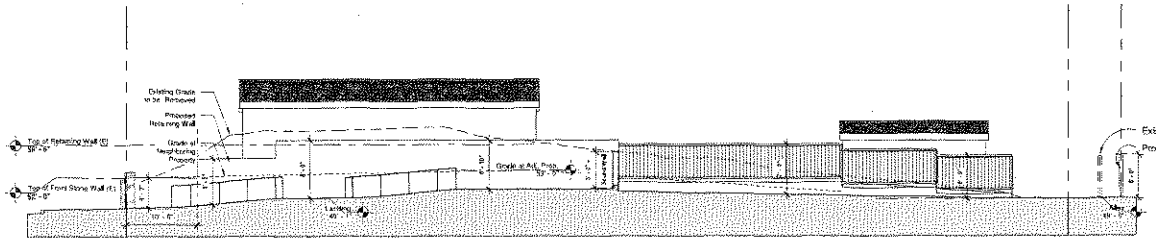
3D View of Retaining Walls at SW Corner



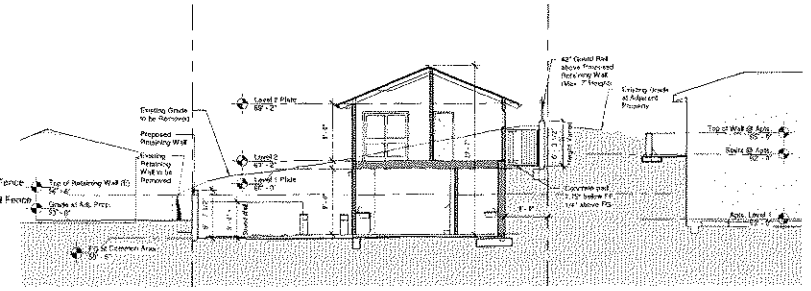
6 Section Key
SCALE: 1" = 30'-0"



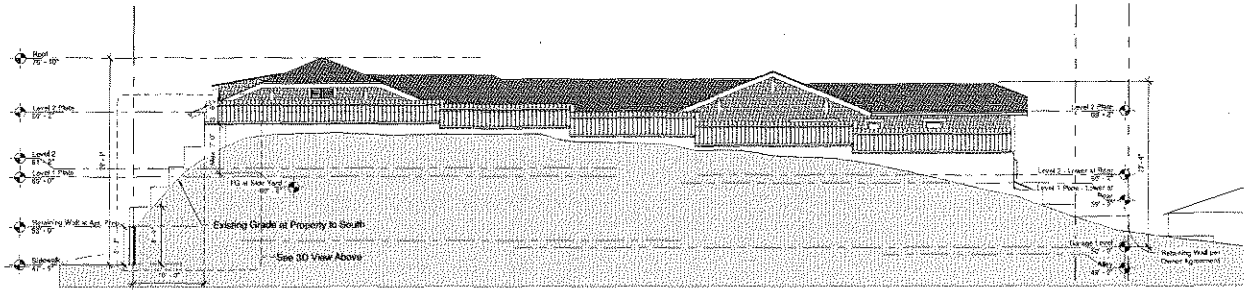
1 Section at Unit 1
SCALE: 1/8" = 1'-0"



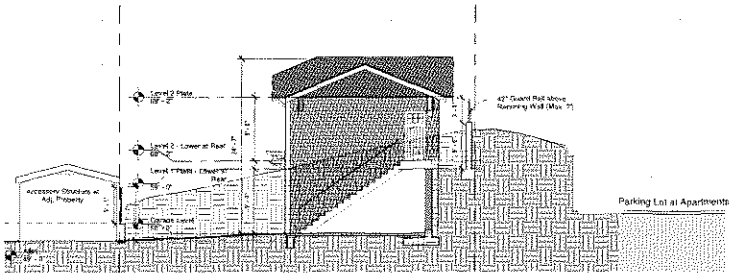
5 Section 19 - View toward Northerly Neighbor
SCALE: 1/8" = 1'-0"



2 Section at Common Open Space
SCALE: 1/8" = 1'-0"



4 South Elevation / Section at Side Yard
SCALE: 1/8" = 1'-0"



3 Section at Stairs to Unit 4
SCALE: 1/8" = 1'-0"

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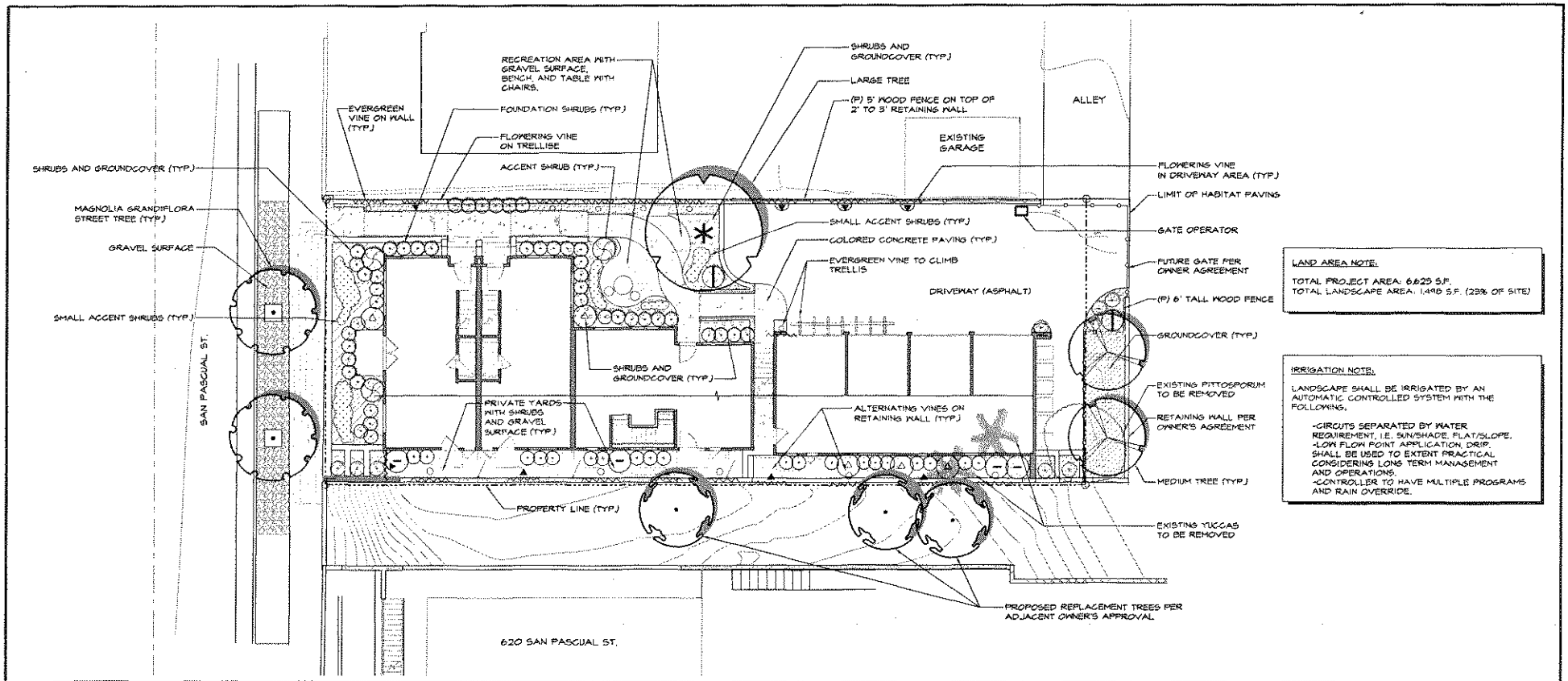
www. peikertgroup.com

January 27, 2009

A5



LAND AREA NOTE:

TOTAL PROJECT AREA: 6,625 S.F.
TOTAL LANDSCAPE AREA: 1,498 S.F. (23% OF SITE)

IRRIGATION NOTE:

LANDSCAPE SHALL BE IRRIGATED BY AN AUTOMATIC CONTROLLED SYSTEM WITH THE FOLLOWING.

-CIRCUITS SEPARATED BY WATER REQUIREMENT, I.E. SUN/SHADE, FLAT/SLOPE.
-LOW FLOW POINT APPLICATION, DRIP, SHALL BE USED TO EXTENT PRACTICAL CONSIDERING LONG TERM MANAGEMENT AND OPERATIONS.
-CONTROLLER TO HAVE MULTIPLE PROGRAMS AND RAIN OVERRIDE.

PRELIMINARY PLANT LIST

THE FOLLOWING IS A PRELIMINARY LIST OF PLANT MATERIALS OFFERED FOR POTENTIAL USE ON THIS PROJECT. THIS LIST IS NOT INTENDED TO BE ALL INCLUSIVE, BUT RATHER IS A REPRESENTATIVE PALETTE OF MATERIAL FROM WHICH FINAL PLANT SELECTIONS WILL BE MADE.

BOTANICAL NAME	COMMON NAME
LARGE TREES	
Podocarpus gracilior	Fern Pine
Quercus agrifolia	Coast Live Oak
Koelreuteria bipinnata	Chinese Flame Tree
Jacaranda mimosifolia	Jacaranda
Acer palmatum 'Atropurpureum'	Japanese Maple
MEDIUM TREES	
Prunus cerasifera	Purple-leaf Plum
Pyrus kawakamii	Evergreen Pear
Metrosideros excelsus	New Zealand Christmas Tree
Arbutus 'Marina'	Madrone Cultivar
Cercis occidentalis	Western Redbud
Melaleuca quinquenervia	Cajeput Tree
STREET TREES - DESIGNATED PER CITY ARBORIST	
Magnolia Grandiflora	Southern Magnolia

BOTANICAL NAME	COMMON NAME
LANDSCAPE SHRUBS	
Cistus ladaniferus 'Sunset'	Rockrose
Westringia fruticans	Coast Rosemary
Rhaphiolepis indica 'Clara'	India Hawthorne
Salvia leucantha	Mexican Sage
Loropetalum chinense	Loropetalum
Feijoa sellowiana	Pineapple Guava
Leptospermum spp.	New Zealand Tea Tree
Osmanthus fragrans	Sweet Olive
FOUNDATION SHRUBS	
Callistemon viminalis 'Little John'	Weeping Bottlebrush
Ligustrum japonica 'Texanum'	Glossy Privet
Rhaphiolepis umbellata 'Minor'	India Hawthorne
Rhaphiolepis indica 'Ballerina'	India Hawthorne
ACCENT SHRUBS	
Alyogyne huegelii	Blue Hibiscus
Hibiscus spp.	Hibiscus
Agave attenuata	Agave
Tibouchina urvilleana	Princess Flower

BOTANICAL NAME	COMMON NAME
SMALL ACCENT SHRUBS	
Lavandula angustifolia 'Compacta'	English Lavender
Lavandula dentata	French Lavender
Hesperaloe parviflora	Red Yucca
Lantana montevidensis	Lantana
Heuchera 'Amethyst Mist'	Alum Root
Liriope spp.	Lily Turf
GROUNDCOVERS	
Myoporum parvifolium	Myoporum
Trachelospermum jasminoides	Star Jasmine
Rosemarinus officinalis 'Prostratus'	Trailing Rosemary
Fragaria chiloensis	Ornamental Strawberry
VINES	
Campsis radicans 'Balboa Sunset'	Trumpet Vine
Ficus pumila	Creeping Fig
Gremia occidentalis	Lavender Starflower
Parthenocissus tricuspidata	Boston Ivy
SLOPE RETENTION	
Cotoneaster dammeri 'Lowfast'	Cotoneaster
Ceanothus 'Yankee Point'	California Lilac

0 4' 8' 16'
SCALE: 1/8" = 1'-0"

HABITAT FOR HUMANITY
618 SAN PASCUAL ST.
SANTA BARBARA, CA 93101

PRELIMINARY LANDSCAPE PLAN
DECEMBER 3, 2008

Habitat for Humanity of Southern Santa Barbara County

STEVE HANSON LANDSCAPING
Phone 805.563.3439
Post Office Box 4541
Santa Barbara, CA 93140

L-1

NOTES

Fire sprinkling is not required per SBMC Sec. 9013.2.18.1

Modifications:

1) To allow a 5'-0" setback (in lieu of 6'-0") at the south property line, at the rear portion of the building (SBMC Sec. 28.21.060.2)

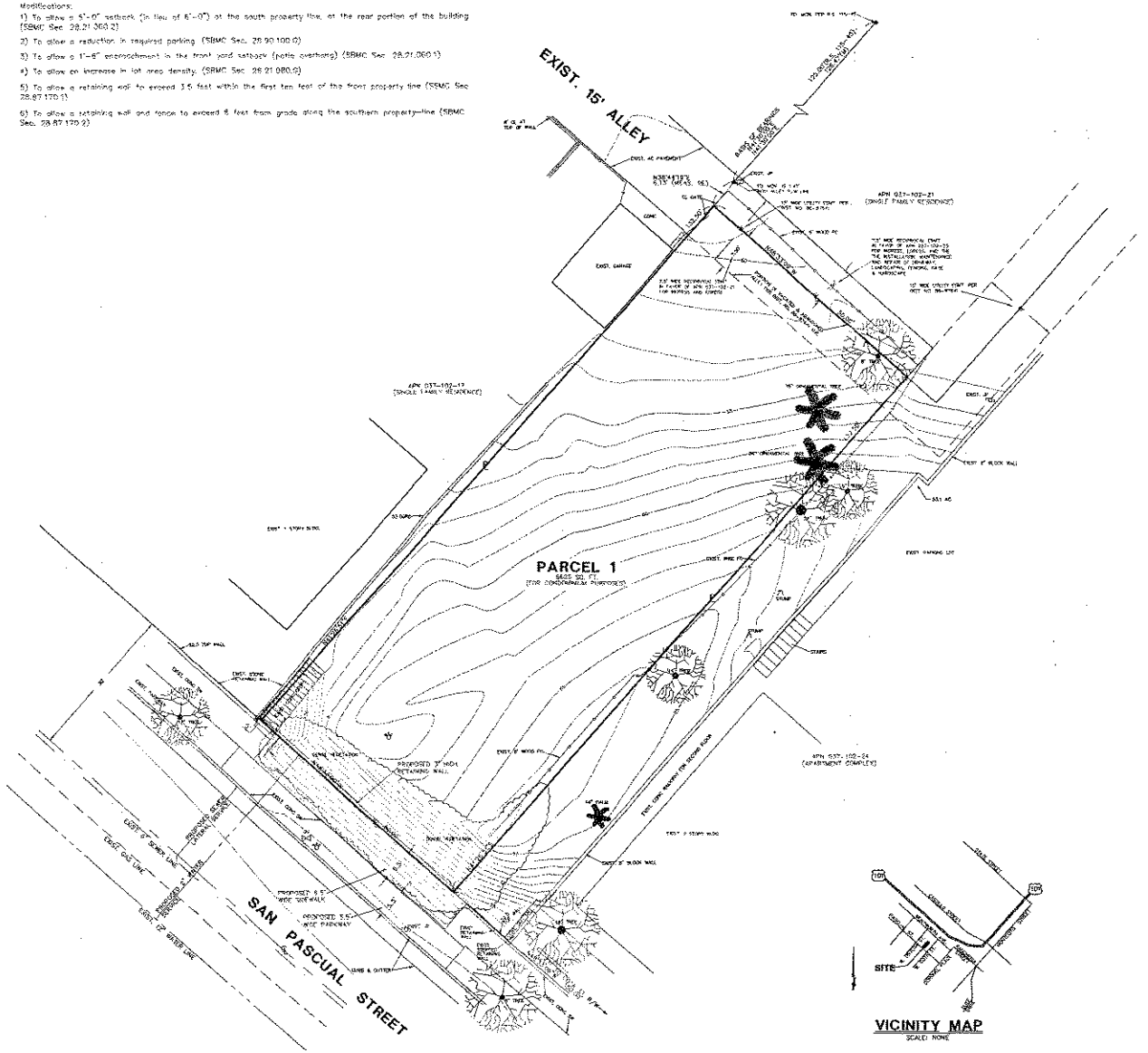
2) To allow a reduction in required parking (SBMC Sec. 28.90.100.D)

3) To allow a 1'-6" encroachment in the front yard setback (patio overhang) (SBMC Sec. 28.21.060.1)

4) To allow an increase in lot area density (SBMC Sec. 28.21.080.S)

5) To allow a retaining wall to exceed 3.5 feet within the first ten feet of the front property line (SBMC Sec. 28.87.170.I)

6) To allow a retaining wall and fence to exceed 6 feet from grade along the southern property-line (SBMC Sec. 28.87.170.J)



VICINITY MAP

SCALE: NONE

PROJECT INFORMATION

1. PROJECT DESCRIPTION: A PROPOSED 1 LOT SUBDIVISION FOR CONDOMINIUM PURPOSES TO CREATE 4 RESIDENTIAL AIRSPACE UNITS
2. ASSESSOR PARCEL NO. 037-102-23
   ADDRESS: 618 SAN PASCUAL STREET
3. PROPERTY AREA = 6625 SQUARE FEET.
4. ELEVATION DATUM: ELEVATIONS ARE BASED ON THE CITY OF SANTA BARBARA SURVEY NETWORK NAVD88 DATUM
5. EXISTING ZONE DISTRICT: R3

OWNER'S CERTIFICATE

WE HEREBY CONSENT TO THE DIVISION OF REAL PROPERTY SHOWN ON THIS MAP, AND CERTIFY THAT WE ARE THE LEGAL OWNERS AND THAT THE INFORMATION HEREON IS TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE AND BELIEF.

HABITAT FOR HUMANITY OF SOUTHERN SANTA BARBARA COUNTY

JOYCE McCULLOUGH (EXECUTIVE DIRECTOR)
ADDRESS: P.O. BOX 178
GOLETA, CA. 93116
PHONE: 805-692-2226

UTILITIES

WATER: CITY OF SANTA BARBARA
SEWER: CITY OF SANTA BARBARA
ELECTRICITY: SOUTHERN CALIF. EDISON
GAS: SO. CALIF. GAS COMPANY
TELEPHONE: VERIZON
CABLE TV: COMCAST CABLE

LEGEND

PROJECT BOUNDARY
CENTERLINE
EXIST. CURB LINE
EXIST SEWER MAIN
EXIST. WATER MAIN
EXIST. GAS MAIN
EXISTING FENCE
EXIST. CONTOURS — 200

ABBREVIATIONS

AC	ASPHALT	GM	GAS METER
BLDG	BUILDING	GRD	GROUND
CATV	CABLE TELEVISION BOX	INV	INVERT ELEVATION
CB	CATCH BASIN	JP	JOINT POLE
CF	CURB FACE	OH	OVERHANG(EAVES)
℄	CENTERLINE	PB	PULL BOX
CL	CHAIN LINK FENCE	PP	POWER POLE
CMP	CORRUGATED METAL PIPE	PVC	PLASTIC PIPE
CO	CLEAN OUT(SEWER)	RCP	REINFORCED CONCRETE PIPE
CONC	CONCRETE	RR	RAILROAD
DI	DROP INLET	R/W	RIGHT OF WAY
DIA.	DIAMETER	SL	STREET LIGHT
DWY.	DRIVEWAY	SW	SIDEWALK
ELEC	ELECTRIC	SDMH	STORM DRAIN MANHOLE
EP	EDGE OF PAVEMENT	SSMH	SANITARY SEWER MANHOLE
EUC	EUCALYPTUS	TC	TOP OF CURB
FC	FENCE	TELE	TELEPHONE
FF	FINISH FLOOR	TOG	TOP OF GRATE
FG	FINISH GRADE	TOW	TOP OF WALL
FH	FIRE HYDRANT	TYP	TYPICAL
FL	FLOW LINE	WM	WATER METER
FS	FINISH SURFACE	WV	WATER VALVE
GB	GRADE BREAK		

NOTE: ABBREVIATIONS SHOWN ABOVE MAY OR MAY NOT BE EVIDENT ON MAP.

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE NORTHERLY LINE OF THE SURVEYED PROPERTY SHOWN ON R.S. 115-45 AND NOTED HEREON AS N 41°30'00" E.

TENTATIVE MAP

A PROPOSED DIVISION OF A PORTION OF BLOCK 218, IN THE CITY OF SANTA BARBARA, STATE OF CALIFORNIA.

SURVEYORS STATEMENT

I HEREBY STATE THAT THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION UNDER THE PROVISIONS OF SECTION 8726 OF THE PROFESSIONAL LAND SURVEYORS ACT AND THAT SAID SURVEY CORRECTLY SHOWS THE TOPOGRAPHIC FEATURES THE CONTOURS ARE COMPUTER GENERATED.

1-27-09
DATE

KENNY L. FARGEN L.S. 4597
LICENSE EXPIRATION DATE: 9-30-09

LICENSED LAND SURVEYOR
KENNY L. FARGEN
EXP. 9-30-09
L.S. 4597
STATE OF CALIFORNIA

FARGEN SURVEYS INC.
2624 AIRPARK DRIVE
SANTA MARIA, CALIFORNIA 93455
PHONE: 805-934-8727
FAX: 805-934-3448

DATE: JAN. 27, 2009 TENTATIVEMAP.DWG

JOB: 07044 SHEET 1 OF 3

SYMBOLS

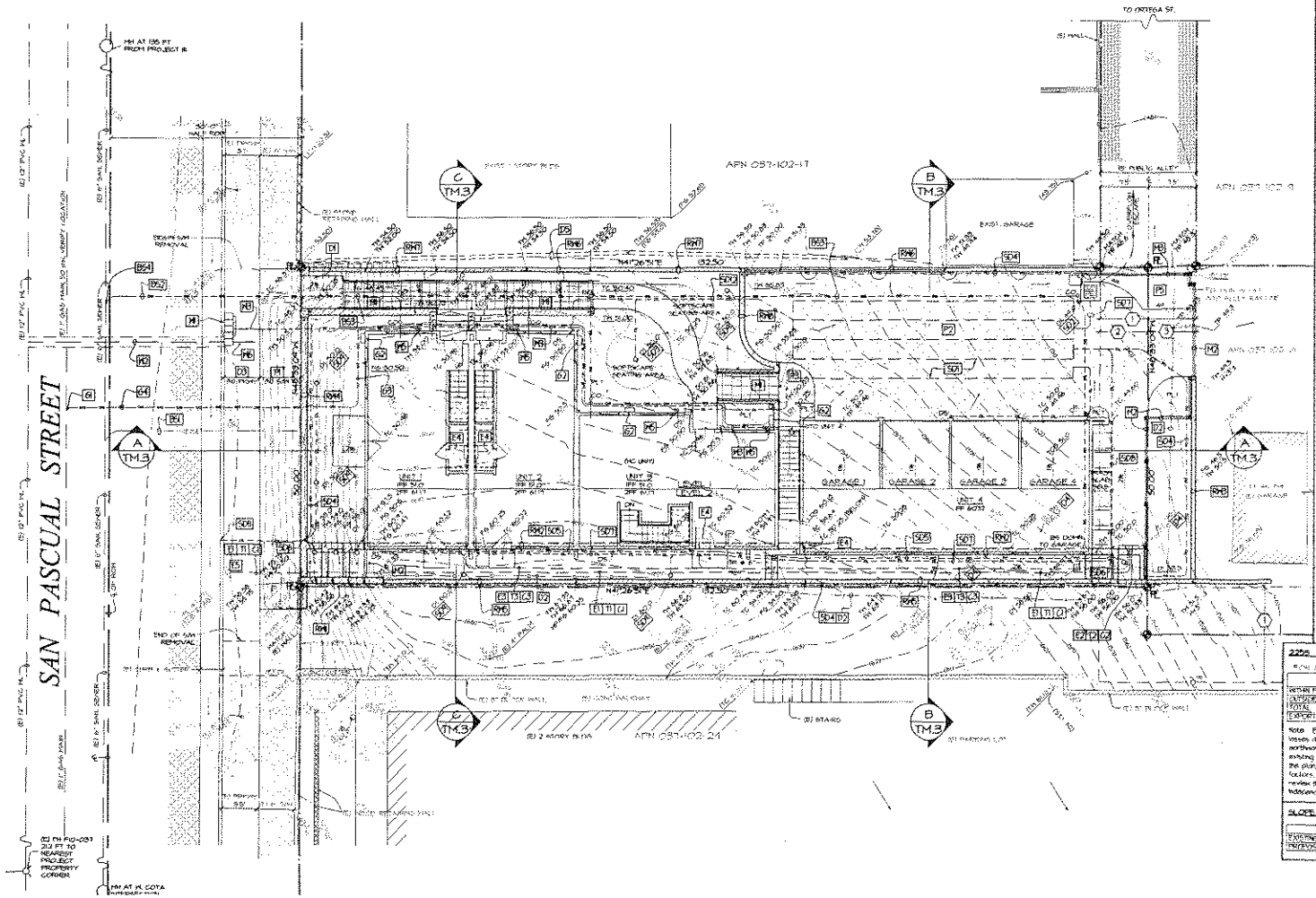
AC	ASPHALT PAVEMENT
AD	AREA DRAIN
BC	BOLLARD CAP
BOF	BOTTOM OF FOOTING
BOL	BOLLARD
BS	BALUSTER SYMBOL
BWV	BALL WATER VALVE
CI	CAST IRON
CTSC	CONTROL SOFFIT
CO	CLEAN OUT SEWER (CSSD)
DI	DRAIN INLET
DL	DRAIN LINE
DO	DRAIN OUTLET
DS	DOWN SPOUT
E	EXISTING
EJ	EXPANSION JOINT
FD	FRENCH DRAIN
FF	FINISH FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
FL	FIRE LINE
GM	GAS METER
GV	GAS VALVE
HB	HOSE BIB
HP	HIGH POINT
P	PER PLAN
LA	LANDSCAPE ARCHITECT
LG	LOCATION GRAVITY
MW	MONITOR WELL
N	NEW
NIC	NOT IN CONTRACT
PL	PROPERTY LINE
PLT	PLANTER
PP	POWER POLE
R	REMOVE
RB	ROOF BOTTOM
SB	SOLDIER BLOCK
SD	SHORT DIAMOND
SW	SIDEWALK
TC	TOP OF CONCRETE
TG	TOP OF GRADE
TP	TOP OF PARAPET
TR	TREE
TW	TOP OF SIDEWALK
TW	TOP OF WALL
UNC	UNDERGROUND CONTRACTOR
VLT	VAULT
WV	WATER VALVE
WM	WATER METER
PKG	PARKING
PKG	PARKING
-(00)-	ELEVATION
-(00)-	ELEVATION
102	ELEVATION
	DIRECTION OF TERRAIN DRAINAGE

EASEMENT LEGEND

1. 15' WIDE UTILITY EASEMENT PER INST. NO. 86-27641
2. PORTION OF VACATED AND ABANDONED ALLEY PER INST. NO. 86-27641 O.R.
3. PROPOSED 15' WIDE EASEMENT FOR INGRESS, EGRESS, LANDSCAPING AND FENCING

LEGEND

- (E) SEWER LATERAL (NOT TO BE USED)
- INSTALL 4" PVC SEWER TO LATERAL
- INSTALL 4" ABS SLDG SEWER AT 2% MIN SLOPE. CONNECT TO (E) SEWER MAIN
- INSTALL CONDUIT FOR CABLE TV
- INSTALL PULL BOX FOR CABLE TV
- SEPARATE UNDERGROUND CABLE TV CONDUIT TO EACH UNIT
- REMOVE CONC. STEPS
- REMOVE FENCE
- REMOVE CONC. S/W TO CREATE PARKWAY
- REMOVE TREE
- REMOVE (E) RET. WALL WITH ADJACENT OWNERS APPROVAL
- UNDERGROUND ELEC. CONDUIT MAIN SWITCH PANEL & METER BANK FOR METER TO EACH UNIT
- SEPARATE ELECTRIC CONDUIT TO EACH UNIT ELECTRIC MEP/AEL
- EXISTING POWER POLE
- POINT OF CONNECTION TO (E) GAS SERVICE
- INSTALL (N) GAS METER
- GAS (12") TO INSTALL GAS MAIN TO METER AT EACH UNIT
- GAS CO TO REPLACE GAS LATERAL IN CONTRACTOR TRENCH
- ACCESSIBLE H.C. RAMP WITH HANDRAILS. FENCE PER ARCHITECT SLOPE GATE PER ARCH
- REMOVE EARTH & INSTALL CONC. S/W PER CITY SB STD. DET 1-006-1-06
- ASPHALT DRIVEWAY
- COLORED CONCRETE WALKWAY
- CONCRETE CURB
- SEE APPLICANT LETTER FOR PAVEMENT ON ADJACENT EASEMENT
- RET. WALL NOT VARIES, H=0' MAX.
- RET. WALL PER STRUCTURAL, DRWGS.
- RET. WALL H=1' MAX
- RET. WALL H=2'-6" MAX
- RET. WALL NOT VARIES, H=7' MAX.
- RET. WALL WITH FENCE.
- RET. WALL.
- NON-RETAINING SOUND BARRIER WALL. H=5'
- INSTALL UNDERGROUND STORM WATER MANAGEMENT SYSTEM
- INSTALL DRAIN INLET IN PAVEMENT
- INSTALL YARD DRAIN PER DETAIL.
- INSTALL 4" TO AT BASE OF WALL.
- INSTALL 6" TO AT BASE OF WALL.
- CONNECT TO TO DL.
- INSTALL 6" DL.
- INSTALL 8" DL
- INSTALL YARD DRAIN
- NOT USED.
- INSTALL OUTLET THRU CURB FACE PER CITY STD DETAIL 1-0031.
- INSTALL 6"Ø PVC STORM DRAIN LINE @ 2% MIN. SLOPE.
- INSTALL CONDUIT FOR TELEPHONE
- INSTALL TELEPHONE PULLBOX
- SEPARATE UNDERGROUND TELEPHONE CONDUIT FOR EACH UNIT.
- INSTALL 4-3/4" RESIDENTIAL METERS AND 1 HOUSE METER
- INSTAL 2" WATER LINE AND MANIFOLD IN 18" WIDE TRENCH.
- EXTEND SEPARATE WATER LINE TO EACH UNIT NOT USED
- INSTALL WATER VALVE AND PRESSURE REGULATOR
- EXTEND IRRIGATION LINE TO DEL CHECK VALVE PER L.A.



2256 PRELIMINARY EARTHWORK ESTIMATE (cu.yds.)

	CUT	FILL
WITHIN FOOTPRINT OF BLDG.	1,676	0
OUTSIDE FOOTPRINT	750	0
TOTAL	2,427	0
EXPORT (NET IMPORT = 0 CU.YD.)		

NOTE: Exact shrinkage, consolidation and subsidence factors and losses due to clearing operations are not included. Estimated earthwork quantities are based on the difference between existing ground surface and proposed finish grades as shown on the plan, or subgrades, and should vary according to these factors. Contractor shall confirm existing topography, shall review the site and the soils reports, and shall perform an independent quantity takeoff and bid accordingly.

SLOPE CALCULATIONS:

	SLOPE
EXISTING SLOPE CALCULATION	7.1%
PROPOSED SLOPE CALCULATION	2.5%

PRELIMINARY GRADING, DRAINAGE AND UTILITIES PLAN

SCALE: 1/8"=1'

1. FOR BLDG SETBACKS, LOCATION ON SITE, MEASUREMENTS, ETC. SEE ARCHITECTS SITE PLAN.
2. SEE DRAWGS BY OTHERS FOR LANDSCAPE IRRIGATION, SITE LIGHTING AND OTHER UNDERGROUND CONDUITS.
3. BENCHMARK: THE INITIAL BENCHMARK FOR THIS SURVEY IS THE TOP OF BRASS CAP MONUMENT IN MONUMENT WELL FOR STATION 0080 PER THE CITY OF SANTA BARBARA CONTROL SURVEY PER R.S. 147-70 TO 74, ELEVATION = 18.13 (NAVD88 DATUM). THE LOCAL BENCHMARK FOR THIS SURVEY IS THE TOP OF BRASS CAP MONUMENT IN HANDICAP RAMP AT THE NORTHERLY CORNER OF SAN PASCUAL STREET AND WEST ORTEGA STREET, ELEVATION = 49.34 (NAVD88 DATUM)
4. BUILDING SHALL BE FITTED WITH GUTTERS AND DOWNSPOUTS WHICH CONNECT TO THE NEW UNDERGROUND DRAINAGE SYSTEM OR OUTLET INTO THE DRIVEWAY. EXACT DOWNSPOUT LOCATION SHALL BE SELECTED BY THE ARCHITECT.
5. ALL EARTHWORK AND TREE REMOVAL ON ADJACENT PROPERTY REQUIRES ADJACENT OWNERS WRITTEN APPROVAL.

PRELIMINARY NOT FOR CONST.

STAMP

MIKE GONES
CIVIL ENGINEERING
LAND SURVEYING
LAND PLANNING
INDUSTRIES 22W
P.O. BOX 1388
SANTA BARBARA, CA 93102
805/ 683-1448
Registered Professional Engineer

HABITAT FOR HUMANITY

618 SAN PASCUAL STREET
SANTA BARBARA, CA

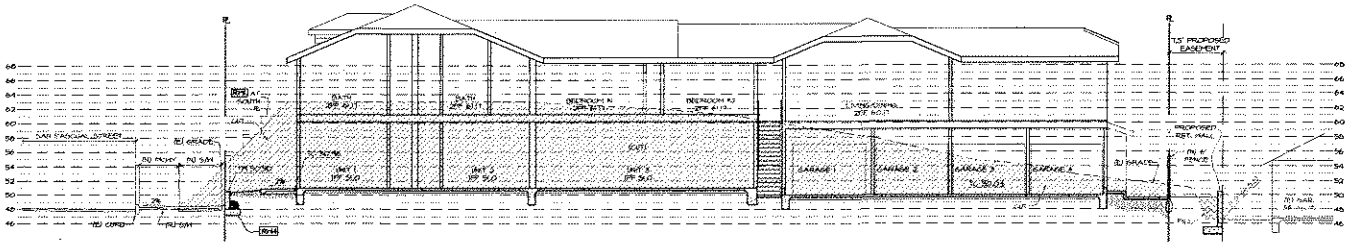
Drawings by: AR

DATE: 12/17/08

REVISIONS:

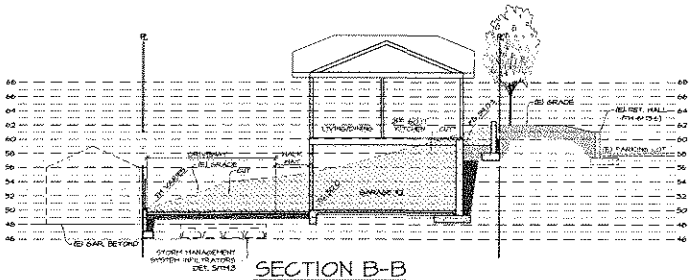
JOB No. 07216

TM.2



SECTION A-A

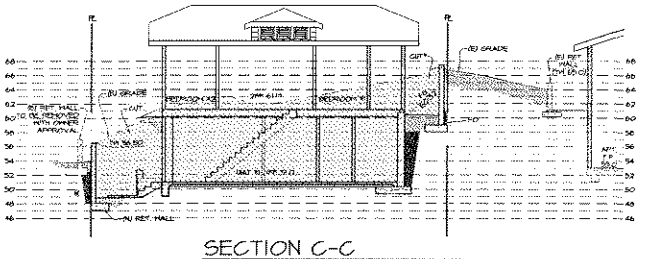
SCALE: 1/8"=1'



SECTION B-B

SCALE: 1/8"=1'

*EXCAVATION ON NEIGHBOORS PROPERTY REQUIRES ADJACENT OWNERS WRITTEN APPROVAL PRIOR TO PROJECT APPROVAL.



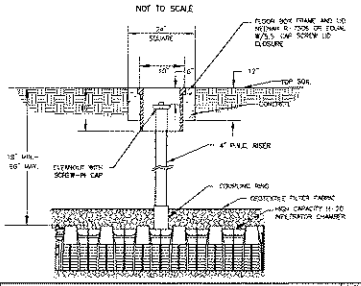
SECTION C-C

SCALE: 1/8"=1'

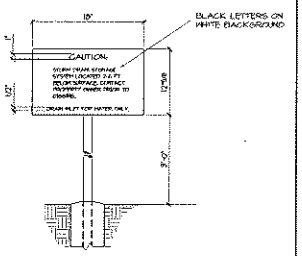
*EXCAVATION ON NEIGHBOORS PROPERTY REQUIRES ADJACENT OWNERS WRITTEN APPROVAL PRIOR TO PROJECT APPROVAL.

INSPECTION PORT DETAIL

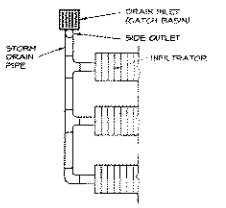
NOT TO SCALE



3 INSPECTION PORT DETAIL N.T.S.

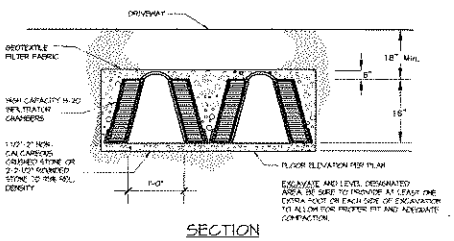


2 SIGN N.T.S.



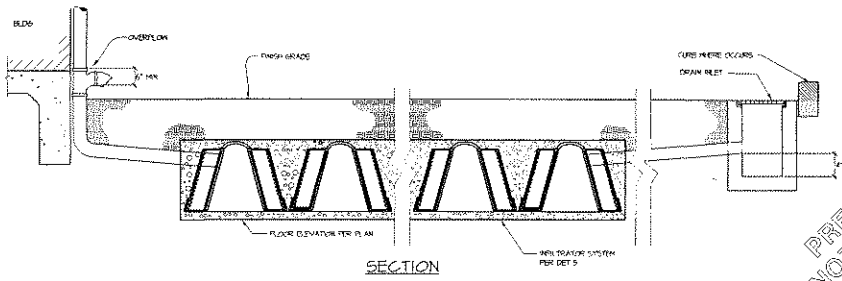
PLAN VIEW

1 INFILTRATOR DETAIL N.T.S.



SECTION

5 INFILTRATOR DETAIL N.T.S.



SECTION

4 INFILTRATOR DETAIL N.T.S.

PRELIMINARY NOT FOR CONSTRUCTION

STAMP

MIKEGONES CIVIL ENGINEERS

HABITAT FOR HUMANITY

618 SAN PASCUAL STREET
SANTA BARBARA, CA

Drawings by AR

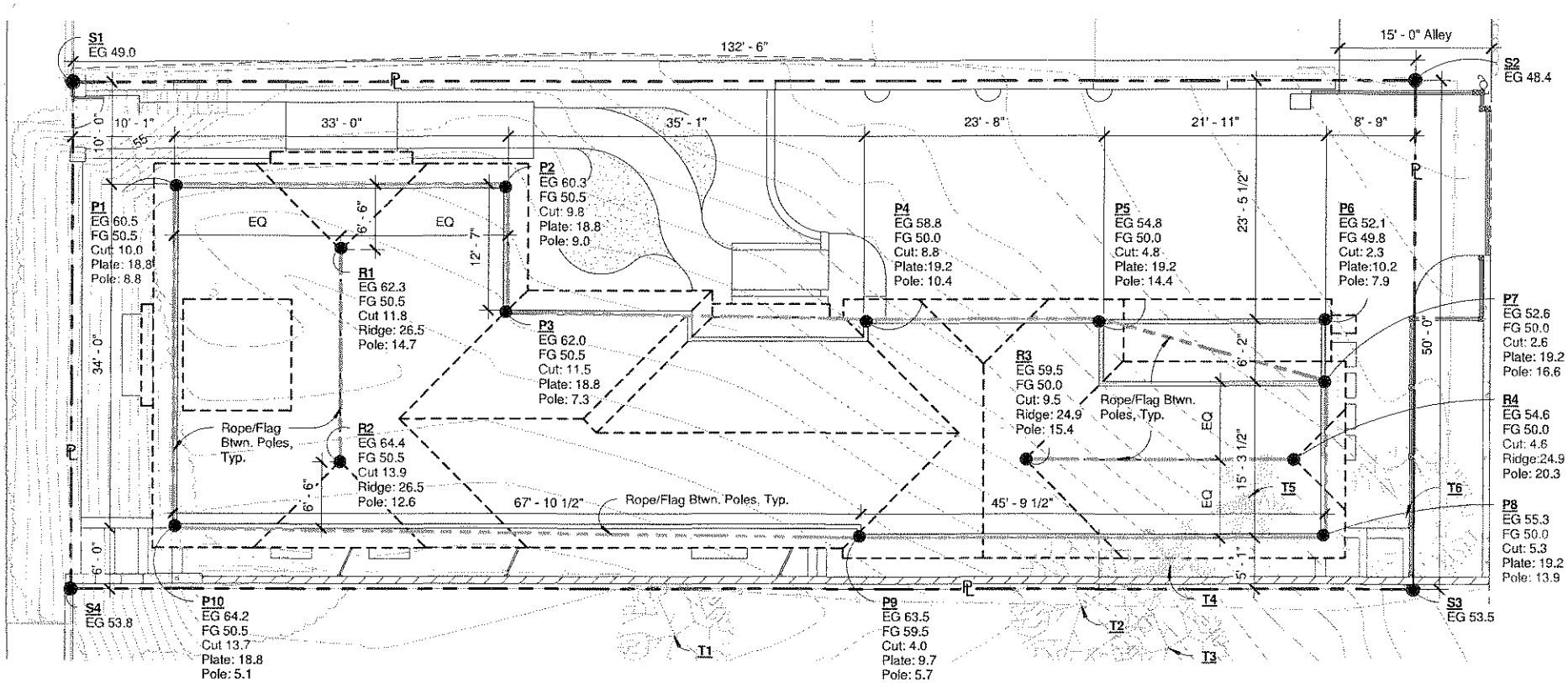
DATE: 12/17/08

REVISIONS:

JOB No: 07216

TM.3

EXHIBIT C



Legend

P1-P10: Flag Poles - Heights at Plates measured in feet from EG

R1-R4: Flag Poles - Heights at Ridges measured in feet from EG

S1-S4: Chalk or Flag 4-foot Stakes at Property Boundary Corners

T1-T6: Remove Trees / Yuccas per Tree Removal Plan & Adjacent Property Owner Consent

EG = Existing Grade Elevation
FG = Finished Grade Elevation
Cut = Vertical Distance Cut in Feet

Notes:

Mag. North Ref. North

1. Each pole shall be marked, tagged and identified as per 'Story Pole Plan'.
2. Installation shall be certified by the licensed professional who installs the story poles.

Habitat for Humanity
618 San Pascual
Santa Barbara, CA

STORY POLE PLAN
Scale: 1" = 10'-0"

Habitat for Humanity of Southern Santa Barbara County

Peikert Group Architects, LLP
10 East Figueroa St. Santa Barbara, CA 93101
Phone 805 963 8283 Fax 805 963 8283
www. peikertgroup.com

February 4, 2009

SP

PEIKERT GROUP ARCHITECTS, LLP

February 9, 2009

Staff Hearing Officer
Community Development Department – Planning Division
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93101

Subject: 681 San Pascual Street; Assessor Parcel Number 037-102-023

Dear Staff Hearing Officer:

On behalf of Habitat for Humanity, Peikert Group Architects, LLC is pleased to submit this application package for a residential project to be located at 618 San Pascual Street. This site and its neighboring parcels are zoned R-3 and have a General Plan Land Use designation of Residential - 12 Units per Acre. The parcel size is 6,625 square feet or .15 acres. The project site is surrounded by an apartment building to the south and single family residences to the north, east and west. The land use designation and zoning for the surrounding uses is Residential 12 units per acre and R-3, respectively

Habitat for Humanity is requesting discretionary approval by the Staff Hearing Officer for a parcel map to create a one-lot subdivision with four residential air space condominiums and six zoning ordinance modifications. The modifications are discussed in detail below.

Project Description

Habitat for Humanity's mission is to provide homeownership opportunities for very low and low income families within the community. Habitat goes through a rigorous selection process to identify the most suitable candidates for homeownership. In addition, Habitat continues to provide mentoring to their residents to assist with the transition from renting to owning a home. Habitat purchased this site, with assistance from the City of Santa Barbara Housing and Redevelopment Department, with the goal of developing affordable housing opportunities.

The site had been previously developed with an approximately 800 square foot single family residence which burned in a fire in 2005. The damaged home was removed from the site and it is currently vacant. The project involves the development of four residential units within a single structure including three 2-bedroom units and one 1-bedroom unit. The structure is proposed to be two stories with a maximum height of 28 feet from finished grade. The proposed net square footage on each level of the building is broken down in the following table.

10 EAST FIGUEROA STREET, SUITE 1 ■ SANTA BARBARA ■ CALIFORNIA ■ 93101 ■ T 805 963 8283 ■ F 805 963 8181
WWW.PEIKERTGROUP.COM

EXHIBIT D

RESIDENTIAL STRUCTURE (net square feet)			
	Level 1	Level 2	Total
Unit 1	503 s.f.	478 s.f.	981 s.f.
Unit 2	503 s.f.	478 s.f.	981 s.f.
Unit 3	579 s.f.	548 s.f.	1127 s.f.
Unit 4	N/A	789 s.f.	789 s.f.
Garage	900 s.f.	N/A	900 s.f.
TOTAL	**2,438 s.f.**	**2,253 s.f.**	**4,778 s.f.**

Under the R-3 and variable density standards, the site's allowed density is two 2-bedroom units. In accordance with the City's Density Bonus Program, we are seeking a bonus density to allow for two additional low income units - one 2-bedroom unit and one 1-bedroom unit.

Portions of the site are at a higher elevation than that of the surrounding properties. The highest point of the site is toward the front of the site along the southern property line. The site slopes down slightly toward the west, north, and more significantly to the east. The highest point of the site is located at 67 feet above sea level and the existing sidewalk is at 48 feet above sea level. Habitat is proposing to excavate approximately 1,821 cubic yards of soil which will lower the site elevation to an average of 50 feet above sea level. Once the site is graded it will gently slope from the west to the east and a retaining wall will be constructed along the southern property line to retain soil that will remain between the proposed development and the adjacent apartment building. Please refer to the preliminary grading and drainage plan for more detailed information.

The civil engineer, Mike Gones, prepared a Preliminary Stormwater Study for the site. The report concluded that the redevelopment of the site would result in an increase of storm water run-off during any storm event due to an increase in impervious surfaces. In order to address the treatment of the increased run-off (first inch within a 24 hour period), the project would include a series of infiltrators under the proposed driveway that would sufficiently treat the storm water. Please see the attached Storm Drainage Report for the detailed analysis.

Outdoor Living Space and Landscaping

The required outdoor living space will be provided as common open yard area. Section 28.21.081.b. requires that at least 15% of the total lot area be provided as open yard area. The project would include 1,004 square feet of open yard area or 15% of the total site. In addition, the ordinance requires that at least one area be a minimum of 20 feet by 20 feet. As depicted in the Outdoor Living Space diagram, the common space exceeds the dimension requirements and is located directly north of Unit 3 – see Sheet A2.

There is limited existing vegetation on site and it is located predominantly along the western and southern property boundaries. The vegetation includes pittisporum, ivy, a palm tree, and several yucca plants. All existing vegetation will be removed and the site will be replanted with drought tolerant trees, shrubs and ground cover. Please refer to the proposed Landscape Plan for information regarding the proposed plant palette.

Vehicle Access & Parking

Vehicular access to the site is provided by an existing 15 foot alley that parallels San Pascual Street. Historically, the right of way for the alley extended into the project site and the adjoining property to the east. The alley was never developed beyond its current termination and therefore, in 1986, the city abandoned the right of way. It has been determined that equal parts of the right of way are now owned by the two properties owners to the west and east, Habitat for Humanity and the Alvarez Family. The two property owners have agreed to record the submitted easement to allow shared access along the 15 extension of the alley. This shared access is reflected on the Site Plan – Sheet A2.

Habitat is requesting a reduction in the total required parking for the project. Section 28.90.100 requires a total of 8 parking spaces for the project (1.5 spaces per 1 bedroom units and 2 spaces per 2 bedroom units). A more detailed discussion of this requested modification is provided below.

Requested Modifications

As noted above, Habitat is requesting the approval of six modifications to the zoning ordinance.

- To allow a 5'-0" setback (in lieu of 6'-0") at the south property line, at the rear portion of the building. (SBMC Sec. 28.21.060.2)
- To allow a reduction in required parking. (SBMC Sec. 28.90.100.G)
- To allow a 1'-6" encroachment in the front yard setback (patio overhang). (SBMC Sec. 28.21.060.1)
- To allow an increase in lot area density. (SBMC Sec. 28.21.080.G)
- To allow a retaining wall to exceed 3.5 feet within the first ten feet of the front property line. (SBMC Sec. 28.87.170.1)
- To allow a retaining wall and fence to exceed 8 feet from grade along the southern property line. (SBMC Sec. 28.87.170.2)

The first modification would reduce the interior yard setback for the eastern most portion of the structure (the garage and Unit 4) along the southern property boundary from 6 feet to 5 feet. There is an approximately 14 foot separation between the project site's southern property boundary and the existing apartment building to the south. This area contains soil that was not

removed at the time when the apartment building was constructed. In addition, the portion of the proposed building that requires the setback modification is adjacent to the parking area provided for the existing apartments. Therefore, the small reduction in the interior setback is not anticipated to impact the existing apartments. The purpose of this modification is to allow for sufficient maneuvering space for vehicles accessing the proposed parking.

As discussed above, Habitat is requesting a reduction in the total required parking for the project from eight spaces to four spaces. Due to the limited size of the project and the desire to provide as many affordable units as possible, the project includes only one garage space per unit. The future residents of this project would be low income families or singles. Based on Habitat for Humanity's experience in the south coast region, they have found that the low income residents that are placed in this unit size typically have only one vehicle. In addition, the Metropolitan Transit District currently operates a bus line along San Pascual which makes alternative transportation readily available to future residents. Section 28.90.100.G of the zoning ordinance allows one space per unit for very low and low income rental projects. This is permitted because rental projects can restrict automobile ownership and monitor it with rental agreement updates. Habitat is also proposing to monitor automobile ownership on an annual basis and has notified the families that have been selected to purchase these homes of this restriction. The project CC&Rs will include language that outlines these requirements and clearly indicates that violation of them will result in significant fines.

Habitat is requesting a modification to allow for a patio overhang to encroach into the front yard setback by an additional 1 foot 6 inches than is currently allowed under Section 28.21.060.1 of the zoning ordinance. The patio and associated overhang were requested by the Architectural Board of Review to create a more pedestrian friendly frontage and a greater presence on the street.

Under the R-3 and variable density standards, Section 28.21.808.G., the site's allowed density is two 2-bedroom units. In accordance with the City's Density Bonus Program, Habitat is seeking a bonus density to allow for two additional low income units - one 2-bedroom unit and one 1-bedroom unit. Habitat is also seeking a modification to allow for this increase in density.

As discussed above, Habitat is requesting a modification to allow the height of the proposed retaining wall to exceed 42 inches in the front yard setback (Section 28.87.170.1). The modification is necessary due to the unique topography of the site and the property to the south. The site contains the remnants of a knoll that existed in the neighborhood. In fact, the former home was constructed on top of this knoll. However, when the apartments to the south were constructed their site was graded and a retaining wall was constructed to hold back the knoll on the project site. Habitat is proposing to remove the on-site knoll which will leave a small sliver of soil between the project site and the apartment building to the south. This sliver is located on the neighboring property and the proposed retaining is needed to hold back this existing soil.

Please see Sheet A5 which includes sections of the project site. The walls in the front yard will be stepped down and the slope will remain screened with landscaping.

Lastly, Habitat is requesting a modification to allow the height of the proposed fence along the southern property line to exceed eight feet. Section 28.87.170.2 of the ordinance requires that fences along the interior yards be no more than eight feet maximum. As depicted on Sheet A5 and as discussed above, the project includes the removal of the existing knoll and the construction of a retaining wall to hold back the soil on the property to the south. The southern elevation of the proposed units will back directly up to the retaining wall. The proposed wall will create a setback between the proposed units and the property line. At the highest point the wall measures 6 feet 10 inches from the finished grade. The wall is just barely visible from the apartments to the south. However, because of the nearly seven foot grade change between the two sites, a 42 inch fence is required to be constructed on top of the wall. With the inclusion of the fence along the top of the retaining wall, the wall/fence would be nearly 10 feet 3 ½ inches at the highest point. It should be noted that the residents of the apartment building will only see only the very top of the wall and the 42 inch fence.

Requested Design Waivers

Habitat has requested and received approval of two design waivers; one from the Archictectural Review Board and one from Public Works. First, a design waiver of Section 28.90.050.3, Perimeter Planters, which requires a five foot planter where a parking area or driveway abuts a neighboring building or property line was requested. The project includes a reduction of the required planter areas along portions of the northern and eastern property boundaries which is needed to ensure adequate vehicular maneuvering space and access. The planter area along the northern property boundary has been reduced to zero for approximately 56 feet. Landscaping pockets are provided and planted with vines that would grow along the proposed wood fence to minimize any impact to the property to the north. It should be noted that this area of proposed reduction is adjacent to an existing garage. The planter area along the eastern property boundary would be eliminated to allow for the shared access to the Habitat site and the Alavarez's property to the east. As noted above, the ABR has reviewed this design waiver and has generally agreed that the request is acceptable. Habitat is proposing to construct a wood fence along the eastern property boundary in addition to the existing fence and plantings on the adjacent property. With the proposed fencing and existing vegetation, the reduction in planter area should not impact the adjacent property.

Second, due to the constraints of the site, Habitat sought a design waiver of the parking design standard that requires 26 feet of backout space from the proposed garages. The Housing Element suggests that reduction in backout space be allowed for affordable housing projects. The backout space is proposed to be 22 feet 6 inches. The Public Works Department (Transportation staff) approved this requested waiver.

Justification of Project

The justification for the project is that: 1) the site is located in the downtown residential area, an ideal location for multi-family residences, 2) this type of project is the essence of smart growth, providing incentives for the use of alternative modes of travel, thereby reducing environmental impacts of traffic, air pollutant emissions, and the use of limited land area for parking, and 3) the project will provide four critically needed low income homeownership opportunities for local residents.

If you have any questions, please feel free to call me at your convenience.

Sincerely,

Lisa Plowman, Planning Manager
Peikert Group

cc: Ms. Joyce McCullough, Habitat for Humanity

ATTACHMENTS:

1. 10 Copies of Full Size Plan Sets
2. 1 Reduced Size Plan Set (11x17)
3. 2 copies of Title Report, First American Title Company
4. Site Photos
5. Storm Drainage Report, Mike Gones, December 2007
6. Owner Authorization Form

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CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING

618 SAN PASCUAL ST R-3 Zone
Assessor's Parcel Number: 037-102-023
Application Number: MST2008-00059
Owner: Habitat For Humanity
Architect: Peikert Group Architects

(Proposal to construct four two-story attached residential condominium units on an existing 6,250 square foot vacant lot in the R-3 Zone. The proposed units will be offered to low and very low income residents. The proposal includes 1 one-bedroom unit and 3 two-bedroom units to range in size from 737 square feet to 1,120 square feet. Proposed parking will be provided by four one-car garages. The proposal also includes 1,211 square feet of common open space and 634 square feet of private outdoor living space. Total on-site proposed development would be 4,691 square feet on a 6,250 square foot lot. The project requires review by the Staff Hearing officer for a Tentative Subdivision Map and requested modifications.)

(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND REVIEW BY THE STAFF HEARING OFFICER FOR A TENTATIVE SUBDIVISION MAP AND MODIFICATIONS.)

(Time: 3:35)

Present: Peikert Detlev and Lisa Plowman, Peikert Architects; Joyce McCullaugh, Executive Director, and Christine Garvey, Habitate for Humanity.

Public comment opened at 4:04 p.m.
A letter in opposition from Paula Westbury was acknowledged.
Public comment closed at 4:05 p.m.

Motion: **Continued indefinitely to the Staff Hearing Officer and return to the Full Board with the following comments:**
1) The Board finds: a) the street front massing is appropriate; b) the site diagram and planning are well handled; c) the front wall trellis as shown and described as "nitch with bench and trellis" is appropriate.
2) There is concern with the amount of grading and retaining walls, particularly in relation to the neighbor at the north property line. Mitigate with landscaping, and reduced grading.
3) Property line plaster walls should be finished on both sides, particularly adjacent to the neighboring properties.
4) The Board understands the existing 24 inch wide pittosporum trees may be in poor health.
5) The front walls abutting the sidewalk should be stone to match the neighbor.
6) The right front retaining wall as faced from the street appears out of character. The Board prefers the alternative offered by the applicant to either step the grading and/or step the planters.
7) Provide a more integrated entry at the stairs to Unit 4, which is located above the garages. Provide additional landscaping and an entry stoop.
8) Overall the size, bulk, and scale are appropriate to the site. The Board is reticent to comment on the reduction in parking and the requested bonus density as they may be out of the Board's jurisdiction.
9) The 5 foot side yard setback requested for the Unit 4 garage at the rear of the site does not pose a negative aesthetic impact.
10) Vine pockets on the driveway north side wall/retaining wall portion acceptable.
11) Provide a front entry from the street for Unit 1, to be more compatible with the neighborhood.
12) Provide additional detailing of the front facade, including window boxes and other features to provide animation.

Action: Blakeley/Manson-Hing, 6/0/1. Motion carried. (Zink abstained. Mudge absent.)

DUDEK
621 CHAPALA STREET
SANTA BARBARA, CALIFORNIA 93101
T 805.963.0651 F 805.963.2074

December 16, 2008

6260-01

Ms. Joyce McCullough, Executive Director
Habitat for Humanity
P.O. Box 176
Goleta, CA 93116

RECEIVED
DEC 18 2008
CITY OF SANTA BARBARA
PLANNING DIVISION

SUBJECT: ***Habitat for Humanity – 618 San Pascual, Santa Barbara Environmental Noise Study***

Dear Ms. McCullough:

Dudek has completed an environmental noise study for the Habitat for Humanity condominiums project located at 618 San Pascual in the City of Santa Barbara, California (*Figures 1 and 2*). The results of our analysis are summarized in this report, suitable for submittal to the City of Santa Barbara's Planning Department.

The report presents a summary of the Noise Criteria (*Section 1*), Project Background and Setting (*Section 2*), Existing Noise Environment (*Section 3*), Future Noise Analysis (*Section 4*), and Findings/Recommendations (*Section 5*).

Data used in our analysis were taken from the project plans prepared by Peikert Group Architects, LPP – December 15, 2008. Traffic data used in this analysis are based on information provided by Associated Transportation Engineers (ATE/Caltrans). A glossary of acoustical terms and definitions used in this report is included in *Attachment A*. All noise levels in this report are A-weighted.

1.0 NOISE CRITERIA

The Land Use Compatibility Standards in the City of Santa Barbara's Noise Element of the General Plan, Table 3, indicate a noise level of 60 Ldn to be a "normally acceptable" exterior noise exposure level for the proposed project's residential uses. The "normally acceptable" 60 Ldn exterior noise exposure level is considered the maximum allowable exterior noise level for the projects outdoor living areas.

The City of Santa Barbara's maximum interior noise level applicable to the habitable spaces within the proposed project's residential uses is 45 Ldn.

2.0 PROJECT BACKGROUND AND SETTING

The project site (APN: 037-102-023) located at 618 San Pascual in the City of Santa Barbara, California (*Figures 1 and 2*) is currently undeveloped. Adjacent land-uses include an existing apartment building to the southeast, and single-family residences to the northeast and northwest. San Pascual is to the southwest of the site. The U.S. Highway 101 and Union Pacific Railroad are to the northeast of the site, at approximately 400 and 240 feet from the proposed building façade, respectively.

The project proposes to construct four residential condominiums at the site, including three 2-bedroom townhouses (Units 1, 2, and 3) and one 1-bedroom carriage unit (Unit 4), shown in *Figures 3 and 4*. Four single-car garages are located at the rear of the site, accessed by a public alley. Proposed grading and retaining walls facilitate an accessible common area at ground level and private backyards at the second level. A 5-feet high masonry retaining wall along the private backyards boundary functions as a sound wall for these second floor outdoor living areas. The project plans show a partial 5-feet high sound wall for the ground floor common area.

3.0 EXISTING NOISE ENVIRONMENT

The project site is primarily exposed to noise from the U.S. Highway 101 and Union Pacific Railroad to the northeast of the site. San Pascual is a local collector street and vehicles along this street are not anticipated to contribute significantly to the noise environment at the site.

The US Highway 101 in the project vicinity carries a current traffic volume of approximately 101,000 average daily trips (ADT) (Source: ATE/Caltrans). Existing homes between the project site and the US Highway 101 and Union Pacific Railroad provide some noise shielding.

The existing noise environment at the site was monitored for a 24-hour period on Tuesday and Wednesday, December 9 and 10, 2008. Dudek monitored previously U.S. Highway 101 and Union Pacific Railroad noise levels during weekdays and weekends, and found the weekday noise levels to be higher than the weekend noise levels. Consequently, the weekday noise levels monitored at the site are considered to represent a worse case situation.

The noise measurements were conducted with a calibrated Rion NL32 integrating sound level meter, using A-weighting and "slow" response settings. This sound level meter meets the current American National Standards Institute standard for a Type I precision sound level meter.

The sound level meter was calibrated before and after the readings. The microphone was protected with a windscreen during the measurements and positioned at a height of approximately five-feet above the second floor level of the proposed development (*Figure 5*).

The weather conditions during measurements ranged between approximately 50 and 65 F, with overcast to clear skies, and a variable wind between 1 and 5 mph.

The monitored hourly Leq noise levels are presented in *Table 1*.

TABLE 1
Monitored Noise Levels - dBA L_{eq-hr}

Start Time	Hourly Leq (dBA)
12:00 PM	58
1:00 PM	58
2:00 PM	59
3:00 PM	62
4:00 PM	63
5:00 PM	61
6:00 PM	62
7:00 PM	62
8:00 PM	61
9:00 PM	61
10:00 PM	60
11:00 PM	57
12:00 AM	53
1:00 AM	52
2:00 AM	50
3:00 AM	50
4:00 AM	51
5:00 AM	56
6:00 AM	62
7:00 AM	66
8:00 AM	63
9:00 AM	59
10:00 AM	59
11:00 AM	60

The data shown in *Table 1* indicate the monitored hourly Leq to range between 50 and 66 dBA, resulting in a calculated noise level of 64 Ldn at the monitor location.

4.0 FUTURE NOISE ANALYSIS

The U.S. Highway 101 and Union Pacific Railroad are expected to remain the primary noise sources potentially impacting the project site in the future. City guidelines allow future conditions to be analyzed based on 15 years post anticipated date of certificate of occupancy traffic conditions. Anticipating a certificate of occupancy submittal at the end of year 2010, U.S. Highway 101 year 2025 traffic volumes have been used to analyze U.S. Highway 101 future noise impacts to the site. Union Pacific Railroad year 2025 noise levels at the site are assumed to be the same as the existing UPRR noise levels at the site.

The northeast façade of Unit 4 is facing the U.S. Highway 101 and Union Pacific Railroad and this unit is located nearest to, and potentially most impacted by noise from, the U.S. Highway 101 and Union Pacific Railroad.

The second floor private yards are positioned along the southeast of the site and have a limited line-of-sight to the U.S. Highway 101 and Union Pacific Railroad. In addition, these second floor outdoor living areas are shielded from U.S. Highway 101 and Union Pacific Railroad noise by a 5-feet high masonry retaining wall along the property line.

The ground level common area is positioned between the garages' drive way, Unit 3, Unit 2, and a retaining wall to the northwest of the site. A partial 5-feet high masonry sound wall is planned between this common area and the parking garages drive way, to reduce the U.S. Highway 101 and Union Pacific Railroad in this common area.

Worse case year 2025 noise levels at the project building façades and outdoor living areas were calculated using a Federal Highway Administration's (FHWA) vehicle noise prediction model. The FHWA vehicle noise prediction model was calibrated using the 64 dB Ldn noise level calculated from the hourly Leq noise levels monitored at the site (*Table 1*). The difference between the monitored and calibrated Ldn noise level is less than 0.5 dBA, which is well within the accuracy of the noise monitoring and modeling programs.

The following U.S. Highway 101 existing and year 2025 average daily traffic volumes (ADT) have been used in this analysis:

- Existing: 101,000 ADT
- Year 2025: 124,520 ADT

The vehicle mix on the U.S. 101 Highway is assumed to be 96% automobiles, 1% medium trucks, and 3% heavy trucks (Source: Caltrans). The input into the computer model includes the above-referenced existing, year 2025 traffic volumes, and vehicle mix, with an average vehicle speed of 65 mph along the U.S. 101 Highway. This modeled average vehicle speed correlated well with the results of the noise measurements.

Union Pacific Railroad noise levels are included in the monitored and calibrated noise level used in the analysis and, as such, included in the combined year 2025 potential noise impact from the U.S. Highway 101 and the Union Pacific Railroad.

The results of the year 2025 exterior noise analysis are summarized in *Table 2*. A copy of the FHWA vehicle noise prediction model calculation sheets is included in *Attachment B*.

TABLE 2
Year 2025 - Modeled Exterior Noise Levels (Ldn)

Location	Façade	Outdoor Living Area
Unit 1	62 Ldn	58 Ldn [1]
Unit 2	62 Ldn	59 Ldn [1]
Unit 3	62 Ldn	60 Ldn [1]
Unit 4	66 Ldn	60 Ldn [1]
Unit 1 - 4	-	57 Ldn [2]

[1] Private yard – with 5 feet high masonry retaining wall along property line

[2] Common area – with partial 5 feet high sound wall between common area and garages' drive way

5.0 FINDINGS / RECOMMENDATIONS

5.1 Exterior Noise Levels

The year 2025 exterior noise analysis indicates that the highest noise level in the project's outdoor living areas could range up to 60 dB Ldn, which would meet the City of Santa Barbara 60 dB Ldn exterior noise level compatibility criteria for residential land uses, without the need for further mitigation.

5.2 Interior Noise Levels

In order to meet the City of Santa Barbara 45 Ldn interior noise level requirement, the minimum outdoor-to-indoor sound transmission loss (TL) of the building's facades would need to range from 17 dB for Units 1, 2, and 3 (62 Ldn – 45 Ldn), to 21 dB for Unit 4 (66 Ldn – 45 Ldn).

Standard construction materials and techniques used for new developments in Southern California result in a minimum exterior to interior noise attenuation of 12 dB with windows open. Therefore, the interior noise level for the project's units with windows open could range between 50 and 54 Ldn, which exceed the City of Santa Barbara 45 Ldn interior noise level requirement.

With the units' windows closed, it is anticipated that the worse case required 21-dB outdoor-to-indoor sound transmission loss will be achieved with the currently planned construction design, i.e., typical stucco walls (STC 46) and typical dual-glaze windows and sliding glass doors (STC 26).

Consequently, a windows closed condition will apply to the project's habitable rooms, which means that adequate ventilation (mechanical ventilation and/or air-conditioning) needs to be provided to these spaces. The ventilation system should be designed and constructed to meet the Uniform Building Code minimum ventilation rate requirements.

* * * * * * *

This completes our Environmental Noise Study for the proposed Habitat for Humanity Condominiums project at 618 San Pascual in the City of Santa Barbara, California.

Should you have any questions regarding this report, please do not hesitate to contact me at (805) 208-4827 or coverweg@dudek.com.

Respectfully submitted,

DUDEK

CORNELIS OVERWEG, P.E., LEED AP, INCE
Senior Acoustical Engineer

Enclosures: *Figures 1 through 5*
Attachments A and B

REFERENCES

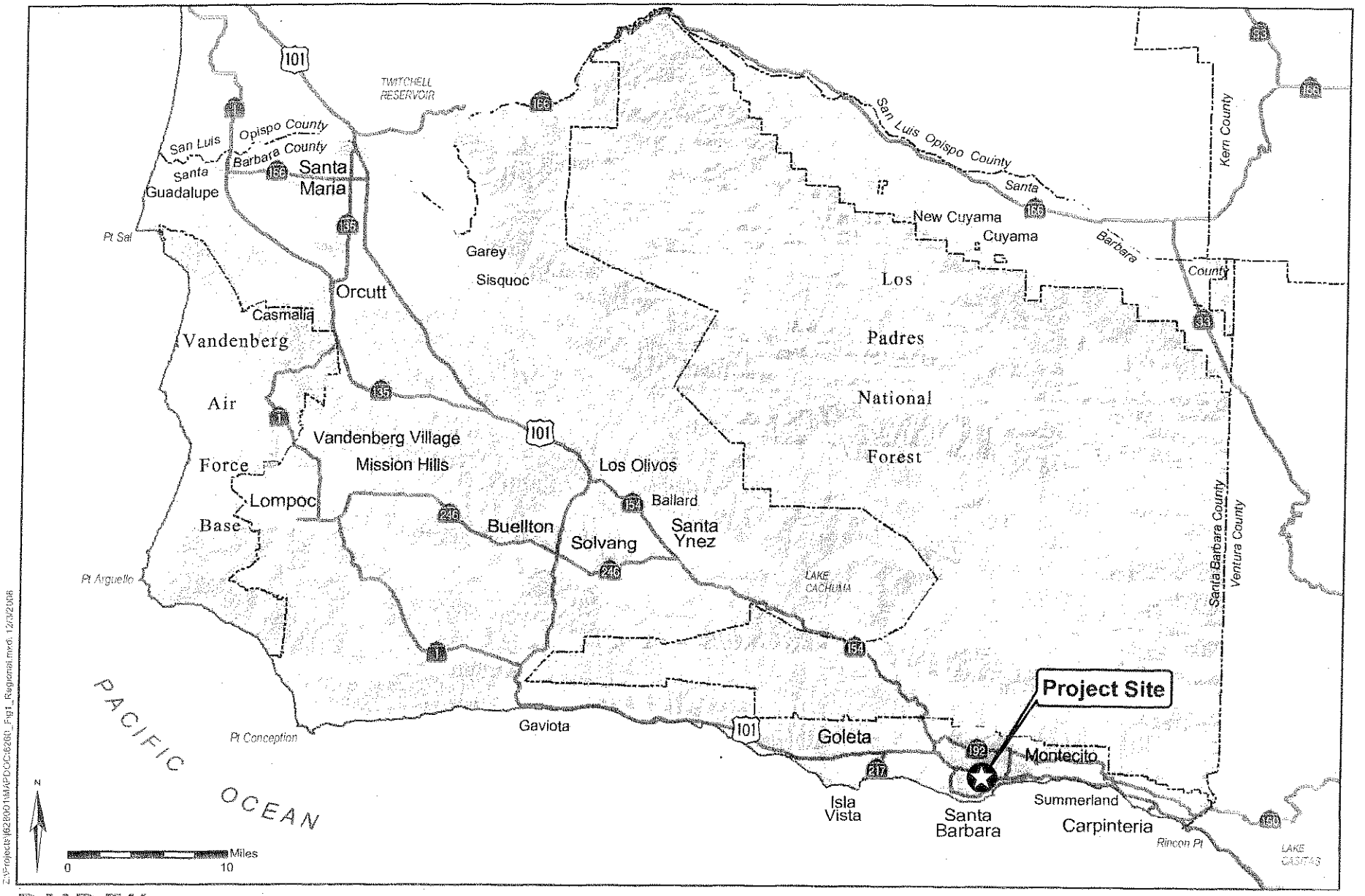
Project Plans, December 15, 2008.
Peikert Group Architects, LPP

City of Santa Barbara, August 1979.
City of Santa Barbara General Plan Noise Element.

California Department of Transportation (Caltrans).
California Vehicle Noise Emission Levels, (FHWA/CA/TL-87/03).

California Department of Transportation (Caltrans), 2004.
Annual Average Daily Truck Traffic on the California State Highway System.

California Department of Transportation (Caltrans), 2005.
Annual Average Daily Traffic on the California State Highway System.



DUDEK

Habitat for Humanity Condominiums - Noise Study

Regional Setting

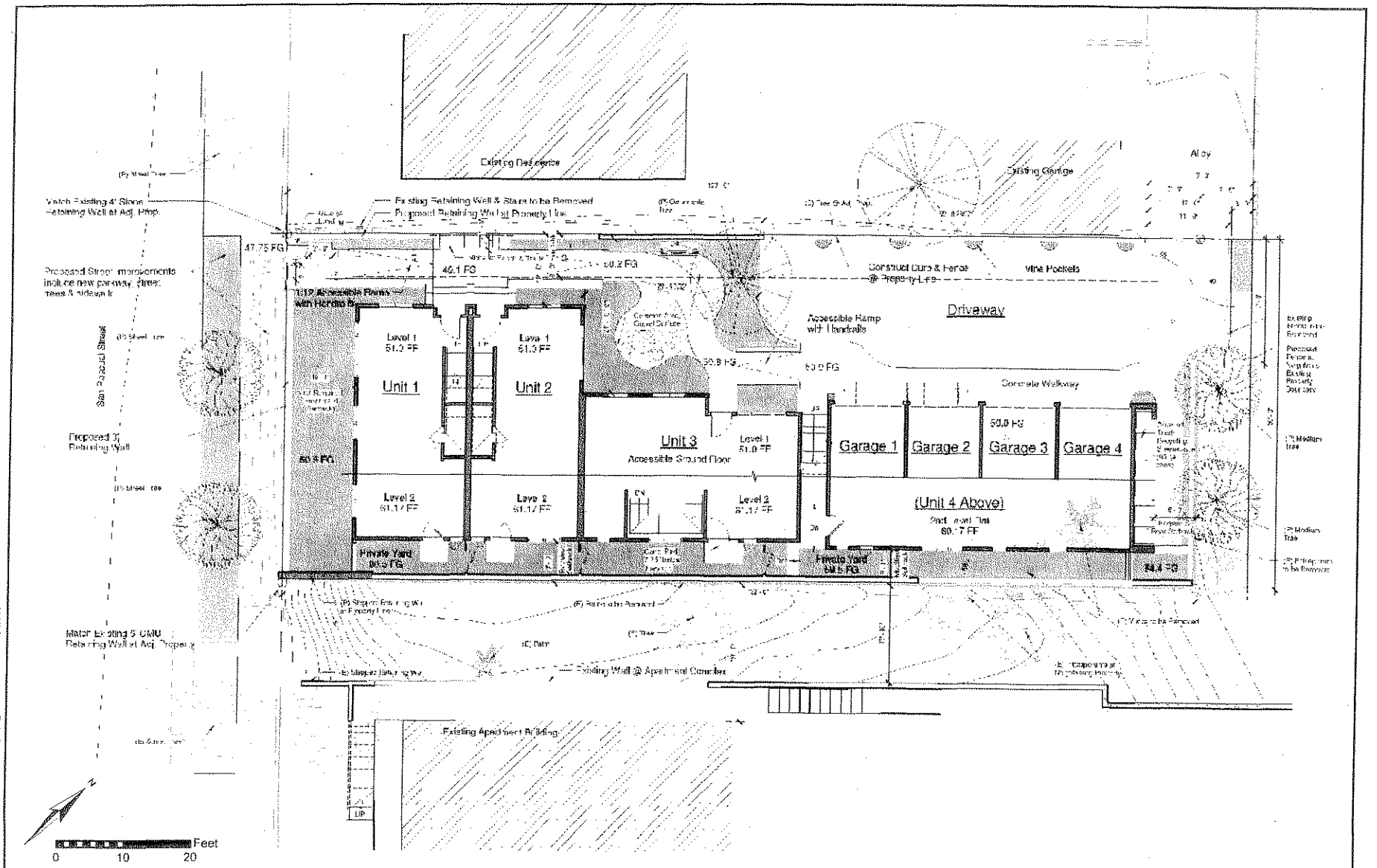
FIGURE 1

DUDEK

Habitat for Humanity Condominiums - Noise Study

Project Vicinity

FIGURE 2



Source: Peikert Group Architects, LLP, February 4, 2008

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DUDEK

Habitat for Humanity Condominiums - Noise Study

Site Plan

FIGURE 3

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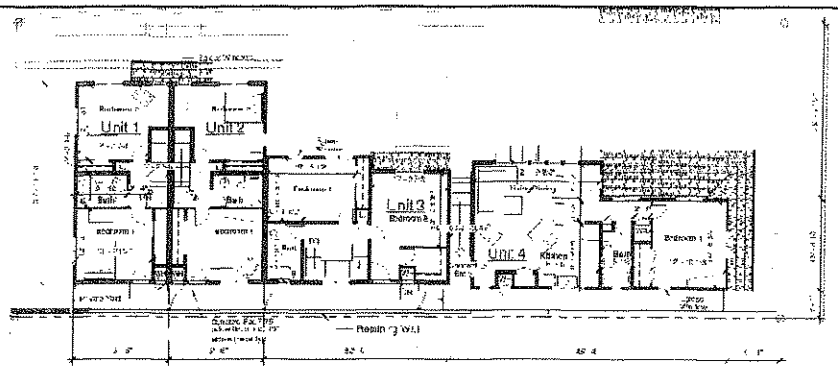
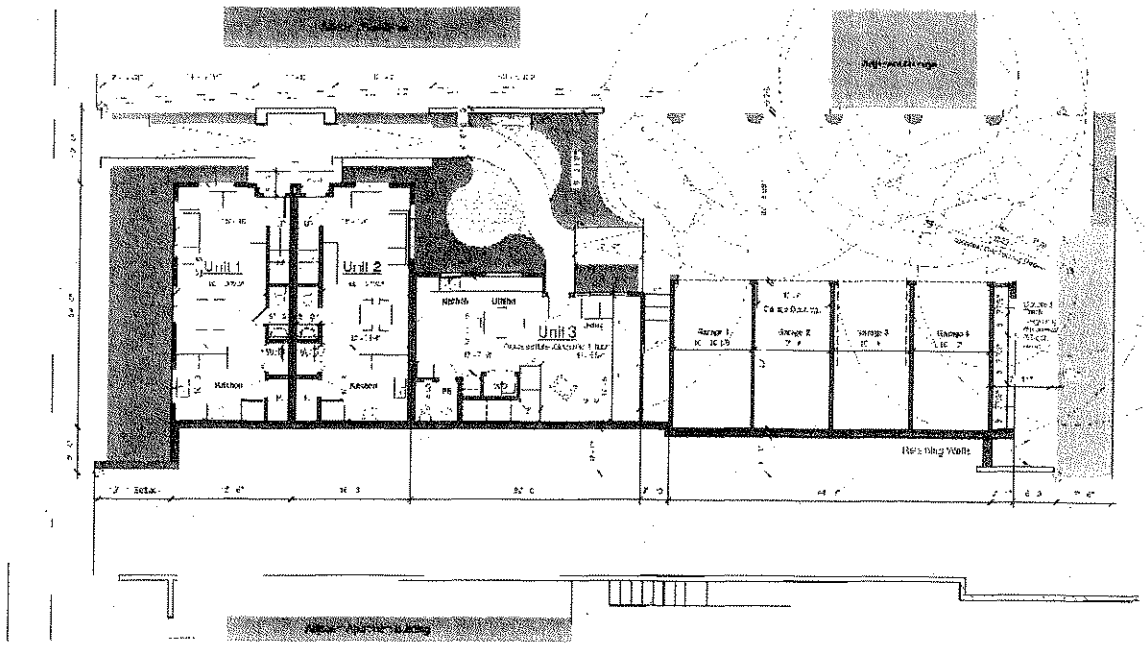
Habitat for Humanity Condominiums - Noise Study

Noise Measurement Location

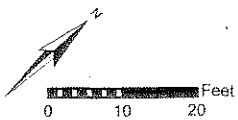
FIGURE 5



Second Floor Plan



Ground Floor Plan



Source: Peikert Group Architects, LLP, February 4, 2008

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Habitat for Humanity Condominiums - Noise Study

Floor Plan

FIGURE 4

ATTACHMENT "A"

Acoustical Terms and Definitions

Term	Definition
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
A-Weighted Sound Level	dBA is the sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Community Noise Equivalent Level	CNEL is the A-weighted equivalent continuous sound exposure (CNEL) level for a 24-hour period with a ten dB adjustment added to sound levels occurring during nighttime hours (10 pm to 7 am) and a five dB adjustment added to the sound levels occurring during the evening hours (7 pm to 10 pm).
Day / Night Noise Equivalent Level	Ldn is the A-weighted equivalent continuous sound exposure level for a 24-hour period with a ten dB adjustment added to sound levels occurring during nighttime hours (10 pm to 7 am).
Decibel	dB is the unit for measuring sound pressure level, equal to 10 times the logarithm to the base 10 of the ratio of the measured sound pressure squared to a reference pressure, which is 20 micro-Pascal.
Time-Average Sound Level	TAV is the sound level corresponding to a steady state sound level and containing the same total energy as a time varying signal over a given sample period. TAV is designed to average all of the loud and quiet sound levels occurring over a specific time period.

ATTACHMENT "B"

Vehicle Noise Calculations

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

DUDEK

(modified for LDN)

PROJECT:	Habitat for Hmanity, 618 San Pascual, City of Santa Barba				JN:	6260
ROADWAY:	US 101 - Existing				DATE:	16-Dec-08
LOCATION:	Monitor Location				BY:	C.OVERWEG
MONITORED: 64.0 LDN						
ADT	101,000	Existing			PK HR VOL	10,100
SPEED	65					
PK HR %	10					
DIST CTL	460					
DIST N/F	76			AUTO SLE DISTANCE		459.4
DIST EX BUILD	250			MED TRUCK SLE DIST		459.1
DIST EB/OB	210			HVY TRUCK SLE DIST		458.5
HTH EX BLDG	12.0					
HTH OBS	5.0					
AMBIENT	0					
ROADWAY VIEW:						
LF ANGLE	-90					
RT ANGLE	90					
DF ANGLE	180					
SITE CONDITIONS:			(10=HARD SITE, 15=SOFT SITE)			
AUTOM	15.0					
MED TR	15.0					
HVY TR	10.0					
BARRIER	0		(0=WALL,1=BERM)			
ELEVATIONS:						
PAD	66.0		AUTOMOBILES =	45.00		
ROAD	45.0		MEDIUM TRUCKS=	47.30		
			HEAVY TRUCKS =	53.01		
GRADE:	0.0	%	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.140	0.105	0.9600
MEDIUM TRUCKS	0.490	0.022	0.490	0.0100
HEAVY TRUCKS	0.473	0.054	0.473	0.0300

NOISE IMPACTS WITHOUT TOPO OR BUILDING SHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
AUTOMOBILES	65.2	63.3	61.9	55.9	64.4
MEDIUM TRUCKS	55.7	51.8	44.4	53.1	59.3
HEAVY TRUCKS	69.9	65.8	62.4	67.1	73.3
VEHICULAR NOISE	71.3	67.9	65.2	67.6	73.9

NOISE IMPACTS WITH TOPO AND BUILDING SHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
VEHICULAR NOISE	60.9	57.5	54.9	57.2	63.6

AMBIENT:	W/O AMBIENT		W/ AMBIENT
LEQ PK HR WITHOUT TOPO OR BUILDING SHIELDING	71.3		71.3
LEQ PK HR WITH TOPO OR BUILDING SHIELDING	60.8	*******	60.8
LDN WITHOUT TOPO AND BUILDING SHIELDING	73.9		73.9
LDN WITH TOPO AND BUILDING SHIELDING	63.6	*******	**63.6**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

DUDEK

(modified for LDN)

PROJECT:	Habitat for Humanity, 618 San Pascual, City of Santa Barb	JN:	6260
ROADWAY:	US 101 - Existing	DATE:	16-Dec-08
LOCATION:	Unit 1 - Façade	BY:	C.OVERWEG

ADT	124,520	Existing	PK HR VOL	12,452
SPEED	65			
PK HR %	10			
DIST CTL	505			
DIST N/F	76		AUTO SLE DISTANCE	503.7
DIST EX BUILD	250		MED TRUCK SLE DIST	503.5
DIST EB/OB	255		HVY TRUCK SLE DIST	503.0
HTH EX BLDG	12.0			
HTH OBS	5.0			
AMBIENT	0			
ROADWAY VIEW:				
LF ANGLE	-90			
RT ANGLE	0			
DF ANGLE	90			

SITE CONDITIONS: (10=HARD SITE, 15=SOFT SITE)

AUTOM	15.0	
MED TR	15.0	
HVY TR	10.0	
BARRIER	0	(0=WALL,1=BERM)

ELEVATIONS:

PAD	60.5		AUTOMOBILES =	45.00
ROAD	45.0		MEDIUM TRUCKS=	47.30
			HEAVY TRUCKS =	53.01
GRADE:	0.0	%	GRADE ADJUSTM=	0.0 (TO HEAVY TRUCKS)

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.140	0.105	0.9600
MEDIUM TRUCKS	0.490	0.022	0.490	0.0100
HEAVY TRUCKS	0.473	0.054	0.473	0.0300

NOISE IMPACTS WITHOUT TOPO OR SHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
AUTOMOBILES	62.5	60.6	59.2	53.2	61.7
MEDIUM TRUCKS	53.0	49.1	41.7	50.4	56.6
HEAVY TRUCKS	67.4	63.3	59.9	64.6	70.8
VEHICULAR NOISE	68.7	65.3	62.6	65.0	71.4

NOISE IMPACTS WITH TOPO ANDSHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
VEHICULAR NOISE	59.4	55.9	53.3	55.7	62.1

AMBIENT:	W/O AMBIENT		W/ AMBIENT
LEQ PK HR WITHOUT TOPO OR .SHIELDING	68.7		68.7
LEQ PK HR WITH TOPO OR SHIELDING	59.2	*******	59.2
LDN WITHOUT TOPO AND SHIELDING	71.4		71.4
LDN WITH TOPO AND SHIELDING	62.1	*******	**62.1**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

DUDEK

(modified for LDN)

PROJECT:	Habitat for Humanity, 618 San Pascual, City of Santa Barb	JN:	6260
ROADWAY:	US 101 - Existing	DATE:	16-Dec-08
LOCATION:	Unit 2 - Façade	BY:	C.OVERWEG

ADT	124,520	Existing	PK HR VOL	12,452
SPEED	65			
PK HR %	10			
DIST CTL	490			
DIST N/F	76		AUTO SLE DISTANCE	488.7
DIST EX BUILD	250		MED TRUCK SLE DIST	488.5
DIST EB/OB	240		HVY TRUCK SLE DIST	488.0
HTH EX BLDG	12.0			
HTH OBS	5.0			
AMBIENT	0			
ROADWAY VIEW:				
LF ANGLE	-90			
RT ANGLE	0			
DF ANGLE	90			

SITE CONDITIONS: (10=HARD SITE, 15=SOFT SITE)

AUTOM	15.0			
MED TR	15.0			
HVY TR	10.0			
BARRIER	0	(0=WALL,1=BERM)		

ELEVATIONS:				
PAD	60.5	AUTOMOBILES =	45.00	
ROAD	45.0	MEDIUM TRUCKS=	47.30	
		HEAVY TRUCKS =	53.01	
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.140	0.105	0.9600
MEDIUM TRUCKS	0.490	0.022	0.490	0.0100
HEAVY TRUCKS	0.473	0.054	0.473	0.0300

NOISE IMPACTS WITHOUT TOPO OR SHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
AUTOMOBILES	62.7	60.8	59.4	53.4	61.9
MEDIUM TRUCKS	53.2	49.3	41.9	50.6	56.8
HEAVY TRUCKS	67.5	63.5	60.0	64.7	70.9
VEHICULAR NOISE	68.9	65.5	62.8	65.2	71.6

NOISE IMPACTS WITH TOPO ANDSHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
VEHICULAR NOISE	59.5	56.1	53.4	55.8	62.2

AMBIENT:	W/O AMBIENT		W/ AMBIENT
LEQ PK HR WITHOUT TOPO OR .SHIELDING	68.9		68.9
LEQ PK HR WITH TOPO OR SHIELDING	59.4	*******	59.4
LDN WITHOUT TOPO AND SHIELDING	71.6		71.6
LDN WITH TOPO AND SHIELDING	62.2	*******	**62.2**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

DUDEK

(modified for LDN)

PROJECT:	Habitat for Humanity, 618 San Pascual, City of Santa Barb					JN:	6260
ROADWAY:	US 101 - Existing					DATE:	16-Dec-08
LOCATION:	Unit 3 - Façade					BY:	C.OVERWEG
ADT	124,520	Existing				PK HR VOL	12,452
SPEED	65						
PK HR %	10						
DIST CTL	465						
DIST N/F	76				AUTO SLE DISTANCE		463.7
DIST EX BUILD	250				MED TRUCK SLE DIST		463.5
DIST EB/OB	215				HVY TRUCK SLE DIST		463.0
HTH EX BLDG	12.0						
HTH OBS	5.0						
AMBIENT	0						
ROADWAY VIEW:							
LF ANGLE	-90						
RT ANGLE	0						
DF ANGLE	90						
SITE CONDITIONS:			(10=HARD SITE, 15=SOFT SITE)				
AUTOM	15.0						
MED TR	15.0						
HVY TR	10.0						
BARRIER	0		(0=WALL,1=BERM)				
ELEVATIONS:							
PAD	60.5		AUTOMOBILES =		45.00		
ROAD	45.0		MEDIUM TRUCKS=		47.30		
			HEAVY TRUCKS =		53.01		
GRADE:	0.0	%	GRADE ADJUSTM=		0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.140	0.105	0.9600
MEDIUM TRUCKS	0.490	0.022	0.490	0.0100
HEAVY TRUCKS	0.473	0.054	0.473	0.0300

NOISE IMPACTS WITHOUT TOPO OR SHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
AUTOMOBILES	63.1	61.2	59.8	53.7	62.2
MEDIUM TRUCKS	53.6	49.7	42.2	50.9	57.1
HEAVY TRUCKS	67.7	63.7	60.3	64.9	71.1
VEHICULAR NOISE	69.1	65.7	63.1	65.4	71.8

NOISE IMPACTS WITH TOPO ANDSHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
VEHICULAR NOISE	59.8	56.4	53.7	56.1	62.4

AMBIENT:	W/O AMBIENT		W/ AMBIENT
LEQ PK HR WITHOUT TOPO OR .SHIELDING	69.1		69.1
LEQ PK HR WITH TOPO OR SHIELDING	59.6	*******	59.6
LDN WITHOUT TOPO AND SHIELDING	71.8		71.8
LDN WITH TOPO AND SHIELDING	62.4	*******	**62.4**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

DUDEK

(modified for LDN)

PROJECT:	Habitat for Humanity, 618 San Pascual, City of Santa Barb	JN:	6260
ROADWAY:	US 101 - Existing	DATE:	16-Dec-08
LOCATION:	Unit 4 - Façade	BY:	C.OVERWEG

ADT	124,520	Existing	PK HR VOL	12,452
SPEED	65			
PK HR %	10			
DIST CTL	400			
DIST N/F	76		AUTO SLE DISTANCE	398.8
DIST EX BUILD	250		MED TRUCK SLE DIST	398.5
DIST EB/OB	150		HVY TRUCK SLE DIST	398.0
HTH EX BLDG	12.0			
HTH OBS	5.0			
AMBIENT	0			
ROADWAY VIEW:				
LF ANGLE	-90			
RT ANGLE	90			
DF ANGLE	180			

SITE CONDITIONS: (10=HARD SITE, 15=SOFT SITE)

AUTOM	15.0			
MED TR	15.0			
HVY TR	10.0			
BARRIER	0	(0=WALL,1=BERM)		

ELEVATIONS:

PAD	60.5	AUTOMOBILES =	45.00	
ROAD	45.0	MEDIUM TRUCKS=	47.30	
		HEAVY TRUCKS =	53.01	
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.140	0.105	0.9600
MEDIUM TRUCKS	0.490	0.022	0.490	0.0100
HEAVY TRUCKS	0.473	0.054	0.473	0.0300

NOISE IMPACTS WITHOUT TOPO OR SHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
AUTOMOBILES	67.1	65.2	63.7	57.7	66.2
MEDIUM TRUCKS	57.6	53.7	46.2	54.9	61.1
HEAVY TRUCKS	71.4	67.3	63.9	68.6	74.8
VEHICULAR NOISE	72.9	69.5	66.9	69.1	75.5

NOISE IMPACTS WITH TOPO ANDSHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
VEHICULAR NOISE	63.4	60.1	57.4	59.7	66.1

AMBIENT:	W/O AMBIENT		W/ AMBIENT
LEQ PK HR WITHOUT TOPO OR .SHIELDING	72.9		72.9
LEQ PK HR WITH TOPO OR SHIELDING	63.3	*******	63.3
LDN WITHOUT TOPO AND SHIELDING	75.5		75.5
LDN WITH TOPO AND SHIELDING	66.1	*******	**66.1**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for LDN)

DUDEK

PROJECT:	Habitat for Humanity, 618 San Pascual, City of Santa Barbai					JN:	6260
ROADWAY:	US 101 - Existing					DATE:	16-Dec-08
LOCATION:	Common Outdoor Area					BY:	C.OVERWEG
ADT	124,520	Existing				PK HR VOL	12,452
SPEED	65						
PK HR %	10						
DIST CTL	465						
DIST N/F	76				AUTO SLE DISTANCE		463.7
DIST WALL	455				MED TRUCK SLE DIST		463.7
DIST WALL/OB	10				HVY TRUCK SLE DIST		463.6
HTH WALL	5.0						
HTH OBS	3.0						
AMBIENT	0						
ROADWAY VIEW:							
LF ANGLE	-20						
RT ANGLE	60						
DF ANGLE	40						
SITE CONDITIONS:		(10=HARD SITE, 15=SOFT SITE)					
AUTOM	15.0						
MED TR	15.0						
HVY TR	15.0						
BARRIER	0		(0=WALL,1=BERM)				
ELEVATIONS:							
PAD	50.5		AUTOMOBILES =		45.00		
ROAD	45.0		MEDIUM TRUCKS=		47.30		
			HEAVY TRUCKS =		53.01		
GRADE:	0.0	%	GRADE ADJUSTM=		0.0	(TO HEAVY TRUCKS)	

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.140	0.105	0.9600
MEDIUM TRUCKS	0.490	0.022	0.490	0.0100
HEAVY TRUCKS	0.473	0.054	0.473	0.0300

NOISE IMPACTS WITHOUT TOPO OR SHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
AUTOMOBILES	65.6	63.7	62.3	56.2	64.7
MEDIUM TRUCKS	56.1	52.2	44.7	53.4	59.6
HEAVY TRUCKS	64.2	60.1	56.7	61.4	67.6
VEHICULAR NOISE	68.2	65.5	63.4	63.0	69.8

NOISE IMPACTS WITH TOPO AND SHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
VEHICULAR NOISE	54.9	52.1	50.0	49.7	56.5

AMBIENT:	W/O AMBIENT		W/ AMBIENT
LEQ PK HR WITHOUT TOPO OR SHIELDING	68.2		68.2
LEQ PK HR WITH TOPO OR SHIELDING	54.8	*******	54.8
LDN WITHOUT TOPO AND SHIELDING	69.8		69.8
LDN WITH TOPO AND SHIELDING	56.5	*******	**56.5**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for LDN)

DUDEK

PROJECT:	Habitat for Humanity, 618 San Pascual, City of Santa Barbar	JN:	6260
ROADWAY:	US 101 - Existing	DATE:	16-Dec-08
LOCATION:	Unit 1 - Private Yard	BY:	C.OVERWEG

ADT	124,520	Existing	PK HR VOL	12,452
SPEED	65			
PK HR %	10			
DIST CTL	505			
DIST N/F	76		AUTO SLE DISTANCE	503.7
DIST WALL	400		MED TRUCK SLE DIST	503.6
DIST WALL/OB	105		HVY TRUCK SLE DIST	503.4
HTH WALL	5.0			
HTH OBS	3.0			
AMBIENT	0			
ROADWAY VIEW:				
LF ANGLE	0			
RT ANGLE	30			
DF ANGLE	30			

SITE CONDITIONS: (10=HARD SITE, 15=SOFT SITE)

AUTOM	15.0			
MED TR	15.0			
HVY TR	10.0			
BARRIER	0	(0=WALL,1=BERM)		

ELEVATIONS:

PAD	60.5		AUTOMOBILES =	45.00	
ROAD	45.0		MEDIUM TRUCKS=	47.30	
			HEAVY TRUCKS =	53.01	
GRADE:	0.0	%	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.140	0.105	0.9600
MEDIUM TRUCKS	0.490	0.022	0.490	0.0100
HEAVY TRUCKS	0.473	0.054	0.473	0.0300

NOISE IMPACTS WITHOUT TOPO OR SHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
AUTOMOBILES	66.7	64.8	63.4	57.4	65.9
MEDIUM TRUCKS	57.2	53.3	45.9	54.6	60.8
HEAVY TRUCKS	62.6	58.5	55.1	59.8	66.0
VEHICULAR NOISE	68.5	66.0	64.1	62.5	69.6

NOISE IMPACTS WITH TOPO AND SHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
VEHICULAR NOISE	56.4	53.9	52.0	50.5	57.5

AMBIENT:	W/O AMBIENT		W/ AMBIENT
LEQ PK HR WITHOUT TOPO OR SHIELDING	68.5		68.5
LEQ PK HR WITH TOPO OR SHIELDING	56.0	*******	56.0
LDN WITHOUT TOPO AND SHIELDING	69.6		69.6
LDN WITH TOPO AND SHIELDING	57.5	*******	57.5

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for LDN)

DUDEK

PROJECT:	Habitat for Humanity, 618 San Pascual, City of Santa Barbar	JN:	6260
ROADWAY:	US 101 - Existing	DATE:	16-Dec-08
LOCATION:	Unit 2 - Private Yard	BY:	C.OVERWEG

ADT	124,520	Existing	PK HR VOL	12,452
SPEED	65			
PK HR %	10			
DIST CTL	490			
DIST N/F	76		AUTO SLE DISTANCE	488.7
DIST WALL	400		MED TRUCK SLE DIST	488.6
DIST WALL/OB	90		HVY TRUCK SLE DIST	488.4
HTH WALL	5.0			
HTH OBS	3.0			
AMBIENT	0			
ROADWAY VIEW:				
LF ANGLE	0			
RT ANGLE	45			
DF ANGLE	45			

SITE CONDITIONS:		(10=HARD SITE, 15=SOFT SITE)			
AUTOM	15.0				
MED TR	15.0				
HVY TR	10.0				
BARRIER	0		(0=WALL,1=BERM)		
ELEVATIONS:					
PAD	60.5		AUTOMOBILES =	45.00	
ROAD	45.0		MEDIUM TRUCKS=	47.30	
			HEAVY TRUCKS =	53.01	
GRADE:	0.0	%	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.140	0.105	0.9600
MEDIUM TRUCKS	0.490	0.022	0.490	0.0100
HEAVY TRUCKS	0.473	0.054	0.473	0.0300

NOISE IMPACTS WITHOUT TOPO OR SHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
AUTOMOBILES	66.9	65.0	63.6	57.6	66.1
MEDIUM TRUCKS	57.4	53.5	46.1	54.8	61.0
HEAVY TRUCKS	64.5	60.4	57.0	61.7	67.9
VEHICULAR NOISE	69.2	66.5	64.5	63.7	70.6

NOISE IMPACTS WITH TOPO AND SHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
VEHICULAR NOISE	57.4	54.7	52.7	51.9	58.7

AMBIENT:	W/O AMBIENT		W/ AMBIENT
LEQ PK HR WITHOUT TOPO OR SHIELDING	69.2		69.2
LEQ PK HR WITH TOPO OR SHIELDING	56.9	*******	56.9
LDN WITHOUT TOPO AND SHIELDING	70.6		70.6
LDN WITH TOPO AND SHIELDING	58.7	*******	**58.7**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for LDN)

DUDEK

PROJECT:	Habitat for Humanity, 618 San Pascual, City of Santa Barbar	JN:	6260
ROADWAY:	US 101 - Existing	DATE:	16-Dec-08
LOCATION:	Unit 3 - Private Yard	BY:	C.OVERWEG

ADT	124,520	Existing	PK HR VOL	12,452
SPEED	65			
PK HR %	10			
DIST CTL	465			
DIST N/F	76		AUTO SLE DISTANCE	463.7
DIST WALL	400		MED TRUCK SLE DIST	463.6
DIST WALL/OB	65		HVY TRUCK SLE DIST	463.4
HTH WALL	5.0			
HTH OBS	3.0			
AMBIENT	0			
ROADWAY VIEW:				
LF ANGLE	0			
RT ANGLE	60			
DF ANGLE	60			

SITE CONDITIONS: (10=HARD SITE, 15=SOFT SITE)

AUTOM	15.0			
MED TR	15.0			
HVY TR	10.0			
BARRIER	0	(0=WALL,1=BERM)		
ELEVATIONS:				
PAD	60.5	AUTOMOBILES =	45.00	
ROAD	45.0	MEDIUM TRUCKS=	47.30	
		HEAVY TRUCKS =	53.01	
GRADE:	0.0 %	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.140	0.105	0.9600
MEDIUM TRUCKS	0.490	0.022	0.490	0.0100
HEAVY TRUCKS	0.473	0.054	0.473	0.0300

NOISE IMPACTS WITHOUT TOPO OR SHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
AUTOMOBILES	67.3	65.4	64.0	57.9	66.4
MEDIUM TRUCKS	57.8	53.9	46.4	55.1	61.3
HEAVY TRUCKS	66.0	61.9	58.5	63.2	69.4
VEHICULAR NOISE	69.9	67.2	65.1	64.8	71.6

NOISE IMPACTS WITH TOPO AND SHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
VEHICULAR NOISE	58.3	55.5	53.4	53.1	59.9

AMBIENT:	W/O AMBIENT		W/ AMBIENT
LEQ PK HR WITHOUT TOPO OR SHIELDING	69.9		69.9
LEQ PK HR WITH TOPO OR SHIELDING	57.8	*******	57.8
LDN WITHOUT TOPO AND SHIELDING	71.6		71.6
LDN WITH TOPO AND SHIELDING	59.9	*******	**59.9**

FHWA - HIGHWAY TRAFFIC NOISE PREDICTION MODEL

(modified for LDN)

DUDEK

PROJECT:	Habitat for Humanity, 618 San Pascual, City of Santa Barbar	JN:	6260
ROADWAY:	US 101 - Existing	DATE:	16-Dec-08
LOCATION:	Unit 4 - Private Yard	BY:	C.OVERWEG

ADT	124,520	Existing	PK HR VOL	12,452
SPEED	65			
PK HR %	10			
DIST CTL	410			
DIST N/F	76		AUTO SLE DISTANCE	408.9
DIST WALL	400		MED TRUCK SLE DIST	408.8
DIST WALL/OB	10		HVY TRUCK SLE DIST	408.6
HTH WALL	5.0			
HTH OBS	3.0			
AMBIENT	0			
ROADWAY VIEW:				
LF ANGLE	0			
RT ANGLE	90			
DF ANGLE	90			

SITE CONDITIONS: (10=HARD SITE, 15=SOFT SITE)

AUTOM	15.0			
MED TR	10.0			
HVY TR	10.0			
BARRIER	0	(0=WALL,1=BERM)		

ELEVATIONS:					
PAD	60.5		AUTOMOBILES =	45.00	
ROAD	45.0		MEDIUM TRUCKS=	47.30	
			HEAVY TRUCKS =	53.01	
GRADE:	0.0	%	GRADE ADJUSTM=	0.0	(TO HEAVY TRUCKS)

VEHICLE DISTRIBUTION:

	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.140	0.105	0.9600
MEDIUM TRUCKS	0.490	0.022	0.490	0.0100
HEAVY TRUCKS	0.473	0.054	0.473	0.0300

NOISE IMPACTS WITHOUT TOPO OR SHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
AUTOMOBILES	68.1	66.2	64.8	58.8	67.2
MEDIUM TRUCKS	60.2	56.3	48.8	57.5	63.7
HEAVY TRUCKS	68.3	64.2	60.8	65.5	71.7
VEHICULAR NOISE	71.5	68.6	66.3	66.9	73.5

NOISE IMPACTS WITH TOPO AND SHIELDING :

	LEQ PK HR	LEQ DAY	LEQ EVE	LEQ NIGHT	LDN
VEHICULAR NOISE	57.9	54.9	52.7	53.2	59.8

AMBIENT:	W/O AMBIENT		W/ AMBIENT
LEQ PK HR WITHOUT TOPO OR SHIELDING	71.5		71.5
LEQ PK HR WITH TOPO OR SHIELDING	57.8	*******	57.8
LDN WITHOUT TOPO AND SHIELDING	73.5		73.5
LDN WITH TOPO AND SHIELDING	59.8	*******	59.8