1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION/PURPOSE

This Draft Environmental Impact Report (DEIR) has been prepared to evaluate specific environmental impacts associated with the proposed Santa Barbara Cottage Hospital (SBCH) Seismic Compliance and Modernization Plan, also referred to herein as the proposed project, in the City of Santa Barbara. The City of Santa Barbara is the Lead Agency for the environmental review and, after the comment/response process, is the certifying agency for the Final EIR (FEIR).

An Initial Study, prepared by the City of Santa Barbara, indicated that the proposed project may have significant effects on aesthetics, air quality, biological resources, archaeological resources, geophysics, hazards, noise, public services and utilities, transportation/circulation, and water resources. Because of these potential effects, an EIR is required to more fully evaluate potential adverse environmental impacts that may result from development of the proposed project.

This DEIR has been prepared in accordance with the California Environmental Quality Act of 1970 (CEQA), as amended (Public Resources Code Section 21000 et seq.), and the State CEQA Guidelines for Implementation of CEQA (California Code of Regulations, Title 14, Section 15000 et seq.). This DEIR also complies with the City of Santa Barbara's procedures for implementation of CEQA.

The purpose of this DEIR is to inform decision makers and the general public of any significant adverse environmental impacts that may be associated with the planning, construction and operation of the proposed project, and to identify appropriate feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts. This DEIR also includes evaluation of reasonable alternatives to the proposed project, including two No Project/No Build Alternatives, numerous design alternatives, and six alternative project sites.

1.2 PROJECT LOCATION

The project site is located in the City of Santa Barbara in southern Santa Barbara County. Regional access to the project site is provided by U.S. 101, as shown in Figure 3.1, Project Location. The project involves several individual but adjacent parcels that collectively are defined as the project site. The project site is located several blocks north of U.S. 101, as shown in Figure 3.2, Local Vicinity Map. Local access to the facility is currently provided from Oak Park Lane and Bath, Pueblo, and Castillo Streets. The project site totals approximately 13.92 acres and is located in the Oak Park neighborhood, generally bounded by Oak Park Lane, Los Olivos Street, Bath Street, and Junipero Street. The Oak Park neighborhood consists of older homes and has experienced a conversion to multifamily units or medical uses and other offices, clinics, and laboratories that benefit from their proximity to the SBCH complex. The existing hospital occupies two entire blocks totaling approximately 406,000 square feet and includes institutional and office structures, paved circulation and parking areas, and landscaping. An illustration of the existing project site is shown in Figure 3.3.

1.3 PROJECT DESCRIPTION

In 1994, the State passed Senate Bill (SB) 1953, intended to ensure that all licensed acute care hospitals are compliant with the Alfred E. Alquist Hospital Facilities Seismic Safety Act (HSSA) by January 1, 2030, in order to be reasonably capable of providing services to the public after a major seismic event. By January 1, 2013, all acute care functions at SBCH must be located within buildings that meet current state building requirements for hospitals, pursuant to the timelines set forth in the HSSA.

The project involves demolition of approximately 270,000 square feet of existing structures, construction of approximately 472,450 square feet of new hospital structure housing acute care ambulatory and ancillary support services, construction of a helipad, two parking structures, a three-structure children's day-care complex, and the closure of Castillo Street between Pueblo and Junipero Streets.

The project objectives and proposed plan features are described in detail in Chapter 3.0, Project Description.

1.4 PROJECT OBJECTIVES

The following objectives for the SBCH Seismic Compliance and Modernization Plan project have been established:

- Improved seismic performance and post-disaster conditions of the SBCH's acute care hospital facilities so that its services would continue to be available to provide needed medical care following an earthquake
- Provide improved hospital facilities that meet Office of Statewide Hospital Planning and Development (OSHPD) design requirements for seismic upgrade that are adequate in size and type to meet the long-term health service needs of the South Coast community (Goleta to Carpenteria) and that reflect current and foreseeable trends in the health care industry
- Upgraded hospital facility that meets OSHPD design regulations and is consistent with City policy and design provisions, while locating all required departments and functions with a floor plan to facilitate operational efficiency and internal circulation
- Efficient expansion of hospital facilities to meet the future demand for both inpatient and outpatient facilities
- Hospital redevelopment within the timeframe mandated by State legislation for required seismic safety upgrades (SB 1953 and Alquist Hospital Seismic Safety Act)
- Redeveloped hospital at a location that is close to existing medical offices and services to facilitate multiuse medical efficiency and is within relatively close proximity to a major freeway or other circulation corridor
- Hospital project design and operations that are compatible with the surrounding neighborhood to the extent possible
- Phased project development phases in a manner that minimizes lengthy construction-related effects on the neighborhood and environment to the extent feasible

- Project development in a manner that limits disruption to existing inpatient and outpatient services
- Continued operation as a major employer within the City, providing a range of employment opportunities for citizens within the community
- Needed facility improvements at the lowest feasible cost so that costs passed on to hospital patients are as low as possible
- Project design in a manner that efficiently utilizes SBCH's available funding

1.5 ALTERNATIVES CONSIDERED

The following alternatives to the proposed project are analyzed in Chapter 15.0 of this DEIR. The intent of the 25 alternatives evaluated is to determine whether the project's significant impacts can be minimized or avoided while maintaining the project objectives.

- Two No Project/No Build Alternatives
- Development/Uses Allowed under the Existing General Plan Land Use Designation
- Remodel of Existing Buildings
- Six Alternative Site Designs
- Six Alternative Project Sites
- Three Phasing Alternatives
- A Parking Design Alternative
- Five Circulation Pattern Alternatives

1.6 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Section 15123 of the CEQA Guidelines requires that the EIR Summary identify areas of controversy, including issues raised by other agencies and the public. Areas of controversy identified during the development of the EIR include the following:

- Overall size, mass and height of the proposed project.
- Architectural design and quality.
- Effect on historic structures.
- Minimize parking effects on the neighborhood.
- Construction process noise and vibration, dust, traffic and parking effects.
- Noise (helipad, emergency vehicles, loading dock activities, parking garages).
- Compatibility of structures with adjacent lands uses and within the Oak Park neighborhood.
- Effect of Castillo Street closure on vehicular and pedestrian circulation.
- Project traffic impacts to several study area intersections.

- Treatment level of sewage discharge from the hospital.
- Public safety (helipad, hospital security, parking garages).

This DEIR addresses each of these issues and concerns in detail. This DEIR examines construction related impacts, long-term impacts, potential Specific Plan impacts, and cumulative environmental impacts. It also identifies significant adverse environmental impacts, and proposes mitigation measures designed to reduce or eliminate potentially significant impacts.

1.7 ENVIRONMENTAL IMPACT/MITIGATION MATRIX

As illustrated in Table 1.A, for each potentially significant impact, at least one mitigation measure has been proposed to reduce the significance of the environmental impact. These mitigation measures would reduce the extent of the impact to below a level of significance for all impacts, with the exception of the following impacts which remain significant after mitigation:

- Long term operational air pollutant emissions (Proposed project and Specific Plan);
- Cumulative long-term air pollutant emissions;
- Long-term helicopter noise (if more than one operation per night);
- Construction noise; and
- Proposed project, Specific Plan, and cumulative long-term traffic levels at the intersections of Mission Street/Bath Street, Mission Street/Castillo Street, and Modoc Road/Mission Street.

Table 1.B provides a comparative analyses of the environmental impacts of the proposed project and alternatives identified in Chapter 15.0. These alternatives were identified to avoid or minimize the significant impacts identified for the proposed project. No alternatives were identified that meet most of the project objectives and avoid or substantially minimize the significant impacts identified for the proposed project. The proposed project has been identified as the Environmentally Preferred Alternative.

TABLE 1.A: SUMMARY OF PROJECT SPECIFIC IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS I IMPACTS: SIGNIFICANT AND UNAVOIDABLE		
AIR QUALITY		
Long-Term Operational Emissions. Long-term project specific operational emissions are expected to exceed the Santa Barbara County Air Pollution Control District (SPCAPCD) ROC and NO_X thresholds based on emission factors for year 2004. Therefore, the project-related long-term air quality impacts would be significant. Similar significant adverse air quality impacts of operational emissions of ROC and NO_X would result from potential future development or reconstruction under the Specific Plan, SP-8.	***AQ-1 Energy Conservation Features.*** The proposed project will be required to comply with Title 24 of the California Code of Regulations established by the California Energy Commission regarding energy conservation standards. The project applicant shall incorporate the following in building plans: • Solar or low-emission water heaters shall be used with combined space/water heater units. • Double-paned glass or window treatment for energy conservation shall be used in all exterior windows. ***AQ-2 Stationary Source Permits.*** Required operational permits for stationary emission sources, including boilers and sterilizers, shall be obtained by the applicant from SBCAPCD prior to occupancy permit issuance for the Central Plant or other applicable structures. ***AQ-14 Architectural Coating Emissions.*** Compliance with the SBCAPCD Rules and Regulations on the use of architectural coatings shall be implemented as applicable, including using pre-coated/natural colored building materials, using water-based or low-VOC coating, and using coating transfer or spray equipment with high transfer efficiency. Implementation of AQ-1, AQ-2 and AQ-14 could potentially reduce operational emissions. However, there are no feasible project-specific mitigation measures to reduce the vehicle emissions of ROC and NO_X to below the SBCAPCD emissions thresholds. ***PF 5-1 Green Building.*** "Green building" refers to incorporation of building design and construction techniques that minimize energy use, conserve water, and reduce solid waste and hazardous substances. The project would implement a	Significant unavoidable adverse.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS I IMPACTS: SIGNIFICANT AND UNAVOIDABLE		
	number of features to lessen energy use, water use, solid waste generation, and hazardous materials, as feasible. Chapter 12.0, Public Services, contains *Mitigation Measure PS-4*, which recommends a LEED's certification for the proposed project. ***PF 5-2 Transportation Demand Management.*** The hospital would continue its extensive program for supporting and providing incentives for reduced vehicle trips and use of alternative transportation modes by hospital staff, as described in Chapter 13.0, Transportation and Circulation (PF 13-4). ***PF 13-5 Transportation Demand Management.*** The project would provide a Transportation Demand Management (TDM) Program for Santa Barbara Cottage Hospital employees. The program would provide TDM measures such as Vanpool Subsidy, discounts on bus passes, carpool incentives, etc. These measures would potentially minimize the amount of vehicles trips by employees, as well as promote alternative modes of transportation. ***PS-4*** See Class III Impacts Section for Project and Cumulative Long-Term Energy and Resource Consumption Impacts ***TRF-3*** See Class I Impacts Section for Long-Term Transportation and Circulation Impacts	
Long-Term Cumulative Impacts. The significant project-specific impact associated with NO_X and ROC emissions would also constitute a considerable contribution to long-term cumulative impacts from the project with other reasonably foreseeable future projects.	There are no feasible project-specific mitigation measures to reduce the vehicle emissions to below the SBCAPCD emissions thresholds.	Significant unavoidable adverse.
BIOLOGICAL RESOURCES		
Long-Term Impacts to the Moreton Bay Fig. New structures constructed adjacent to the Moreton Bay Fig tree have the potential to result in long-term	***B-4 Moreton Bay Fig Maintenance Plan.*** Prior to issuance of a grading permit for Phase III of the proposed project, the project applicant shall provide a Moreton Bay Fig Tree	Less than significant assuming the tree survives.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS I IMPACTS: SIGNIFICANT AND UNAVOIDABLE		
damage to the health of this large tree, including root and limb damage associated with construction of the building and over- or underwatering of the tree during operation of the replacement hospital. There is the potential that the Moreton Bay fig tree may not survive. If the tree does not survive, replacement of the tree would be required with the largest available specimen tree available.	Maintenance Plan for review by the City Arborist. The Maintenance Plan shall identify measures to be implemented by the applicant during and after installation of landscaping in Phase III to promote the health of the tree. These measures shall include but not be limited to supplemental irrigation, addition of mulch materials beneath the canopy, and avoidance of mulch and irrigation near the woody buttress roots. The Maintenance Plan shall include requirements for annual reporting of the tree's condition and the applicant's compliance with the requirements of the Plan prepared by a Certified Arborist, accredited by the International Society of Arboriculture (ISA) or a Consulting Arborist registered by the American Society of Consulting Arborists (ASCA). The annual reports shall be provided to the City Arborist for review and approval for a period of five years after completion of Phase III of the proposed project. ***B-5 Moreton Bay Fig Tree Appraisal.*** Prior to issuance of the first demolition permit, the applicant shall provide an appraisal of the Moreton Bay fig tree for review and approval by the City Arborist. The appraised value of the tree shall be determined by a Certified or Consulting Arborist specializing in tree appraisal and will take into consideration the difficulty of finding a replacement specimen tree of the same species. The appraised value will also include an estimate of the cost of removing the existing tree and an estimate of replanting a tree into the existing landscape. ***B-6 Moreton Bay Fig Tree Replacement.*** If the Moreton Bay fig tree fails after implementation of the maintenance measures outlined in Mitigation Measure B-4, or due to lack of implementation of the maintenance measures, the applicant shall replace the tree with the largest available specimen tree of the same species. A Moreton Bay Fig Tree Replacement Plan shall be prepared to outline the procedures for planting and	Loss of this historic tree would be considered a significant impact.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS I IMPACTS: SIGNIFICANT AND UNAVOIDABLE		
	long-term maintenance of the replacement tree. The Replacement Plan shall require submittal of an annual monitoring report prepared by a Certified Arborist or Consulting Arborist for a period of five years after replacement of the tree. ***B-7 Compensation for Moreton Bay Fig Tree Loss.*** If the Moreton Bay fig tree fails after implementation of the maintenance measures outlined in Mitigation Measure B-4, or due to lack of implementation of the maintenance measures, the applicant shall compensate the City commensurate with the appraised value of the tree (Mitigation Measure B-5). This compensation payment shall be submitted to the City Manager for his acceptance. The compensation payment shall be applied toward planting specimen trees within the Oak Park neighborhood pursuant to the City's Master Street Tree Plan implemented by the Forestry Section of the Parks and Recreation Department. Failure of the tree due to acts of nature, such as heavy wind conditions, or regulatory requirements, such as mandatory water rationing, that are not related to the construction of the proposed hospital constitute potential reasons for waiving implementation of this measure. Evidence of these conditions or any other appropriate factors shall be prepared by a Certified Arborist or Consulting Arborist and provided by the applicant to the City Arborist and Community Development Department for their consideration of a waiver of this compensation.	
NOISE AND VIBRATION		
Long-Term Helicopter Operations Impacts. Noise associated with the proposed helicopter operations would potentially impact on-site and off-site sensitive land uses. If helicopter operations increase to more than one event (one nighttime landing and one nighttime takeoff) within a 24-hour period,	***N-1 Helicopter Operations Plan.*** Prior to issuance of building permits by OSHPD for the Diagnostic and Treatment Building (Phase II) that includes the helipad, SBCH shall submit a Helicopter Operations Plan that shall specify hours of operation as daytime hours between 7:00 a.m. and 7:00 p.m. The plan shall specify that nighttime helicopter operations shall be prohibited,	Significant unavoidable adverse.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS I IMPACTS: SIGNIFICANT AND UNAVOIDABLE		
significant noise impacts would result. This potential impact could also be significant if future redevelopment of hospital facilities occurs such that an additional 100-bed nursing facility was constructed (SP-8).	with the exception of emergencies. ***N-2 Annual Helicopter Operation Evaluations.*** Annual evaluations of helicopter flight activity shall be provided by SBCH to the Community Development Department. This provision shall be incorporated into the Helicopter Operations Plan. ***N-3 Helicopter Activity Records.*** Detailed helicopter operation records regarding the type of trip and the time of arrival and departure shall be provided by SBCH to the Community Development Department annually. This provision shall be incorporated into the Helicopter Operations Plan. If the proposed annual helicopter operations other than emergencies increase by 50 trips, the City shall reevaluate the hospital's helicopter operations and allow the Planning Commission to consider other alternatives.	
Construction Noise and Vibration Impacts. Construction operations are considered short term and not sustained at any single location and there are no established quantitative thresholds to evaluate construction noise and vibration impacts on sensitive land uses. Because construction of the proposed project would result in high noise levels at adjacent residences, the hospital and office buildings over a long construction period of nine years, the construction activities of the proposed project are considered to cause significant noise and vibration impacts at the surrounding land uses.	***N-7 Review Types of Construction Equipment.*** Prior to issuance of grading permits for each phase of construction, SBCH shall review the types of construction equipment that may be in proximity to the hospital's equipment that is sensitive to noise and vibration impacts. The construction contractor and SBCH shall coordinate to ensure that construction equipment that generates noise and vibration would not be operated within the vicinity of sensitive hospital equipment. Sensitive equipment shall be moved away from areas of potential vibration impact and protected with vibration isolation or other techniques. This mitigation measure shall be included in the project construction plan specifications. ***N-8 Prepare a Crack Survey and Video Reconnaissance.*** Prior to issuance of demolition permits SBCH or its designee shall prepare crack survey and video reconnaissance documenting the	Significant unavoidable adverse.

[1] When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS I IMPACTS: SIGNIFICANT AND UNAVOIDABLE		
	existing condition of the hospital structure that would remain and neighboring structures that are within 150 feet of the project site and are over 20 years old prior to project construction. After each major phase of construction, as identified in the EIR, pages 3-20 through 3-24 and Figure 3.10, a follow-up crack survey and video reconnaissance of neighboring structures shall be conducted to determine whether any new cracks or other damage have occurred. The City and SBCH shall review the results of both pre- and postconstruction surveys to determine whether any new damage resulted from project construction activities. SBCH would be responsible for the cost of damage to structures due to project construction. ***N-9 Construction Hour Limits.*** Construction hours shall be limited to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday. Construction activities would be prohibited on Saturdays, Sundays, and legal holidays.[1] This mitigation measure shall be included in the construction plan specifications. This mitigation measure to reduce the number of working hours per day from the proposed construction hour limits, would extend construction of the proposed project by 1,211 days. (It should be noted that although the implementation of Mitigation Measure N-9 would reduce daily construction hours as proposed by the SBCH, and would reduce the number of hours construction noise affects sensitive receptors around the project site on a daily basis, it would extend project construction by 1,211 days (3.5 years) and therefore, the number of days these sensitive receptors would be exposed to construction noise would increase. Also, during the additional construction days, other construction-related impacts, such as traffic, air quality, and aesthetics, would also be extended.) ***N-10 Noise Control for Construction.*** The construction contractors shall use equipment with best available noise control technology in regard to mufflers, acoustically treated	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS I IMPACTS: SIGNIFICANT AND UNAVOIDABLE		
	components, etc. When feasible, noisy operations and equipment shall be located away from noise-sensitive land uses. This mitigation measure shall be included in the construction plan specifications. ***N-11 Temporary Noise Barriers.*** During Construction Phases I, II, and III, temporary noise barriers, with an effective height of eight feet, shall be installed around construction sites by the construction contractor. ***N-12 Construction Notifications to Neighbors.*** Prior to construction (demolition, grading, and construction), SBCH shall develop and execute a community information program, notifying neighbors of planned construction schedules and periods of maximum activity. The notice shall provide a construction schedule, required noise conditions applied to the project, and the name and telephone number of the Construction Project Manager who can address questions and problems that may arise during construction. The City Planning Division shall approve this mitigation measure prior to the issuance of demolition permits. ***N-13 Truck Routing.*** Prior to construction (issuance of demolition, and grading permits), a Haul Route Plan shall be prepared by the contractor and approved by the City. The haul route plan shall limit construction equipment haul and delivery routes to Junipero Street and Pueblo Street and would utilize the shortest routes to U.S. 101. ***N-14 No Worker Access to the Neighborhood.*** Prior to initial construction work (issuance of demolition permits), the City of Santa Barbara shall require construction contractors to designate off-site parking areas for construction workers to be shuttled to and from the project site. Workers shall also remain in designated on-site areas during all breaks, and workers shall not be permitted to gather off-site during the course of the	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS I IMPACTS: SIGNIFICANT AND UNAVOIDABLE		
	construction activities. The City Planning Division shall approve this mitigation measure prior to the issuance of demolition permits. ***N-15 Radios and Alarms.*** Construction contractors shall prohibit radio, music playback equipment, musical instruments, or automobile or truck alarms on the construction site. This mitigation measure shall be included in the construction plan specifications. ***N-16 Construction-Related Vehicle Noise.*** Except as otherwise required by law, construction employees shall ensure that all construction-related vehicle horns shall remain silent except in case of emergency. This mitigation measure shall be included in the construction plan specifications. ***N-17 Loitering in the Project Area.*** Construction employees shall not loiter at any gate, on the job site, or on any street, whether before, during, or after work hours, on weekdays, or on weekends. This mitigation measure shall be included in the construction plan specifications and will be monitored by SBCH construction security personnel. ***N-18 Limited Site Access.*** Access to the site shall be limited to areas approved by the City and shall be included in the construction plan specifications. The gate shall incorporate the same method of noise shielding as the construction fence and shall be kept closed except for vehicle passage.	
TRANSPORTATION AND CIRCULATION		
Project Long-Term Transportation and Circulation Impacts. Implementation of the proposed project would cause an increase of 0.010 to the volume to capacity and thereby create a significant unavoidable adverse impact to the ICU at the following intersections:	***TRF-1 Project Study Report.*** SBCH shall provide funding for a Project Study Report (PSR) to determine feasibility and cost of a vehicular overcrossing from Calle Real to Modoc Road. The PSR shall be submitted to Caltrans and the City Public Works Department prior to issuance of Certificates of Occupancy. The reduction in traffic along Mission Street will improve the	Significant unavoidable adverse.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS I IMPACTS: SIGNIFICANT AND UNAVOIDABLE		
• Mission Street/Bath Street • Mission Street/Castillo Street Implementation of the proposed project would contribute greater than 1 percent increase in delay time at the unsignalized intersection of Modoc Road/ Mission Street and it would continue to exceed the City's LOS standards.	LOS at the three impacted intersections. SBCH shall pay its "fair-share" contribution for construction of an overcrossing at the western terminus of Junipero Street. ***TRF-3 Parking Cash-Out Program.*** SBCH shall implement a Parking Cash-out Program as part of the Transportation Demand Management (TDM) program (PF 13-5). This program will be implemented prior to issuance of a Certificate of Occupancy for Phase I.	
Long-Term Specific Plan Transportation and Circulation Impacts. Implementation of the Specific Plan development would cause an increase of 0.010 to the volume to capacity and thereby create a significant unavoidable adverse impact to the ICU at the following intersections: • Mission Street/Bath Street • Mission Street/Castillo Street • Modoc Road/Mission Street	***TRF-1*** and ***TRF-3*** See above	Significant unavoidable adverse.
Cumulative Long-Term Transportation Impacts. Significant project contributions to cumulative levels of traffic would occur at the following signalized intersections: • Calle Real/U.S. 101 northbound Ramp • Calle Real/Las Positas Road • U.S. 101 southbound Ramp/Las Positas Road • Modoc Road/Las Positas Road • De la Vina Street/Mission Street • Bath Street/Mission Street	***TRF-1*** and ***TRF-3*** See above	Significant unavoidable adverse.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS I IMPACTS: SIGNIFICANT AND UNAVOIDABLE		
• Castillo Street/Mission Street • U.S. 101 northbound Ramp/Mission Street • U.S. 101 southbound Ramp/Mission Street Significant project contributions to cumulative levels of traffic would occur at the following unsignalized intersections: • Tallant Road/Las Positas Road • De la Vina Street/Pueblo Street (pm peak hour) • Modoc Road/Mission Street		

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
BIOLOGICAL RESOURCES		
Long-Term Impacts to Localized Wildlife/Avian Habitat. The project site's landscaped vegetation provides a localized minor habitat for birds and other wildlife species adapted to urban environments. In particular, the site's native oak trees support foraging and nesting bird species, notably acorn woodpeckers. The proposed loss of biomass and age diversity to trees from the proposed project or Specific Plan development may create a significant impact because most of the species of birds found on the project site prefer larger trees and substantial vegetation for cover, foraging, and nesting sites.	***B-1 Designation of a Project Arborist.*** Prior to issuance of the first grading or demolition permit, the project applicant shall provide evidence to the Community Development Department for its review and approval that a Project Arborist has been retained to implement and/or monitor implementation of mitigation measures for retention, removal, and replacement of trees outlined in Chapter 6.0 of this EIR. The Project Arborist shall be a Certified Arborist accredited by the International Society of Arboriculture (ISA) or a Consulting Arborist registered by the American Society of Consulting Arborists (ASCA). The Project Arborist shall coordinate with the applicant, construction personnel, the Project Environmental Coordinator (PEC), and the landscape architect for all phases of construction and maintenance. Memos prepared by the Project Arborist documenting compliance with tree retention, removal, and replacement measures shall be sent by the applicant to the PEC on a schedule to be determined prior to construction. ***B-2 Post-Construction Monitoring of Existing and Replacement Trees.*** The Project Arborist shall monitor and report on the success of site replacement trees and conditions of existing trees not affected by construction activities for at least one year after completion of Phase III or any subsequent phase of the Specific Plan for all tree species, except coast live oaks. Existing and replaced coast live oak trees shall be monitored for five years after completion of Phase III or any subsequent phase of the Specific Plan. Monitoring reports prepared by the Project Arborist shall be submitted by the applicant to the City Arborist and Community Development Department on a quarterly basis documenting the conditions of the trees and identifying any remedial actions required of the applicant. ***B-3 Landscape Plan Implementation.*** Prior to issuance of the	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
	first demolition or grading permit for each phase of construction of the hospital or building permit for the parking structures and day-care facilities, whichever is appropriate, the project applicant shall provide evidence to the Community Development Department, for its review and approval, that the contract specifications include a requirement that all vegetation identified in the Final Landscape Plan be installed prior to completion of the construction phase. ***B-8 Nesting Season.*** Prior to issuance of any demolition, grading, or building permit, the applicant shall provide evidence that the contractor specifications include a requirement to remove vegetation outside the breeding/nesting season (January 15 through August), if feasible. If removal of vegetation during the breeding season is required due to construction or phasing logistics, documentation of these conditions, and their effect on vegetation removal, shall be provided to the Community Development Department. The language shall be submitted to and approved by the Community Development Department. The language shall include a requirement for the following: 1) if vegetation removal must occur during the breeding season, pre-construction surveys shall be conducted by a qualified biologist in the appropriate habitats within, and up to, 100 feet from the proposed vegetation removal area to identify nesting birds within or adjacent to the removal area, 2) if active nests are observed within or adjacent to the vegetation removal area, the Project Biologist shall establish an appropriate buffer between the nest and construction activities until either the young have fledged or the nest becomes inactive, depending on the biological circumstances and species involved. ***B-9 Tree Replacements.*** Prior to issuance of a demolition for any phase, a Final Landscape Plan shall be submitted for review and approval by the Community Development Department and City Arborist. The Plan shall include a minimum 1:1	

<table>
<tr><th>POTENTIAL ENVIRONMENTAL EFFECT</th><th>MITIGATION MEASURE</th><th>RESIDUAL IMPACT LEVEL</th></tr>
<tr><td colspan="3">CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</td></tr>
<tr><td></td><td>replacement of removed trees and 15 gallon container size. Additionally, measures for removal, transplantation, maintenance, and monitoring of existing trees replaced on site shall be included in the Plan. The Plan shall also indicate that trees shall be replaced at the end of each phase of building construction, so vegetation will gradually be replaced throughout the multiyear project.

B-12 Coast Live Oak Tree Replacement Plan. Prior to issuance of demolition or grading permits for any phase where existing oak trees would be affected, an Oak Tree Replacement Plan, which identifies on-site and off-site locations for replacement of affected oak trees, shall be prepared by a Certified Arborist or Consulting Arborist for review and approval by the City Arborist. Off-site replacement shall be conducted within one mile of the project site. The following replacement ratios shall be used to determine the number of trees that must be replaced.

<table>
<tr><th>Existing Tree Size</th><th>Mitigation Ratio</th><th>Size(s) of Mitigation Trees</th></tr>
<tr><td>5" and less</td><td>1:1</td><td>One 15-gallon</td></tr>
<tr><td>6–11"</td><td>2:1</td><td>Two 15-gallon</td></tr>
<tr><td>12–18"</td><td>3:1</td><td>Two 15-gallon and one 24″ box</td></tr>
<tr><td>19–24"</td><td>5:1</td><td>Three 15-gallon and two 24″ box</td></tr>
<tr><td>25" and up</td><td>10:1</td><td>Five 15-gallon and five 24″ box</td></tr>
</table>

The Plan shall also identify on-site and off-site locations for replacement trees, tree planting, maintenance and monitoring plans, and specifications. Monitoring of on-site replacement oaks by the Project Arborist shall be required for a minimum of five years after planting, with yearly reports submitted to the Community Development Department and the City Arborist.</td><td></td></tr>
</table>

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
	Trees replaced off-site shall be monitored and maintained by the property owner. Trees planted on City property shall be monitored and maintained by the City Arborist. The City Arborist shall provide a monitoring report to the Community Development Department on an annual basis for a period of five years, documenting the monitoring and maintenance activities undertaken for both on-site and off-site replacement trees, success of these activities and identifying remedial measures, if required. All replacement and mitigation trees, including trees replaced off-site, shall have a 100 percent success rate and shall be healthy, vigorous, and exhibiting recent growth at the end of five years. If initial efforts are unsuccessful, replacement oak trees will be replanted at a 1:1 ratio until a 100 percent success rate is achieved.	
Long-Term Impacts to the Moreton Bay Fig. New structures constructed adjacent to the Moreton Bay Fig tree have the potential to result in long-term damage to the health of this large tree, including root and limb damage associated with construction of the building and over- or underwatering of the tree during operation of the replacement hospital. There is the potential that the Moreton Bay fig tree may not survive. If the tree does not survive, replacement of the tree would be required with the largest available specimen tree available.	***B-4*** through ***B-7*** See above	Less than significant assuming the tree survives. Loss of this historic tree would be considered a significant impact.
Long-Term Mission Creek Impacts. The existing drainage pattern will be altered resulting in increased flows at the Padre Street/Oak Pak Lane intersection outfall. This increased flow has the potential to impact downstream biological resources. This effect would be the case for both project-specific and cumulative conditions.	***HYD-4*** through ***HYD-6*** See Hydrology and Water Quality	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
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Long-Term Specific Plan Biological Impacts. Potential future phases of the Specific Plan have the potential to remove additional mature trees and ornamental landscaping adjacent to the buildings and street trees along Bath and Pueblo Streets. Loss of trees and localized wildlife/avian habitat would occur as a result of the implementation of a fourth nursing cottage. Runoff associated with an additional nursing pavilion could affect downstream resources in Mission Creek. Potential future development as part of the build out of the Specific Plan would be subject to the landscaping requirements identified in Table 3-C, Specific Plan Development Standards, for replacement landscaping. The Landscape Plan for any future Specific Plan development would be subject to design review and approval by the Architectural Board of Review.	Specific Plan Development Standards, ABR review; ***B-1*** through ***B-3*** and ***HYD-4*** through ***HYD-6*** See Hydrology and Water Quality	Less than significant.
Long-Term Cumulative Biological Impacts. The project site does not constitute an important natural habitat or ecological resource but does contribute incrementally to cumulative biological functions and provides localized avian habitat. In particular, the site's individual oak trees represent an important biological resource and support breeding and nesting of bird species. Ultimately, the proposed Landscape Plan would result in a net benefit on localized habitat through the introduction of more trees, both native and ornamental, than what are currently present on the project site.	***B-1, B-2, B-3*** See above	Less than significant.
Construction-Related Impacts to Localized Wildlife Habitat. The localized wildlife habitat would be disrupted by temporary construction impacts including the loss of vegetative cover and disturbance	***B-3*** See above	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
from noise and dust generated by demolition and construction activities.		
Construction-Related Impacts to Nesting Birds. Demolition, grading, and construction activities would produce noise and vibration effects that have the potential to adversely affect the ability of birds to nest on site. The federal Migratory Bird Treaty Act prohibits the disturbance of birds while they are actively nesting to minimize potential impacts to nesting species.	***B-8*** See above	Less than significant.
Construction-Related Impacts to Ornamental Trees. Existing, protected trees on the project site would potentially be impacted by dust generated from demolition and construction activities, root disturbance, disruption of regular watering schedules, changes in solar exposures, dewatering activities, removal and addition of structures, and placement of impervious surfaces and incompatible landscaping underneath trees.	***B-10 Existing and Replacement Tree Protection during Construction.*** Prior to issuance of any demolition, grading, or building permit, the project applicant shall prepare a Tree Protection Plan and submit the Plan for review and approval by the Community Development Department and City Arborist. The project applicant shall also provide evidence to the Community Development Department that the protective measures outlined in the Tree Protection Plan have been incorporated into the contract specifications prior to issuance of any of the permits identified above. Protection measures within the Plan shall include, but not be limited to, the following: • The construction contractor shall work with the Project Arborist to ensure that all trees, notably the Moreton Bay fig, are protected. The contractor shall comply with modifications to demolition, grading, or building activities recommended by the Project Arborist in the field during construction. • The construction contractor shall ensure that all trees adjacent to construction areas shall be fenced with four- to six-foot-high chain-link fence at the outside edge of the drip line plus six feet or as designated by the Project Arborist. All construction-related activities shall be prohibited within these fenced areas. The construction contractor shall place	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
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	signs stating "Tree Protection Area" at 15-foot intervals on the fence. Fencing and signs shall remain in place throughout all grading and construction activities. • As determined necessary by the Project Arborist, temporary fencing shall be installed to discourage pedestrian access to the tree. • The construction contractor shall designate a landscape maintenance monitor to work with the Project Arborist to ensure that all protected trees and plants within the construction site are properly irrigated and maintained for the duration of construction activities. • The Project Arborist shall be present during the course of any pruning, cutting, grading, or excavation near protected trees. • No construction materials, debris, soil, or excavated material shall be stored within the root protection zone (six feet outside of the drip line or outer perimeter of leaf canopy). • Parking and/or vehicular traffic shall not be permitted within six feet of the outside edge of the drip line. • Trees shall be watered thoroughly prior to beginning of construction and the root protection zone will be covered with a two-inch layer of chipped bark mulch. Mulch may not be piled against any trees. • If the protected root zone of any tree is compromised (i.e., for temporary access), the root zone shall be protected with a six-inch layer of mulch and covered with a double layer of three-fourths-inch plywood overlapped at the seams. Where vertical excavations expose roots, the exposed face of the trench shall be covered with burlap and kept continuously damp to limit desiccation of the root zone. Exposed roots	

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	shall be covered with temporary earth or packed with moistened peat moss and wrapped with burlap. Exposed roots shall not be allowed to dry out before permanent backfill is placed. Exposed roots shall be shaded from direct sunlight and watered and maintained in a moistened condition until permanent backfill is placed. • Root systems of trees, shrubs, and ground covers shall be protected from damage due to spillage or application of chemical compounds, such as paints, finishes, or stucco. • Root systems shall be protected from flooding, erosion, or excessive wetting resulting from dewatering operations, if necessary. • Within the tree drip line, roots shall be excavated by hand using narrow tine spading forks and comb soil. Roots beyond the tree drip line can be cut by hand or with a diamond bladed machine saw (roots may not be cut with a backhoe, loader, excavator, or standard trencher). Branches and roots shall only be cut with sharp, sterile instruments designed for the purpose. Roots shall not be broken, pulled, or chopped, and roots larger than two inches in diameter shall not be cut. If cutting of roots cannot be avoided, roots shall be severed approximately three inches back from new construction. Where large lateral roots are encountered, they shall be exposed beyond the limits of excavation and bent into backfill areas wherever possible. Mechanical excavation for leveling the ground surface near existing trees prior to paving shall not be permitted. • Excavation within the drip line of trees shall only occur where necessary to complete the requirements of the project. • All plant parts (including the root zone) shall be protected from dumping of refuse, concrete, paint, or plaster washout	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
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	or chemically injurious materials or liquids. Continuous puddling or running water shall be prevented within drip lines of all trees and plants. • The project arborist will work with the designated landscape maintenance individual and construction site superintendent to provide on-going tree protection through the duration of the project phases. The primary focus of tree protection maintenance on site will be checking the protective barrier fencing on a minimum daily basis. Any change in placement of the protective fencing will be reported to the project arborist, site superintendent, and City inspector. Other maintenance activities to maintain the health and vigor of the existing site trees will be directed by the Project Arborist, including monthly (minimum) wash-down of foliage, fertilization and pest control if necessary, and the direction of shadecloth placement and removal. • Only trees designated for removal on the approved Final Landscape Plan will be removed; any protected trees (i.e., any tree identified on the tree protection plan) that are removed, relocated, and/or damaged (more than 20 percent encroachment into the critical root zone) will be replaced at a ratio of 10:1. The Project Arborist shall identify any trees that are negatively impacted due to construction and work with the project landscape architect and the City to determine suitable replacement size, species, and timing. • Replacement trees that are lost during construction shall be replaced on a 1:1 basis. The Project Arborist shall identify any replacement trees that are inadvertently lost due to construction and work with the project landscape architect and the City to determine suitable replacement size, species, and timing. ***B-11 Landscaping Under Preserved Trees.*** Prior to issuance of	

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	any building permit, landscaping plans and specifications shall be submitted to the Building Department for its review and approval. Landscaping provided under preserved trees shall be compatible with preservation of the trees and prohibited under any oak tree. All proposed utility corridors, irrigation lines, tree wells, and retaining walls shall be shown on the Final Tree Protection Plan. The final design plans shall minimize the amount of paving and other nonpermeable surface encroachment under native and specimen tree canopies/drip lines. If paving or other nonpermeable surfaces encroach within a canopy, no more than 25 percent of the total area beneath the canopy drip line shall be covered, and paving may only be placed by hand or with hand tools. Any paving shall be of pervious material (gravel, brick without mortar, or turf block). For oak trees, no paving other than pervious decomposed granite or similar material shall be permitted under the canopy due to oaks' sensitivity to paving. No type of surface, either pervious or impervious, shall be placed within a six-foot-radius of oak tree trunks. These areas should remain uncovered, natural, and dry, particularly during the summer. ***B-12*** See above	
Construction-Related Impacts to Oak Trees. Native oaks are considered a local species of particular sensitivity due to a gradual loss of mature trees through urbanization. Substantial loss of or damage to important native specimen trees may result in significant impacts. There are 58 oaks located on the project site. Of these, 29 oak trees or 50 percent would be removed.	***B-11*** and ***B-12*** See above	Less than significant.
Construction-Related Impacts to the Moreton Bay Fig. Demolition activities could substantially damage the fig tree due to falling debris and the large amount of dust expected to be generated. The building side of	***B-10*** See above ***B-13 Moreton Bay Fig Invigoration and Protection.*** The Project Arborist shall monitor the condition of the Moreton Bay	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
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the tree trunk would also be newly exposed to sunlight, which could cause severe sun scald on that side of the trunk. Construction of the main entry of the replacement building and associated hardscape features would encroach substantially into the root zone. Additionally, construction of one of the new patient pavilions would require heavy pruning of limbs. These encroachments may cause substantial damage to the tree.	fig tree specifically in regard to the action plan and tree protection recommendations specified in the SBCH Moreton Bay Fig Report, dated September 2004. The report's recommendations should be written into the construction specifications for the hospital retrofit project, with verification provided to the City prior to issuance of any demolition or grading permit for Phases II and III. The applicant shall comply with any field design modifications recommended by the Project Arborist. The report includes an action plan with a timeline of recommendations that begin with tree invigoration prior to the start of construction. Tree invigoration action items for the first two years (2004 to 2006) include monthly deep watering from April through October, yearly mulch applications, yearly deep root fertilization, and specific pruning in October 2005. Hand tools will be used to demolish the walkway on the west side in November 2006. The watering, fertilizing, and mulch application schedule continues through 2010 and thereafter on an ongoing basis. Roots and limbs on the north and east sides will be cut in November 2009. All work will be done under the direction of the Project Arborist.	
Construction Related impacts to Mission Creek. Although there are no wetland or riparian resources within this portion of Mission Creek, modification of the existing outlet structure at Padre Street would require notification of the Corps of Engineers (Corps) and the California Department of Fish and Game (CDFG) due to potential direct effects to the drainage channel and downstream flows.	***B-14 Nationwide Permit.*** Prior to issuance of a grading permit for reconstruction of the existing storm drain outfall at Padre Street, the project applicant shall notify the Corps of Engineers requesting verification from the Corps of Engineers of the use of a Nationwide Permit to cover activities within Mission Creek. This notification shall identify measures that would be undertaken as part of project operation and during the construction of the proposed improvement in Mission Creek to reduce the potential for downstream erosion within the channel. Verification from the Corps of Engineers shall be provided to the Public Works Department and any conditions identified by the Corps included in the contract specifications for this	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
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	improvement. ***B-15 Water Quality Certification.*** Prior to issuance of a grading permit for construction of the reconstructed storm drain outfall at Padre Street, the project applicant shall obtain a Section 401 Certification from the Regional Water Quality Control Board-Region 3. Approval of the Section 401 Certification shall be provided to the Public Works Department and any conditions of approval included in the contract specifications for this improvement. ***B-16 1602 Streambed Alteration Agreement.*** Prior to issuance of a grading permit for reconstruction of the storm drain outfall at Padre Street, the project applicant shall notify the California Department of Fish and Game of the intent to modify Mission Creek. This notification shall identify the measures that would be undertaken during operation of the proposed project and the construction of the proposed improvement within Mission Creek to reduce the potential for downstream erosion within the channel. A Streambed Alteration Agreement, concurrence on a Finding of No Substantial Effect or Finding of Operation by Law issued by the CDFG shall be provided to the Public Works Department and any conditions identified by CDFG included in the contract specifications for this improvement. ***HYD-8, HYD-9, HYD-11,*** and ***HYD-13*** See Hydrology and Water Quality	
Specific Plan Construction-Related Biological Impacts. Demolition of the existing structures and construction of the fourth patient pavilion associated with the Specific Plan would have the potential to remove existing trees, indirectly impacting remaining trees due to the proximity to these development activities, and affect localized wildlife habitat.	***B-8*** through ***B-12*** See above	Less than significant.
Cumulative Construction-Related Biological	***B-8*** through ***B-16*** See above	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
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Impacts. On-going construction activities within the Oak Park neighborhood would have the potential to remove additional mature trees and shrubs with related impacts to localized wildlife habitat.		
CULTURAL RESOURCES		
Archaeological Site CA-SBa-3684. Soil disturbing activities such as grading, removes artifacts and/or features that compose an archaeological site out of their original context, thereby lessening the data potential of those materials. Altering this archaeological resource during construction activities near the proposed child care center may cause a potentially significant impact.	***CR-1 Archaeological Survey and Monitoring.*** The Owner/Applicant shall contract with a qualified archaeologist from the City-approved list of archaeologists to conduct an Extended Phase I surface survey following demolition and removal of existing paved areas and to monitor all ground-disturbing activities. The contract shall establish a schedule for monitoring, consultation as needed with a qualified Native American representative as a subconsultant to the archaeologist, procedures per City MEA in the event resources are discovered, and a report to the City Environmental Analyst on the findings of the monitoring. Contract(s) shall be subject to the review and approval of the Environmental Analyst. ***CR-2 Pre-Construction Conference.*** A pre-construction conference shall be held by the General Contractor at which archaeological procedures shall be reviewed. The conference shall include representatives from the Public Works Department, Building Division, Planning Division, the Property Owner, and Contractor. ***CR-4 Significance Assessment.*** If cultural resources are encountered or suspected during project construction, project work in the vicinity of the find shall be halted immediately and the City Environmental Analyst notified. The project archaeologist shall assess the nature, extent, and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, including but not limited to redirection of grading and/or excavation activities. If resources are potentially significant, a Phase III mitigation program (which may entail measures such	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
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	as project redesign to avoid resources, documentation and capping of resources in place, or recovery) shall be prepared and accepted by the Environmental Analyst and the Historic Landmarks Commission and implemented. That portion of the Phase III program that requires work on site shall be completed prior to continuing construction in the affected area. If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted and shall remain present during all further subsurface disturbance in the area of the find. If human remains are discovered or suspected, the County Coroner shall be informed immediately, and applicable State Health and Safety Code and Public Resources Code procedures shall be followed. ***CR-5 Supplemental Mitigation.*** If cultural resources were discovered in the course of construction and monitoring, any study and mitigation measures determined necessary to mitigate potentially significant impacts to insignificant levels shall be completed. ***CR-6 Monitoring Report.*** A final report on the results of the archaeological monitoring shall be submitted to the Environmental Analyst within 180 days of completion of the monitoring and receive approval prior to the issuance of the Certificate of Occupancy (Final Inspection).	
Other Archaeological Sites. Much of the study area could not be surveyed due to the presence of buildings, pavement, or dense vegetation. Due to the presence of CA-SBa-3684 and other resources in the surrounding area, the potential exists for additional archaeological sites to be discovered during construction of the proposed project or specific plan build out. If previously unknown archaeological sites are discovered during construction, a potentially significant impact could occur.	***CR-1*** and ***CR-2*** See above ***CR-3 Unanticipated Discovery Alert.*** Prior to the start of any vegetation or paving removal, demolition, trenching, or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel and required procedures for responding. ***CR-4, CR-5,*** and ***CR-6*** See above	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
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401 West Pueblo Street. This building meets the criteria for a City of Santa Barbara Structure of Merit. Therefore, demolition of this building as anticipated by the proposed construction of the Pueblo Parking garage would be considered a significant impact.	***CR-7 Photographic Documentation.*** Prior to its demolition, the building at 401 West Pueblo Street shall be documented photographically and with measured drawings in accordance with City historic preservation standards, and under the direction of a qualified preservation professional, and documentation shall be submitted and approved by the City Historian.	Less than significant.
Moreton Bay Fig Tree. Associated with the hospital is a large Moreton Bay Fig tree that was planted in 1919. Because it is the only landscape feature to remain from the early hospital construction, it was found to qualify as a local object of merit. It is not anticipated that the Moreton Bay Fig tree would be removed, but construction activities associated with the proposed project would create stressful conditions and could threaten the tree's health. These impacts would be potentially significant.	***B-1*** through ***B-7, B-9, B-10,*** and ***B-13*** See Biological Resources above	Less than significant assuming the tree survives. Loss of this historic tree would be considered a significant impact.
GEOPHYSICAL CONDITIONS		
Ground Shaking. The hazard posed by seismic shaking in the project area is considered to be high, due to the proximity of known active faults capable of generating strong ground motions. Structural damage to the proposed project caused by seismic shaking is considered a potentially significant impact.	***GEO-2 Final Geotechnical Investigations.*** Prior to the issuance of grading permits for Phase I (SBCH Phases 2A and 2B specifically), SBCH shall incorporate all recommendations in previously prepared final geotechnical reports for the proposed project into final grading and design plans to be submitted to and approved by OSHPD, California Geological Survey (CGS), and the City Building and Safety Department, as required. Previous final geotechnical reports include the Fugro West Inc. Geotechnical Reports for the Proposed Central Plant (Fugro 2002, 2003a,b,c,d), and the Geotechnical Professional, Inc. Geotechnical Investigation of the Proposed Parking Structures and Daycare Facility (GPI 2004). Recommendations in the previous final geotechnical reports shall be incorporated into final grading and design plans for the proposed project. Recommendations from these reports include,	Less than significant.

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	but are not limited to: • Oversized rock shall be removed from soil excavated from the site or shall be reduced to acceptable size for use in fill material • Uncompacted fill soils shall be removed down to competent native soils prior to construction • All organics and other deleterious materials shall be removed from on-site alluvial soils prior to use as fill • Expansive soils shall be excavated from the site or treated accordingly • Construction dewatering parameters, permanent dewatering systems, or hydrostatic design for subterranean walls shall be implemented Prior to the issuance of grading permits for Phases II and III (SBCH Phases 3, 4, 5, and 6), SBCH shall submit final geotechnical investigation(s) of the project prepared by a qualified geotechnical engineer to OSHPD, CGS, and the City Building and Safety Department, as required, for all areas not covered by previous final geotechnical reports. Additional final geotechnical report(s) shall evaluate potential geotechnical hazards for all areas of the project not specifically addressed in previous final geotechnical reports (areas outside of the proposed Central Plant, parking structures, and child care center) and should, at a minimum, specify the treatment of the following hazards in detail: liquefaction, perched groundwater, oversized rock, expansive and compressible soils, corrosive soils, settlement, and slope stability during construction. ***GEO-3 Geotechnical Monitor.*** A qualified geotechnical monitor shall be present during each phase of grading and construction of the project to ensure that on-site conditions are as anticipated	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
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	in the final geotechnical report(s) and that construction methods conform to recommendations made in the report(s). The monitor shall test and observe soil conditions and shall submit these observations in regular reports to the City Building and Safety Department and SBCH. The monitoring reports shall include suggested modifications to the recommendations made in the geotechnical report based on observed field conditions.	
Liquefaction. The site for the proposed project and Specific Plan build-out is underlain by alluvium, which may be susceptible to liquefaction, and potentially liquefiable layers at the site of the proposed central plant have been identified. However, these layers are expected to be above the level of the central plant foundations and therefore would not affect the foundation of the structure. The liquefaction potential at the central plant site is low. However, the potential for liquefaction in other areas of the site has not been assessed. Structural damage caused by liquefaction in areas not previously evaluated is considered a potentially significant impact.	***GEO-2*** and ***GEO-3*** See above	Less than significant.
Settlement. The soils at the project site are generally dense. However, significant seismic settlement can occur as a consequence of liquefaction causing damage to structures. Structural damage caused by settlement as a result of liquefaction is considered a potentially significant impact.	***GEO-2*** and ***GEO-3*** See above	Less than significant.
Corrosive Soils. Preliminary laboratory tests for the site indicate that the soils have negligible sulfate content and have a low potential to corrode ferrous metals. However, because preliminary testing was performed on a limited number of samples, there is not sufficient technical information to conclude that	***GEO-1 Corrosion Analysis.*** When final rough grades have been achieved on site, a qualified corrosion specialist shall perform a site-specific corrosion analysis to determine whether potentially adverse concentrations of sulfates or other corrosive constituents are present. Corrosion analysis is required in all areas not previously evaluated for corrosion potential, which includes the	Less than significant.

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CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
all of the soils at the site have a low corrosive potential. Damage to structures caused by corrosive soils is considered a potentially significant impact.	remainder of the site outside of the proposed Central Plant facility, the proposed parking structures, and the child care center. The corrosion specialist shall summarize the results of the corrosion analysis in a letter report addressed to SBCH and the City Building and Safety Division and shall recommend corrective measures consistent with the California Building Code to mitigate any identified corrosion potential. Measures may include, but are not limited to, requiring sulfate-resistant cement, decreasing the water/cement ratio, designing the concrete mix for a higher compressive strength, and cathodic protection of metals. SBCH shall ensure that the corrosion analysis and identified corrective measures are implemented during each phase of the project prior to the construction of structures on site.	
Oversized Rock. A fairly prominent fanglomerate exists in the project area for the proposed project and Specific Plan build-out that contains numerous oversized boulders that are expected to be up to five feet in diameter. Oversized rock is generally not suitable for use as a foundation in compacted fill soils and could create structural damage and loss of use of hospital facilities in the event of a major earthquake if not properly mitigated.	***GEO-2*** and ***GEO-3*** See above	Less than significant.
Compressible Soils. Alluvium and uncompacted fills are present on the site for the proposed project and Specific Plan build-out and range from slightly to moderately compressible. Uncompacted fill and alluvial soils containing deleterious and organic material are not suitable for use as a foundation and could cause structural damage and foundation instability if not treated properly during construction, and is a potentially significant impact.	***GEO-2*** and ***GEO-3*** See above	Less than significant.
Expansive Soils. The alluvium at the site for the	***GEO-2*** and ***GEO-3*** See above	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
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proposed project and Specific Plan build-out contains variable amounts of clay and generally ranges in expansion potential from low to medium. Expansive soils could cause structural damage and foundation instability if not treated properly during construction and is a potentially significant impact.		
Slope Instability. Grading for the proposed project and Specific Plan build-out would consist of overexcavation of the existing site material for the construction of building foundations, basements and underground utilities. A prolonged heavy rainfall, seepage from shallow ground water, or seismic shaking could potentially cause slope or side-wall failure in temporary excavations during construction. Slope failure during construction is considered a potentially significant impact.	***GEO-4 Excavation and Shoring Safety.*** Prior to construction, a qualified geotechnical engineer shall evaluate the site and provide parameters for use in the planning and design of shoring and temporary sloped excavations. During excavation, the geotechnical engineer shall observe the excavation and provide supplementary/revised recommendations as necessary. The geotechnical engineer shall provide monthly reports summarizing site evaluations and any remedial actions taken by SBCH, the City Building and Safety Department, and the Construction Contractor. Prior to construction, the contractor shall retain a structural engineer to design any shoring that may be required. The shoring design shall be submitted to the geotechnical engineer for review for conformance with the geotechnical engineer's recommendations. The installation of the shoring and any testing required shall be performed by the Construction Contractor under the observation of the geotechnical engineer. Prior to construction, the contractor shall determine the need for dewatering and, if dewatering is necessary, install and confirm the satisfactory operation of a dewatering system. The contractor shall survey the adjacent streets prior to and during dewatering operations. If excessive settlement of the streets occurs, the contractor shall arrange for design and implementation of appropriate mitigation measures.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
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	All construction activity shall follow site safety requirements as specified by the Occupational Safety and Health Administration (OSHA) in Section 29 CFR Part 1926. The contractor shall be solely responsible for site safety. Any unsafe construction activity or hazardous conditions reported to the Construction Contractor shall be remediated immediately by the Construction Contractor or by the responsible parties under the direction of the Construction Contractor.	
Perched Groundwater. The basement level of the proposed Central Plant and the proposed Pueblo parking structure would extend below elevations of previously encountered perched groundwater. Perched groundwater may also be encountered at the basement levels of the remainder of the proposed hospital buildings. Groundwater at the basement levels of buildings can cause seepage into structures, foundation instability, and corrosion of construction materials.	***GEO-2*** See above	Less than significant.
Perched Groundwater Impacts—Project Construction. Excavation for the basement level of the proposed Central Plant and the Pueblo parking structure would extend below elevations of previously encountered perched groundwater. Groundwater encountered during construction can delay or stop construction if not removed. Delays caused by groundwater encountered during construction is a potentially significant impact.	***GEO-2*** and ***GEO-3*** See above	Less than significant.
Substantial Erosion. The site for the proposed project and Specific Plan build-out is currently developed with either buildings, hardscape, or landscaping, and the on-site soils are not exposed. However, the on-site soils would be locally exposed during various phases of the proposed construction	***HYD-1*** and ***HYD-2*** See Hydrology and Water Quality	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
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and would potentially be subject to erosion. Substantial erosion during construction is considered a potentially significant impact.		
HAZARDS		
Local Transportation Routes. Local transportation routes for hazardous materials to SBCH and for hazardous waste from SBCH would change with implementation of the project. This change may result in potential impact to local streets from leaks or spills during transport.	***HAZ-1 Local Transportation Route.*** Prior to issuance of building permits for each construction phase, and prior to the issuance of certificates of occupancy, SBCH shall submit a plan for a proposed local transportation route for transport of hazardous materials and hazardous waste to the City of Santa Barbara Fire Department for review and approval.	Less than significant.
Long-Term Increased Hazardous Waste and Materials (Long-Term Project and Specific Plan). Since the net number of patients served by the proposed project would increase with implementation of the proposed project and Specific Plan development, the quantities of hazardous materials used and hazardous waste created may increase. For example, the hospital would potentially increase laboratory services, which utilize solvents. The increase in hazardous materials and hazardous waste would potentially increase exposure of persons or the environment to hazardous substances.	***PF 9-1 Hazardous Materials and Waste Control Program.*** SBCH proposes to continue operation of the existing handling, storage, and disposal procedures for hazardous materials and waste per regulatory requirements. ***HAZ-1*** See above ***HAZ-2 Business Plan.*** Prior to issuance of building permits for each construction phase, and prior to the issuance of certificates of occupancy, SBCH shall submit its updated Hazardous Materials Business Plan to the County of Santa Barbara Fire Department HMU for review and approval. ***HAZ-3 Emergency Management Manual.*** Prior to issuance of building permits for each construction phase, and prior to the issuance of certificates of occupancy, SBCH shall update its Emergency Management Manual in accordance with the project design and Joint Commission on Accreditation of Healthcare Organizations (JCAHO) standards. The updated plan shall be subject to JCAHO review and approval. ***HAZ-4 Hazardous Materials and Waste Control Plan.*** Prior to issuance of building permits for each construction, and prior to the issuance of certificates of occupancy, SBCH shall update its Hazardous Materials and Waste Control Plan in accordance	Less than significant.

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	with the project design and Joint Commission on Accreditation of Healthcare Organizations (JCAHO) standards. The updated plan shall be subject to JCAHO review and approval. ***HAZ-5 Waste Minimization Plan.*** Prior to issuance of building permits for each construction phase, and prior to the issuance of certificates of occupancy, SBCH shall submit its updated Waste Minimization Plan to the City of Santa Barbara Fire Department for review and approval.	
Long-Term Medical Waste Impacts (Long-Term Project and Specific Plan). Because the quantity of medical waste would increase with the proposed project and Specific Plan development, and the waste would be routed differently through SBCH, there is the potential for the risk of exposure of persons to medical waste to increase with implementation of the project. The proposed project is expected to increase the amount of medical waste generated due to its ability to handle a larger volume of patients. Since the net number of patients would increase over time, medical waste from routine services such as injections and blood sampling would increase.	***HAZ-6 Medical Waste Management Plan.*** Prior to issuance of building permits for each construction phase, and prior to the issuance of certificates of occupancy, SBCH shall update its Medical Waste Management Plan in accordance with State Department of Health Services (DHS) regulations. The updated Medical Waste Management Plan shall be subject to State DHS review and approval.	Less than significant.
Long-Term Public Security Impacts. Potential long-term public security risks from unauthorized access to hospital areas with the proposed project would be similar to the existing condition. Because the proposed project includes parking structures, there is the potential for crime to occur in these secluded areas. SBCH proposed an upgraded security system as part of the project (PF 9-3).	***PF 9-3 Upgraded Security System.*** Upgraded on-site security equipment would be implemented as part of the proposed project. The proposed Integrated Security System includes the following components:[2] A. **A closed-circuit television system** (CCTV) is proposed to be installed in the hospital buildings. The CCTV system will consist of a series of cameras strategically located in areas to capture video scenes interconnected to a host system for viewing and recording.	Less than significant.

[2] Schimer Engineering Corporation (SEC), SBCH Physical Security Program Study.

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	B. **An Access Control and Alarm Monitoring System** is proposed to be incorporated to limit the dispersal of door lock keys and the management of the keys to assignees and to provide an automatic method for hospital staff movement without supervision by the use of employee cards fitted with electronics to gain entrance through locked portals. C. **An Infant Abduction System** is proposed to be incorporated to allow private conversation between the master station and intercom stations located at specific doors or vehicle entries. The identity of the person wishing to enter can be acknowledged from the master station. D. **An Emergency Intercom System** with two-way communication is proposed to be installed throughout the hospital buildings. The system is proposed to act independently from other systems to alert security of an impending emergency such as personal assault and suspicious activities. E. **A Central Monitoring Station (CMS)** would be the center of operation for the security system and would be staffed 24 hours per day/7 days per week. The CMS would provide proper first response according to established protocols. F. **Outside Access Control and Lighting.** Outside doors leading to the hospital will be provided with access control as described above, lighted and monitored by security officers. The Physical Security Program Study will be continuously refined prior to and during construction in order to ensure that existing security systems are minimally interrupted and that adequate measures are taken to mitigate for any disruption of current security systems. ***HAZ-3*** See above	

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	HAZ-7 Security Patrols. Prior to issuance of building permits for each construction phase, as appropriate, SBCH shall submit a security patrol plan to the City Fire and Police Departments for review and approval. The plan shall include patrols around the hospital campus and within the parking structures.	
Long-Term Aircraft Safety Impacts. The proposed project includes a trauma helipad for the roof of the proposed new Diagnostic and Treatment Building. There would be a potential for helicopters to crash into properties within the flight path during flight operations.	***PF 9-2 Aircraft Safety.*** SBCH has identified helicopter procedures and flight path routes. Helicopters would be used to transport trauma cases to the hospital and are anticipated to be used on average about two times per week. Under normal weather conditions, the helicopter would follow a flight path along U.S. 101 and would make a direct approach toward the hospital after turning near the intersection of U.S. 101 and Pueblo Street. Departures would follow the same path as approaches. Under windy conditions, after turning toward the hospital, the helicopter would approach the helipad by making a gradual loop to the east prior to turning west for final approach and touchdown into the prevailing west wind. Departures in windy conditions could require direct climb and vertical takeoff over the helipad and then depart directly toward the freeway. ***HAZ-8 Helipad.*** Prior to issuance of building permits for the proposed helipad in Phase II (SBCH Phase 4), SBCH shall submit the helipad design plans, emergency response plan, and flight paths to the City Fire and Police Departments as well as the Santa Barbara County Association of Governments (SBCAG) for review. SBCH will document SBCAG's action in the application for a Heliport Approval Permit, which shall be submitted to Caltrans Division of Aeronautics. Caltrans will issue the permit once it reviews and approves the application. SBCH shall also submit a Notice of Landing Area Proposal to the FAA for review. Documentation of Caltrans approval shall be submitted to the City.	Less than significant.
Long-Term Fire Hazards Impacts. The amount of hazardous materials or flammable materials required	***PF 12-2*** (Upgraded Fire Protection Equipment) refer to Public	Less than significant.

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as part of the proposed project and Specific Plan development operations may increase, and additional fire hazards may be created as a result of the types of buildings to be constructed. Therefore, there is the potential for fire hazards to increase with implementation of the proposed project.	Services and Utilities ***HAZ-3*** and ***HAZ-4*** See above	
Cumulative Long-Term Hazardous Materials and Waste Impacts. Implementation of the proposed project and/or future development under the Specific Plan has the potential to cumulatively contribute to hazardous materials/waste impacts in the project vicinity because of the anticipated increase in use of hazardous materials, generation of hazardous waste, and changes to transfer areas from and to the hospital (Oak Park Lane versus Castillo Street).	***HAZ-1*** and ***HAZ-2*** through ***HAZ-5*** See above	Less than significant.
Cumulative Long-Term Medical Waste Impacts. Implementation of the proposed project and/or future development under the Specific Plan has the potential to cumulatively contribute to medical waste impacts in the project vicinity because the amount of waste would increase, and the waste would be routed differently through SBCH.	***HAZ-6*** See above	Less than significant.
Cumulative Long-Term Public Security Impacts. Implementation of the proposed project and/or future development under the Specific Plan has the potential to cumulatively contribute to public security impacts in the project vicinity due to the addition of two new parking structures.	***HAZ-3*** and ***HAZ-7*** See above	Less than significant.
Cumulative Long-Term Aircraft Safety Impacts. Implementation of the proposed project has the potential to cumulatively contribute to aircraft safety impacts due to the potential for air traffic accidents.	***HAZ-8*** See above	Less than significant.

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Marion Medical Center, Goleta Valley Cottage Hospital, and St. John's Regional Medical Center receive patients by helicopter transport.		
Cumulative Long-Term Fire Hazards Impacts. Similar to the proposed project and potential future redevelopment allowed under the proposed Specific Plan, all new development projects in the City of Santa Barbara are subject to fire hazard regulations with respect to hazardous materials storage, fire suppression equipment, emergency response, and emergency access.	***HAZ-1*** and ***HAZ-2*** See above	Less than significant.
Construction Hazardous Materials and Hazardous Waste Impacts. Because the proposed project and Specific Plan build-out would result in demolition and renovation of existing structures, equipment removal and relocation, and excavation of soils, there is a potential for exposure of persons or the environment to hazardous substances due to improper use, storage, or disposal of hazardous materials, and exposure of proposed project occupants or construction workers to unremediated soil or groundwater contamination.	***HAZ-9 Construction Hazards Management Plan.*** Prior to issuance of building permits for the first phase, to address all construction phases or before each successive phase, as necessary, SBCH shall prepare a comprehensive Construction Hazards Management Plan for review and approval by the City (fire hazards, emergency response, and public security), County Hazardous Materials Unit (HMU) (fire hazards and hazardous materials and waste) and OSHPD (fire hazards, equipment relocation). The plan shall provide specific mechanisms to implement hazardous materials/waste and medical waste routing and transportation, public security, and fire protection during each construction phase. ***HAZ-10 Asbestos-Containing Materials.*** Prior to issuance of permits for renovation, remodeling, or demolition for each construction phase associated with the proposed project, a State-certified asbestos professional shall review the Asbestos Management Plan and determine whether additional sampling of building materials for asbestos-containing materials should be performed. Any abatement or removal of asbestos-containing materials must be performed in accordance with applicable federal, State, and local regulations.	Less than significant.

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	HAZ-11 Lead-Based Paint. Prior to issuance of permits for renovation, remodeling, or demolition for each construction phase associated with the proposed project, a State-certified lead professional shall survey the structures and determine whether sampling for lead-based paint is warranted. Any abatement or removal of LBP must be performed in accordance with applicable federal, State, and local regulations. ***HAZ-12 PCBs.*** Prior to issuance of permits for renovation, remodeling, or demolition for each construction phase associated with the project, a qualified professional shall survey the structures and determine whether suspect PCB-containing equipment such as transformers or light ballasts is present in the areas to be disturbed. PCB-containing equipment must be handled and disposed of in accordance with applicable federal, State, and local regulations. This measure shall be included on project plan specifications as applicable. ***HAZ-13 Equipment Relocation.*** Prior to issuance of demolition permits for the existing Central Services Plant, the USTs, ASTs, and associated equipment shall be removed and installed in accordance with OSHPD and County HMU requirements. Any contaminated soil found at the Central Services Plant shall be remediated in accordance with County HMU requirements. This measure shall be included on project plan specifications as applicable. ***HAZ-14(a) Former Central Services Plant Site Mitigation Plan Requirements.*** Prior to and during construction activities at the former Central Plant area (Phase 2B), the Construction Contractor shall comply with the recommendations of the *Site Mitigation Plan, Santa Barbara Cottage Hospital, Central Plant Improvement Project, Santa Barbara, California*, and the JPR review of this plan (JPR, July 2004). These recommendations include:	

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	1. Notify the Santa Barbara County Fire Prevention Division Hazardous Materials Unit (HMU) of the proposed construction. 2. Submit the Site Mitigation Plan (SMP) to the County's Leaking Underground Fuel Tank (LUFT) Program (HMU) and other appropriate agencies for review and approval as part of the permitting process for the project. 3. Obtain all other required permits to conduct the work, and provide all required notifications to perform all aspects of the work, including notification to the Air Quality Control District of the intent to excavate potentially contaminated soils. 4. Install a shoring system in accordance with engineering and State and federal OSHA requirements. 5. Prepare and implement a site-specific Health and Safety Plan (HSP) in accordance with State and federal OSHA requirements and obtain approval by an independent Certified Industrial Hygienist (CIH). Copies of the HSP shall be made available to the County for review and approval as well as to appropriate site construction workers as part of their site orientation and/or regular health and safety meetings. The HSP shall include: a. A summary of all potential risks to construction workers, maximum exposure limits for all site chemicals, and emergency procedures. b. The identification of a Site HSP Officer for the project, that Officer's responsibilities, and routine and emergency contact information for that individual. c. Directives to include that the HSP officer and HMU will be contacted immediately should worker exposure	

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	limits be exceeded, or if evidence of soil contamination is encountered during any of the construction activities. d. A statement that the HSP shall be amended as needed if different site conditions are encountered by the Site HSP Officer. e. Technical field procedures and worker safety procedures to be implemented for sampling any observed impacted soil. f. Provisions to conduct air monitoring at the site to confirm safe working conditions for the construction workers and provisions for appropriate personal protective equipment (PPE). g. Designation of a qualified individual as the on-site monitor and point of contact. The monitor shall be present at the site daily to perform monitoring and/or soil and air sampling during soil disturbance activities to ensure that soil and air levels are safe and acceptable. This individual shall be responsible for monitoring compliance with all aspects of the HSP and shall be responsible for preparing and submitting weekly activity reports and testing results to the SBCH and appropriate agencies. Air monitoring shall include but is not limited to potential oxygen deficiency, total petroleum hydrocarbons (TPH) volatile organic compounds (VOCs), and potentially explosive conditions. The HSP shall designate the procedures and frequency of the air monitoring activities. h. Contingency procedures to address unexpected conditions that may arise, including but not limited to encountering identifiable environmental conditions that may pose a potential risk to health, safety, or the environment. A report for any unexpected incident shall	

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	be prepared and submitted to all involved parties within a 24-hour period of the incident. i. Procedures for soils handling, including a decision matrix for determining when sampling and analysis shall be conducted. Soils considered acceptable for reuse shall be separated from soils to be disposed of at a permitted landfill. Soil stockpiles shall be protected from public access. SBCH shall be responsible for signing all required shipping documents and will retain fully executed copies of such. j. An explanation of chain-of-custody procedures for submittal of soil samples for laboratory analysis. k. Procedures for determining how import soil will be considered "clean" (i.e., suitable for fill at the site). 6. Consult with County agencies and SBCH to determine the need and scope of any sampling and analysis that may be warranted. 7. Prepare and implement dust standard control practices to prevent the generation of dust during soil handling activities, and if the standards include increased watering for dust suppression, the Contractor shall prevent the off-site runoff and comply with geotechnical requirements for moisture conditioning of the soil. 8. Conduct off-site soil transport in accordance with the State and federal Department of Transportation (DOT) requirements. 9. Minimize the tracking of impacted soil from the site by cleaning truck wheels prior to departure and sweeping the exit area(s) as needed. 10. Clean the surrounding streets to remove soil or	

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	contaminated materials that may have migrated from the site during soil handling activities. 11. Implement storm water runoff control measures at the project site including but not limited to the protection of soil stockpiles against storm water erosion and runoff, project site grading for internal drainage, and control of runoff to reduce sediment loading. 12. Provide for procedures to manage groundwater should it be encountered during construction activities, including appropriate permits and groundwater analysis for the selected method of management (e.g., discharge to the sanitary sewer or storm water collection system). 13. Maintain a daily log of all construction activities to be provided to SBCH upon completion of the project. SBCH shall prepare a report documenting unanticipated environmental conditions as applicable and forward the report to the County HMU. Upon completion of the excavation and soil disposal activities, SBCH shall prepare a document certifying that the provisions of the SMP have been completed, and that certification shall be made by a person qualified to confirm implementation of the SMP. ***HAZ-14(b) Removal of Contaminated Soil.*** Prior to issuance of a building permit for the Central Plant (Phase 2B), the applicant shall provide evidence in writing to the City Planning Division that contaminated soil on the project site has been removed and either treated or disposed of at an approved facility in accordance with applicable regulations to the satisfaction of the Santa Barbara County Fire Department Protection Services Division. Documentation certifying that the provisions of the Site Mitigation Plan were completed shall be prepared by a person qualified to confirm implementation of the Site Mitigation Plan.	

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	HAZ-15 Unknown Substances. For construction activities outside of the former Central Plant area, if unknown substances are encountered in the soils during site clearance, excavation, and grading activities, the contractor shall stop work and contact the Site Health and Safety Officer. The Site Health and Safety Officer shall notify the appropriate agencies to determine sampling, handling, and disposal requirements for the substance. Measures in accordance with applicable regulations shall be implemented throughout demolition, grading, and construction activities to provide for protection of workers and on-site occupants in the event that unknown subsurface hazardous materials are unearthed. Disposition of such materials shall be undertaken in accordance with all applicable regulations to ensure that no long-term hazard remains. This measure shall be included on project plan specifications, as applicable. ***HYD-9*** through ***HYD-13*** See Hydrology and Water Quality below	
Project Construction Medical Waste Impacts. There is the potential for persons or the environment to be exposed to medical waste during construction of the proposed project and Specific Plan build-out due to renovation and demolition activities that may interfere with medical waste handling and routing.	***HAZ-9*** See above	Less than significant.
Project Construction Public Security Impacts. There is the potential for public security impacts during construction of the proposed project and Specific Plan build-out due to the number of personnel required during construction activities, and demolition/renovation activities that might affect secured access areas.	***HAZ-9*** See above	Less than significant.
Project Construction Fire Hazard Impacts. There is the potential for increased fire hazard impacts during	***HAZ-9*** See above ***HYD-9, HYD-10*** (See Hydrology and Water Quality) and	Less than significant.

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construction of the proposed project and Specific Plan build-out due to the use of additional flammable materials, and relocation or disturbance of underground or aboveground utilities.	***TRF-8*** (See Transportation and Circulation)	
Cumulative Construction Hazardous Materials and Waste Impacts. The construction of the proposed project and potential future development under the Specific Plan has the potential to cumulatively contribute to hazardous materials/waste impacts in the project vicinity due to the increased use of hazardous materials and generation of hazardous waste during construction activities, changes of routing of hazardous materials/waste, the potential to contact contaminated soil and/or groundwater, and the potential to release known hazardous building materials into the environment.	***HAZ-9*** through ***HAZ-15*** See above ***HYD-9*** through ***HYD-13*** (See Hydrology and Water Quality)	Less than significant.
Cumulative Construction Public Security Impacts. Each cumulative project site under development is responsible for its own public security, which is specific and insular to each site. That is, potential public security impacts at one site would not necessarily contribute to public security impacts at other sites in the vicinity.	***HAZ-9*** See above	Less than significant.
Cumulative Construction Fire Hazards Impacts. Construction of the proposed project and the potential future development under the Specific Plan have the potential to cumulatively contribute to fire hazard impacts in the project vicinity due to the use of additional flammable materials and to relocation or disturbance of underground or aboveground utilities.	***HAZ-9*** See above ***HYD-9, HYD-10*** (See Hydrology and Water Quality) and ***TRF-8*** (See Transportation and Circulation)	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
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HYDROLOGY AND WATER QUALITY		
Long-Term Hydrology Impacts. With the project and Specific Plan development, the 25-year storm peak flows discharging from the site would decrease slightly due to the increase in landscaping. The drainage pattern within the project area would be similar to the existing condition. Since Castillo Street would be closed within the project area, existing flows on this street would be redirected along Junipero Street and to Oak Park Lane. Therefore, flows would be lower at the Junipero Street and Pueblo Street outlets to Mission Creek. The reductions in flow to the Junipero Street and Pueblo Street outlets would improve the local drainage conditions at these collection points during storm events, and the reductions in flow would not result in adverse impacts to this section of the creek. The proposed RCB storm drain would not alter the amount of flood flows entering Mission Creek. Mission Creek will receive higher velocity flows at the outlet, however the creek is concrete lined at the outlet and no significant erosion or scour impacts would occur. This outlet will be resized to accommodate the increased flows and provide energy dissipation. The proposed project would not result in an increase in impervious area and therefore would not reduce the opportunity for groundwater recharge. Based on the project description, calculated water demand for the proposed project. It was determined that with the project, annual water consumption would be reduced from 43.56 acre-feet to 34.62 acre-feet.	***PF 10-1 Hospital Storm Drain.*** For the main hospital, the majority of flows would be collected from the Diagnostic and Treatment Building and Centennial Building into a single storm drain system and discharged out onto Oak Park Lane through a parkway culvert. A smaller system would also collect on-site runoff from the southwest parking area of the west block and discharge through a parkway culvert onto Oak Park Lane as well. Lastly, a series of smaller storm drain collection systems would collect runoff from the patient pavilion buildings and discharge flows onto Pueblo Street in five separate points. All flows would drain southeasterly towards the proposed storm drain system along Oak Park Lane before discharging into Mission Creek. In certain instances, the on-site system may connect directly into the proposed storm drain improvement along Oak Park Lane in lieu of the parkway culvert option. These minor design drainage differences do not have any impact on the flooding or drainage assessments (Figure 10.3). ***PF 10-2 Knapp Parking Structure Drain.*** A single storm drain system would collect flows from the proposed Knapp parking structure and existing building and drain southerly through a parkway culvert toward the intersection of Bath Street and Junipero Street (Figure 10.3). ***PF 10-3 Pueblo Parking Structure and Child Care Center Drains.*** A single storm drain system would collect flows from the proposed Child Care Center and drain easterly through a parkway culvert to Los Olivos (Figure 10.3). A series of pipes, downspouts, gutters, and parkway culverts will drain the Pueblo parking structure out to Castillo Street and Pueblo Street. ***PF 10-4 Concrete Box Storm Drain.*** A new 10-foot by 10-foot reinforced concrete box (RCB) would be constructed along Junipero Street that inlets near the intersection of Oak Park Lane and Padre Street to counter the effect of closing Castillo Street	Less than significant.

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	between Junipero Street and Pueblo Street and intercept overbank flows from Mission Creek upstream of the project site that occur during a 100-year storm event (Figure 10.3). Similar to other drainage improvements of this size, it is tentatively agreed upon that the County of Santa Barbara will maintain the storm drain box while the City of Santa Barbara will maintain the associated catch basins inlet and laterals. ***PF 10-5 Mission Creek Inlet.*** The existing inlet into Mission Creek at the intersection of Padre Street and Oak Park Lane would be upsized to accommodate flows from the 10-foot by 10-foot RCB (PF 10-4) and design parameters set by the U.S. Army Corps of Engineers and Los Angeles County Public Works would be followed for connecting the side channel into the full concrete-lined flood control channel (Mission Creek). ***PF 10-6 Landscape Design for Water Quality.*** The project would provide an additional 79,184 square feet of landscaping at the site. Landscaped areas would be designed to capture and infiltrate flows as feasible consistent with City requirements where feasible. **HYD-1 Final Hydrology and Hydraulics Study.** During final design and prior to the issuance of any grading permits, a final hydrology and hydraulics study shall be submitted to and approved by the Public Works Director. The study shall include: • Diversions, off-site areas that drain onto and/or through the project, and justification of any diversions. • Evidence that the proposed drainage pattern would not overload the storm drain system. • Indication of how the project grading, in conjunction with the drainage conveyance systems, including applicable swales, channels, street flows, catch basins, storm drains, and flood water retarding, would allow building pads to be	

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	safe from inundation from rainfall runoff which may be expected from all storms up to and including theoretical 100-year flood. ***HYD-3 Flood Hazard Reduction.*** During final project design, and prior to the issuance of any grading permits, the applicant shall ensure that the project complies with Chapter 22.24.160, General *Standards for Flood Hazard Reduction*, of the City of Santa Barbara Municipal Code.	
Long-Term Floodplain Impacts. The proposed project has the potential to increase 100-year flood elevations due to changes in drainage patterns with the proposed closure of Castillo Street and due to development within a 100-year flood hazard area. Any increase in the flood elevations would be considered a significant impact. However, implementation of project features would remove more than two City blocks southeast of the hospital from within the 100-year floodplain, thereby alleviating the mandatory flood insurance requirements for this area.	***PF 10-1*** through ***PF 10-4*** See above ***HYD-1*** See above ***HYD-2 Letter of Map Revision.*** During final project design, and prior to the issuance of any grading permits, the applicant shall submit detailed applications, certification forms, and hydraulic analyses and obtain pre-review and approval from the City floodplain manager, and shall submit the completed Conditional Letter of Map Revision (CLOMR) application and obtain conditional approval from FEMA. Upon completion of project construction work within the floodplain, the applicant shall submit "as-built" construction documentation verifying conformance with the CLOMR to obtain pre-review and approval from the City floodplain manager, and shall submit the completed Letter of Map Revision (LOMR) application to obtain approval from FEMA.	Less than significant.
Long-Term Water Quality Impacts. The proposed project and the Specific Plan build-out have the potential to substantially discharge sediments or pollutants into surface waters or otherwise degrade water quality. The hospital may experience an intensification of uses and other operational changes (e.g., helipad operation) that could increase pollutant loadings to Mission Creek. Although the proposed project reduces the impervious surface area of the	***PF 10-6*** See above ***PF 12-4*** See Public Services and Utilities ***HYD-4 Water Pollution Control.*** During project operation, the applicant shall ensure that waste, infectious waste, contamination or pollution or other substance which could impair the quality of a drainage is not deposited in any drain, drop inlet, conduit, or natural or artificial watercourse flowing into any storm drain, creek, lagoon or other waters of the State,	Less than significant.

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existing site, the proposed project may create new pollutant sources for storm water runoff contamination. As a result, the proposed project has the potential to cause or contribute to the exceedance of downstream receiving water quality standards.	consistent with the requirements of Chapter 16.15.010, *Water Pollution Prohibited*, of the City of Santa Barbara Municipal Code, and storage requirements of the State Medical Waste Management Act (22CCR Sections 65600-65628). Compliance with this measure shall be enforced via periodic City inspections in compliance with its Storm Water Management Plan. Medical Waste Management Plan review and approval is required by Mitigation Measure HAZ-6. ***HYD-5 Project Storm Water Management Plan.*** Prior to the issuance of any grading or building permit (whichever comes first), the applicant shall submit for review and approval by the Public Works Director, a Storm Water Management Plan (SWMP) specifically identifying best management practices (BMPs) that would be used onsite to control predictable pollutant runoff and target pollutants of concern. This SWMP shall identify, at a minimum, the routine structural and non-structural measures specified in the current Municipal NPDES Permit. The SWMP will include the following: • Address site design BMPs (as applicable) such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or "zero discharge" areas, and conserving natural areas; • Include the applicable routine source control BMPs as defined in the Municipal NPDES Permit and City Storm Water Management Program. These BMPs shall include: ◦ Roof drain outlets to landscaped areas where feasible. ◦ Diversion of runoff around trash storage areas. Trash containers will be covered and walled to prevent off-site transport of trash. ◦ All catch basins shall be stenciled with "No Dumping-	

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	Flows to Creek" or other equally effective message. ◦ Parking lot and street sweeping on a regular basis (at least monthly). ◦ Proper design of outdoor working areas and material storage areas to prevent discharge of sediment or pollutants to the storm drain system. ◦ Pervious pavements where feasible. ◦ Alternative building materials where feasible. • Demonstrate how surface runoff and subsurface drainage shall be managed and directed to the nearest acceptable drainage facility ***HYD-6 Operational and Maintenance Plan.*** Prior to the issuance of any grading or building permit (whichever comes first), the applicant shall include in the SWMP the following additional information in a manner meeting the approval of the Public Works Director. • Include post-construction structural treatment control BMPs as defined in the Municipal NPDES Permit and City Storm Water Management Program. As part of this requirement, the project shall include: ◦ A hydrodynamic separation unit or media filtration system within the storm drain system near the terminus of the main storm drain line prior to its connection to the Oak Park Lane public storm drain to treat runoff from a portion of the East and West blocks associated with the project site. Hydrodynamic separators are designed to treat low-flow runoff and are well suited to remove trash, debris, sediment, particulates, and pollutants typically attached to sediment, such as trace metals from urban runoff. Media filtration units typically remove oil	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
	and grease, trash and debris, oxygen-demanding substances, bacteria and viruses, and organic compounds. Vegetated swales or their equivalent along Junipero Street, adjacent to the Diagnostic and Treatment Building, Centennial Building, and Central Services Plant. Swales can effectively trap particulate pollutants (suspended solids & trace metals), promote infiltration, and reduce the flow velocity of storm water runoff. Catch basin inserts or equivalent in storm drain inlets that receive parking lot runoff within the project site. Specific locations include the Knapp parking structure located at the "north block" and the Pueblo parking structure located at the "south block." • Include a conceptual Operation and Maintenance (O&M) Plan that (1) describes the long-term operation and maintenance requirements for the post-construction Treatment Control BMP(s); (2) identifies the entity that would be responsible for long-term operation and maintenance of the referenced treatment control BMP(s); and (3) describes the proposed mechanism for funding the long-term operation and maintenance of the referenced treatment control BMP(s) ***HYD-7 City Storm Water Management Plan Compliance.*** Prior to the issuance of a certificate of use and occupancy, the applicant shall demonstrate compliance with the SWMP in a manner meeting the satisfaction of the Public Works Director, including: • Demonstrate that all structural best management practices (BMPs) described in the project's SWMP have been implemented, constructed and installed in conformance with approved plans and specifications;	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
	• Demonstrate that the applicant has complied with all non-structural BMPs described in the project's SWMP; and • Submit for review and approval an Operations and Maintenance (O&M) Plan for all structural BMPs for attachment to the SWMP. ***PS-1*** See Public Services and Utilities	
Cumulative Long-Term Hydrology Impacts. Implementation of the proposed project and/or future development under the Specific Plan has the potential to cumulatively contribute to hydrology impacts due to the change in the drainage pattern.	***PF 10-1*** through ***PF 10-6*** See above ***HYD-1*** and ***HYD-3*** See above	Less than significant.
Cumulative Long-Term Floodplain Impacts. Implementation of the proposed project and/or future development under the Specific Plan has the potential to cumulatively contribute to long-term flood elevation impacts due to the change in the drainage pattern.	***PF 10-1*** through ***PF 10-4*** See above ***HYD-1*** and ***HYD-2*** See above	Less than significant.
Cumulative Long-Term Water Quality Impacts. Implementation of the proposed project and/or future development under the Specific Plan has the potential to cumulatively contribute to long-term water quality impacts due to changes in impervious area or increased pollutant loadings.	***PF 10-6*** See above ***PF 12-4*** See Public Services and Utilities ***HYD-4*** through ***HYD-7*** See above ***PS-1*** See Public Services and Utilities	Less than significant.
Construction Related Hydrology Impacts. There is the potential for substantial hydrology impacts during construction of the proposed project due to changes in drainage patterns, which could result in localized flooding and soil erosion.	***HYD-8 State General Construction Activity Permit.*** Prior to the issuance of any grading or building permits, the applicant shall demonstrate compliance under the State General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing in a	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
	manner meeting the satisfaction of the Director, Public Works Director. Projects subject to this requirement shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). A copy of the current SWPPP shall be kept at the project site and be available for City review on request. ***HYD-9 Erosion Control Plan.*** Prior to the issuance of any grading or building permit, the applicant shall submit a Erosion Control Plan in a manner meeting approval of the Public Works Director, consistent with the City's *Procedures for the Control of Runoff into Storm Drains and Watercourses* to demonstrate compliance with local and state water quality regulations for grading and construction activities. The Erosion Control Plan shall address the specifications for each construction phase and shall identify how all construction materials, wastes, grading or demolition debris, and stockpiles of soil, aggregates, soil amendments, etc. shall be properly covered, stored, and secured to prevent transport into local drainages by wind, rain, tracking, tidal erosion or dispersion. The Erosion Control Plan shall also describe how the applicant would ensure that all best management practices (BMPs) would be maintained during construction of any future public right-of-ways. A copy of the current Erosion Control Plan shall be kept at the project site and be available for City review on request. ***HYD-10 Flood Hazard Reduction Plan.*** Prior to the issuance of any grading or building permit, the applicant shall submit a Flood Hazard Reduction Plan in a manner meeting approval of the Public Works Director, consistent with the City's General *Standards for Flood Hazard*. The Flood Hazard Reduction Plan shall address the specifications for each construction phase and shall identify how dry weather and storm water runoff would be controlled to prevent flooding of adjacent streets and properties. The Flood Hazard Reduction Plan shall also describe how the applicant would ensure that flood-prevention BMPs would be	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
	maintained during construction of any future applicant-sponsored improvements made within the public rights-of-ways. A copy of the current Flood Hazard Reduction Plan shall be kept at the project site and be available for City review on request. ***HYD-11 Dewatering.*** Prior to construction of each phase, the Construction Contractor shall determine whether dewatering of groundwater would be necessary for implementation of the project. If dewatering is required, the Construction Contractor shall submit a Notice of Intent (NOI) to the Central Coast Regional Water Quality Control Board (RWQCB). The Construction Contractor shall comply with the provisions of the appropriate NPDES permit required by the RWQCB.	
Construction Related Water Quality. Construction of the proposed project or the Specific Plan build-out has the potential to substantially impact water quality due to the potential for discharge of sediments (from erosion or tracking), pollutants (from improper hazardous waste or solid waste management), or contaminated groundwater into the City's storm drain system.	***HYD-8, HYD-9*** and ***HYD-11*** See above ***HYD-12 Discharge of Hazardous Substances.*** During project construction of each phase, the Construction Contractor shall ensure that hazardous substances are not deposited into any drain, drop inlet, conduit, or natural or artificial watercourse flowing into any storm drain, creek, lagoon or other waters of the State, consistent with Chapter 16.15.100, *Discharge of Hazardous Substances Prohibited*, of the City of Santa Barbara Municipal Code. ***HYD-13 Water Pollution Control.*** During project construction of each phase, the Construction Contractor shall ensure that waste, infectious waste, contamination or pollution or other substance which could impair the quality of a drainage is not deposited in any drain, drop inlet, conduit, or natural or artificial watercourse flowing into any storm drain, creek, lagoon or other waters of the State, consistent with the requirements of Chapter 16.15.010, *Water Pollution Prohibited*, of the City of Santa Barbara Municipal Code.	Less than significant.
Cumulative Construction Hydrology Impacts. Implementation of the proposed project and/or future	***HYD-8,*** through ***HYD-11*** See above	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
development under the Specific Plan has the potential to cumulatively contribute to hydrology impacts during construction due to changes in the drainage pattern.		
Cumulative Construction Water Quality Impacts. Implementation of the proposed project and/or future development under the Specific Plan has the potential to cumulatively contribute to water quality impacts due to construction activities and associated pollutants.	***HYD-8***, ***HYD-9***, ***HYD-11***, ***HYD-12***, and ***HYD-13***	Less than significant.
NOISE AND VIBRATION		
Long-Term Central Plant Noise. It is unlikely that mechanical equipment operation in the proposed Central Plant building would have a significant noise impact on office buildings, residences, the hospital, or Oak Park. However, if generator testing occurs during the evening or nighttime time hours, mechanical equipment noise would potentially violate the City's noise ordinance for residential land uses.	***N-4 Mechanical Equipment Testing.*** Mechanical equipment testing conducted by SBCH shall be limited to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Sunday. SBCH shall provide notification to the City Community Development Department prior to planned testing events.	Less than significant.
PUBLIC SERVICES		
Long-Term Fire/Police/Ambulance Impacts. In the long term, the proposed project and Specific Plan development would continue to be served by the City Fire and Police Department. The replacement facilities would be newer and more spacious, and would contain upgraded on-site security, fire protection equipment, comprehensive security and fire protection plans, and improved circulation and parking, a benefit to public security and fire protection.	***PF 9-3*** See above ***PF 12-1 Upgraded Fire Protection Equipment.*** Upgraded on-site fire protection equipment would be implemented as part of the proposed project. The fire protection plan includes hydrants, driveway access for emergency vehicles, an automatic fire sprinkler system, an automatic fire alarm, and an emergency fire evacuation plan. The proposed project would meet requirements imposed by the State and the Santa Barbara City Fire Department. The following are some of the key strategies being incorporated into the proposed fire protection plan: A. Hydrants shall be located within 300 feet of all exterior	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
	walls by way of access. The hydrants shall be equipped with one 4" and two 2½" outlets and a minimum flow of 1,250 gallons per minute. B. Driveway access for emergency vehicles shall be all-weather concrete or asphalt capable of supporting 60,000 pounds. The minimum unobstructed width shall be 20 feet to within 150 feet of all exterior walls of the structures within this project. Vertical clearance shall be a minimum of 13 feet 6 inches. The exit of the Main Entry Drop-off at Pueblo and Castillo may be narrowed to 16 feet per 10/3/03 approval by the SBFD. C. An automatic fire sprinkler system in accordance with NFPA 13 and the California Fire and Building Codes, 2001 Editions, is required for all buildings within this project, including the hospital, parking structures, and the Central Plant. Automatic fire sprinkler systems shall be submitted separately. D. An automatic fire alarm in accordance with Articles 79 and 80 of the California Fire Code, 2001 Editions, would be provided for the hospital and Central Plant. The fire alarm system shall be submitted separately. E. Hazardous materials and the construction of hazardous materials storage areas shall be in accordance with the California Building Code, 2001 Edition, and the construction of hazardous materials storage areas shall be in accordance with the California Building Code, 2001 Edition. F. A project directory, including a map and listing of all units on site, shall be posted at the entrance to the property and shall be indicated on the project plans. G. An emergency evacuation plan subject to approval by OSHPD shall be provided. The plan shall include egress	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
	from all portions of all buildings within the project area to a public way. The proposed project shall meet requirements imposed by the State and advise and consent issues by the SBFD. Jurisdiction would be determined during this process. ***HAZ-7*** See Hazards ***PF 13-1 Off-Street Parking Facilities.*** The project will provide a total of 1,252 parking spaces in off-street surface lots and parking structures. The project would construct two parking structures providing a total of approximately 1,191 parking spaces. One parking structure, referred to as the Knapp Parking Structure, would be located on the existing Knapp surface parking lot at the northeast corner of Bath Street/Junipero Street and would contain approximately 556 parking spaces. The other structure, referred to as the Pueblo Parking Structure, would be constructed on the southwest corner of Castillo Street/Pueblo Street and would contain approximately 635 parking spaces. The project will provide 61 surface parking spaces: 34 spaces would be located adjacent to the emergency department, 5 would be located at the service yard at Oak Park Lane and Junipero Street, 12 would be located at the Fletcher building, and 10 would be located adjacent to the outpatient drop-off at Bath Street and Pueblo Street. ***PF 13-6 Hospital Entrance Circulation.*** The proposed project would include a circulation feature at the main entrance of the hospital. The project would construct an additional drop-off loop along Pueblo Street at Castillo Street to serve patients/visitors of the hospital at the main lobby. This feature would concentrate patient drop-offs at two locations of the hospital and alleviate the delay along the drop-off area at Bath Street/Pueblo Street.	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
Long-Term Water Resources Impacts. The proposed project and Specific Plan development could potentially decrease water demand. In addition, SBCH proposes interior and exterior water conservation measures that would contribute to reduced overall water consumption during average and peak occupancy of the proposed hospital.	***PF 12-3 Water Conservation Measures.*** Interior and exterior water conservation measures would be incorporated into all project areas. These include, but are not limited to, low-flush toilets/urinals, low-flow faucets, water-conserving dishwashers, flow restrictors, efficient irrigation systems to minimize runoff and evaporation, and the use of reclaimed water. ***PS-1 Water Conservation.*** During final project design, and prior to the issuance of any building permits for each applicable construction phase, the applicant shall ensure that landscaping for the project complies with the City's *Water Conservation Landscape Design Standards* (Ordinance 4787, 1992) as set forth in Chapter 14.23.009, *Regulation of New or Rehabilitated Landscapes*, and Chapter 22.80.020, *Water Conservation Landscape Design Standards*, of the City of Santa Barbara Municipal Code. As part of this requirement, the project shall include: • Efficient irrigation systems that minimize runoff and evaporation and maximize the water that would reach the plant roots, such as dripline systems. • Timed irrigation systems in all landscaped areas.	Less than significant.
Long-Term Solid Waste Impacts. The proposed project and Specific Plan development's estimated net increase in annual solid waste generation could be reduced by up to 50 percent, thus reducing the project's increase in solid waste generation to 142 tons per year, below the County's Project Specific threshold. The 50 percent reduction in waste generation would be due to the aggressive recycling waste reduction and diversion efforts, including an increased number of collection areas for recycling and composting and reduced packaging requirements for all purchased products.	***PF 12-5 Solid Waste Reduction Program.*** As described in the Cottage Hospital Solid Waste Management Plan, SBCH is currently developing a comprehensive waste reduction program that would become an integral part of its overall waste management strategy. SBCH has already implemented many programs for separation of recyclable materials over the past decade for the existing hospital. The following are some of the key strategies being incorporated into the planning and design of the proposed project for the Solid Waste Reduction Program: A. Implement a waste reduction program that would include development of an environmentally sensitive purchasing	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
	policy that includes waste reduction, utilization of reprocessible items where economically feasible, and the development of a comprehensive recycling program. Once this program is fully implemented, SBCH would carefully review all purchased products to determine their impact on the facility's waste reduction program. B. Create a Waste Reduction Committee that would review items such as packaging to reduce potential waste as well as the product itself to determine appropriate disposal. This committee would also be in charge of greater awareness and training of hospital personnel to encourage recycling practices. C. Implement a Reprocessing Program that includes day-to-day reprocessing of patient care items; i.e., bedpans, urinals, wash basins. This program would also provide opportunities for waste reduction. D. Establish significantly more recyclable material receptacles at the point of waste generation throughout the hospital, which would decrease the amount of these materials being deposited to the general waste stream. All patient rooms would contain recycling containers. E. Continue the program for food waste composting, which would include all patient and cafeteria food waste and biodegradable items. As presently planned, the waste-composting contractor would pick up these containers daily except Sundays from Food and Nutritional Services. F. Establish a separate open-top, 40-yard dumpster for green waste and large debris, which would separate it from other wastes in the open dumpster. G. Continue recycling all phone books.	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
	H. Continue use of Bio System for sharps collection, waste handling, and disposal. I. Cardboard recycling would be handled by two mechanisms: first, a compactor baler located in Central Stores to handle this function's substantial cardboard volumes and, second, a compactor bin located at the Soiled Dock to handle the remaining hospital cardboard volumes. Increased receptacles and hoppers to capture cardboard at the point of generation would decrease the volume of cardboard deposited to the general waste stream. J. In Materials Management receiving, outer cartons would be stripped from incoming items, where appropriate, before the items are placed in stock. Replenishment orders would be picked and sent to SBCH internal supply points in reusable tote boxes. Cardboard, excluding Food Service and Pharmacy cartons, would be baled in Central Stores and recycled as part of the comprehensive recycling program. K. Provide increased number of paper shredders at the point of waste generation, and establish a new paper shredding room (with two shredder/compactor/baler machines). ***PS-2 Source Reduction/Recycling Plan.*** A source reduction/recycling plan shall be developed for the proposed project and submitted for review and approval by the City's Environmental Analyst and the County's Solid Waste Division prior to issuance of building permits. The plan shall identify proposed methods of feasibly reducing, reusing, and recycling solid waste, both for project demolition and construction and long-term operations. The objective of the plan is to ensure that the proposed project conforms to the State requirements of 50 percent waste diversion (AB 939) and City waste diversion goals of 60 percent by 2000 and 70 percent by 2010. ***PS-3 Solid Waste Management Plan.*** The Cottage Hospital	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
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	Solid Waste Management Plan shall be annually reviewed by the City and refined by SBCH once the proposed project is complete to identify additional waste reduction measures that may be implemented as a result of the ongoing evolution of the hospital programs and facilities.	
Cumulative Long-Term Fire/Police/Ambulance Impacts. Each cumulative project site under development is responsible for its own public security, which is specific and insular to each site.	***PF 12-1*** See above ***PF 9-3*** (See Hazards), ***PF 13-1***, and ***PF 13-5*** (See Transportation and Circulation) ***HAZ-7*** See above	Less than significant.
Cumulative Long-Term Solid Waste Impacts. The proposed project may generate up to 15 percent more solid waste that the existing hospital. The increased waste could be reduced by up to 50 percent through implementation of recycling and source reduction methods, which would reduce the amount of solid waste disposed of in the County landfill.	***PF 12-5*** See above ***PS-2*** and ***PS-3*** See above	Less than significant.
Construction Fire/Police/Ambulance Impacts. The proposed project and Specific Plan build-out would continue to be served by the City Fire and Police Departments during all construction phases. Some streets adjacent to the hospital site would be closed for utility construction or other construction activities. These closures would be temporary and would occur throughout the construction phases. The closure of these streets could potentially affect the circulation of emergency vehicles in the project vicinity.	***TRF-8*** See Transportation and Circulation ***PF 12-2 Construction Barriers and Security Devices.*** During demolition of the existing structures and construction of the new project structures, temporary barriers and security devices shall be maintained, as required by City Code.	Less than significant.
Construction Water Resources Impacts. Although there are no generation factors/rates for estimating water use during construction, a slight increase in the water demand for construction-related activities is	***PF 12-3*** See above ***HYD-8*** See Hydrology and Water Quality	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
expected during construction of the proposed project and Specific Plan build-out.		
Construction Solid Waste Impacts. An increase in solid waste flows into area sanitary landfills from construction-related activities would occur during construction of the proposed project. Since construction of the proposed project would be phased over an estimated 9 year period (and potential future development for Specific Plan would be phased for up to 5 years), construction-related solid waste flow increases would be dispersed over this period.	***PF 12-4 Demolition Debris Recycling.*** Demolition of the various structures associated with construction of the Santa Barbara Cottage Hospital Modernization and Seismic Compliance Plan project would produce an assortment of debris that would be recycled, reused on-site, sold as scrap, or disposed of in a sanitary landfill. The materials generated from the demolition activities would be recycled, including asphalt, concrete, reinforcing steel, structural steel, miscellaneous metal, wood, doors, frames, elevators, equipment, switchgear, conduit, and wire. The asphalt and concrete would be taken to a local crusher for processing and used as base material for this project or for other off-site sources. Wood would be reused on other projects wherever possible. The remaining material, such as steel and mechanical or electrical equipment, would be sold as scrap. The balance of the debris generated from demolition activities would be taken to a local landfill or dump. These materials could include the following: plaster, drywall, insulation, masonry, roofing materials, glass, tile, acoustical ceiling, and flooring. ***PS-5 Recycling/Waste Reduction Plan.*** As identified in the Solid Waste Management Plan by Cini-Little Schachinger: a. Prior to construction, the project contractor would arrange for construction recycling service with a waste collection provider. Roll-off bins for the collection of recoverable construction materials would be located on-site. Materials earmarked for recycling shall include, but shall not be limited to: wood, concrete, metal, cardboard, asphalt, soil, and land clearing debris (green waste). b. All subcontractors would be informed of the recycling plan, including which materials are to be source-separated and	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
	placed in proper bins. c. The project contractor and subcontractors would employ the used of recycled materials in construction wherever feasible.	
Cumulative Construction Fire/Police/Ambulance Impacts. Each cumulative project site under development is responsible for its own public security, which is specific and insular to each site.	***TRF-8*** See Transportation and Circulation	Less than significant.
Cumulative Construction Water Resources Impacts. Although there are no consumption factors for water use during construction, a slight increase in the potable water demand for construction-related activities is expected during construction of the proposed project.	***HYD-8*** See Hydrology and Water Quality	Less than significant.
Cumulative Construction Solid Waste Impacts. Construction of the proposed project would create substantial amounts of construction debris that would be transported to Tajiguas Landfill. However, between 65 and 80 percent of construction debris would be diverted from area landfills through recycling and reclamation.	***PS-5*** See above	Less than significant.
TRANSPORTATION AND CIRCULATION		
Project Long-Term Transportation and Circulation Impacts. As was discussed in the Class I impacts section, impacts to Mission Street/Bath Street, Mission Street/Castillo Street, and Modoc Road/Mission Street can not be mitigated. Mitigation could however, reduce impacts at Mission Street/U.S. 101 southbound ramps to less than significant levels.	***TRF-1 Project Study Report.*** SBCH shall provide funding for a Project Study Report (PSR) to determine feasibility and cost of a vehicular overcrossing from Calle Real to Modoc Road. The PSR shall be submitted to Caltrans and the City Public Works Department prior to issuance of Certificates of Occupancy. The reduction in traffic along Mission Street will improve the LOS at the three impacted intersections. SBCH shall pay its "fair-share" contribution for construction of an overcrossing at the western terminus of Junipero Street.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
	TRF-2 Mission Street/U.S. 101 Southbound Ramp. Prior to issuance of a Certificate of Occupancy, SBCH shall construct to the satisfaction of Caltrans, in coordination with the City of Public Works Department the following intersection improvements at the intersection of U.S. 101 southbound ramps/Mission Street: Convert the southbound approach to dual left-turn lanes and a shared through-right-turn lane. The construction of the proposed southbound right-turn lane would require the construction of a retaining wall. The resulting geometric improvement would reduce the ICU to the baseline condition. The resulting LOS with this improvement would be LOS E (0.936 ICU) in the p.m. peak hour. Figure 13.10 illustrates the prescribed improvements at this intersection.	
Project Long-Term Congestion Management Program Impacts. Implementation of the proposed project would cause the following intersections to exceed the congestion management threshold: • U.S. 101 northbound ramps/Mission Street (a.m. and p.m. peak hour) • U.S. 101 southbound ramps/Mission Street (am. and p.m. peak hour)	***TRF-6 U.S. 101 Northbound Ramps/Mission Street.*** Prior to issuance of a Certificate of Occupancy for a fourth nursing pavilion, SBCH shall provide funding for or construct to the satisfaction of the Caltrans and the City of Public Works Department the following intersection improvements at the intersection of U.S. 101 northbound ramps/Mission Street: convert the eastbound-southbound right-turn lane to a free right-turn lane onto northbound U.S. 101. Ramp metering will be required as part of the design improvements. The resulting geometric improvement would reduce the ICU to below the baseline condition. The resulting LOS with this improvement is LOS E (0.921 ICU) in the p.m. peak hour. ***TRF-2*** See above	Less than significant.
Long-Term Project, Cumulative and Specific Plan Public Transportation Impacts. Implementation of the project would result in the realignment of MTD Route 3 (Oak Park), which includes bus stops within or directly adjacent to the project site at Junipero Street/Castillo Street and Pueblo Street/Bath Street. The westbound portion of MTD Route 3 travels along	***TRF-9 MTD Alternative Route Plan.*** Prior to construction, the applicant shall coordinate with the MTD to develop a plan for alternative routes and bus stops to replace the existing routes and bus stops along MTD Route 3 that would be affected during construction and operation of the proposed project and the full implementation of the SP-8 Hospital Area Zone. The plan shall include options for rerouting MTD Route 3 and potential	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
the portion of Castillo Street that would be closed by the project.	temporary and permanent locations for bus stops affected by project construction and operation, particularly the permanent closure of Castillo Street between Pueblo Street and Junipero Street. The plan shall also address potential increased ridership resulting from construction and operation of the proposed project and the full implementation of the SP-8 Hospital Area zone.	
Long-Term Specific Plan Transportation and Circulation Impacts. Implementation of the proposed project would cause an increase of 0.010 to the ICU at six intersections (U.S. 101 northbound on-ramp/Calle Real, Bath Street/Mission Street, Castillo Street/Mission Street, U.S. 101 northbound ramps/Mission Street, U.S. 101 southbound ramps/Mission Street, Modoc Road/Mission Street). As was discussed in the Class I impacts section, impacts to Mission Street/Bath Street, Mission Street/Castillo Street, Modoc Road/Mission Street can not be mitigated. Mitigation could however, reduce impacts at the remaining intersections to less than significant levels.	***TRF-1*** and ***TRF-2*** See above ***TRF-5 Calle Real-Las Positas Road/U.S. 101 Northbound Ramps at Earl Warren Showgrounds.*** Prior to issuance of a Certificate of Occupancy for a fourth nursing pavilion, SBCH shall provide funding for or construct to the satisfaction of the City of Public Works Department the following intersection improvements at the intersection of Calle Real-Las Positas Road/ U.S. 101 northbound ramps at Earl Warren Showgrounds: convert the westbound through-right lane to a westbound left-through-right lane, resulting in two westbound left-turn lanes onto U.S. 101. Ramp metering will be required as part of the design improvements. The resulting geometric improvement would reduce the ICU to below the baseline condition. The resulting LOS with this improvement is LOS B (0.682 ICU) in the p.m. peak hour. It should be noted that this improvement may not be feasible due to the absence of two receiving lanes on the U.S. 101 on ramp. However, if the Specific Plan is implemented, a subsequent CEQA review, including an updated traffic analysis, may be required. At such time, the intersection of U.S. 101 northbound on-ramp/Calle Real shall be reanalyzed. ***TRF-6*** See above	Less than significant.
Construction Related Parking Impacts. Closure of existing parking facilities would cause a parking supply deficit during phase I of construction. This would cause a temporary significant impact to the	***PF 13-4*** During the construction phase, a shuttle service for construction workers would be implemented. All construction workers except for construction project manager staff and subcontractor staff would park off site and be shuttled to the	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
parking supply during construction.	project site from the off-site parking location. ***TRF-7 Construction Parking.*** To mitigate the expected parking deficiency due to the demolition of the existing parking structures during Construction Phase I, SBCH shall provide at least 216 parking spaces in an off-site parking area (i.e., not in the immediate vicinity of SBCH) for employees of the hospital and shall provide a shuttle service to transport hospital employees from the temporary off-site parking area to the hospital. The off-site parking area and shuttle shall remain available to SBCH employees until the 216 parking spaces are replaced by the construction of the new Pueblo and Knapp Parking structures. An off-site parking plan for the initial construction phases shall be reviewed and approved by the City Public Works Department prior to issuance of demolition permits.	
Construction Related Pedestrian Circulation Impacts. Several sidewalks will be closed during Construction Phases I, II, III, and IV which would prohibit pedestrian movements.	***TRF-8 Construction Management Plan.*** To minimize the impacts to local roadways, parking, and pedestrian circulation, SBCH shall prepare a Construction Management Plan (CMP) for each phase of construction. The CMP shall establish routes for construction-related traffic that would minimize construction trips through residential areas. Other issues to be incorporated in the CMP include anticipated street closures by construction phase, detour routes during street closures, availability of parking for SBCH staff and patrons and alternative pedestrian facilities to replace those affected by the construction activity. The CMP shall be submitted to the City and approved by the City Traffic Engineer prior to the issuance of building permits.	Less than significant.
Project Construction Public Transportation Impacts. The project and the Specific Plan development are not anticipated to generate significant demand for bus service in the vicinity during construction. However, the project would	***TRF-9*** See above	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
result in the realignment of MTD Route 3 (Oak Park) that includes bus stops within or directly adjacent to the project site at Junipero Street/Castillo Street and Pueblo Street/Bath Street during construction phase III.		
Construction Related Specific Plan Traffic Impacts. Because the facilities that could be constructed under the Specific Plan have not yet been planned or designed, estimates of construction workers, truck trips, parking facilities, and other operational elements of the construction period have not been determined. It is likely that construction would impact pedestrian and vehicular circulation. Construction activities would be expected to add truck trips to neighborhood streets and other study area roads.	***Recommendations.*** A traffic analysis will be required to analyze the vehicle, pedestrian, and parking impacts of construction of future reconstruction under the Specific Plan when a specific development proposal is submitted. Additionally, SBCH shall develop a Construction Management Plan to the satisfaction of the City to mitigate any temporary impacts to vehicle, pedestrian, or parking facilities that may be affected by any future Specific Plan construction activity. ***TRF-8*** See above	Less than significant.
Cumulative Construction Public Transportation Impacts. The project is not anticipated to generate significant demand for bus service in the vicinity during construction. However, the construction of surrounding projects in the vicinity, independent of the proposed project, may impact existing public transit routes and bus stops.	***TRF-9*** See above	Less than significant.
VISUAL AESTHETICS AND LIGHTING		
Project Long-Term View Impacts: View 1. Views from the southwest corner of the Pueblo Street/Oak Park Lane intersection would be impacted by the proposed project's removal of existing vegetation within the public landscape area. Without adequate replacement landscaping, impacts to this view are considered potentially significant. Trees and vegetation would be replaced, resulting in a similar	***PF 14-2 Landscape Plan.*** The proposed project increases the amount of public and private landscape areas within the project by approximately 79,185 square feet, resulting in a total landscaped area of 194,000 square feet. The palette for the proposed landscaping is based on the existing vegetation within the project site and adjacent neighborhood as well as plants consistent with the Spanish and California Bungalow styles. Approximately 324 trees would be removed and replaced with	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
amount of landscape cover to what occurs today.	398 new trees on the project site. The Morton Bay fig tree, at the corner of Castillo and Pueblo Streets, would be preserved in place and provides a focal point for the new main hospital entry. Additionally, a water feature would be provided at the main hospital entrance. Landscaping would be installed with each phase subsequent to completion of the structures. ***B-2*** See above	
Long-Term Glare Impacts. Architectural elements that have the potential to produce glare are limited to windows and the glass entrance wall at the main hospital entry. Glare would be minimized due to the architecture of the proposed building. However, introduction of the proposed 50-foot-tall glass treatment at the main entrance would have the potential to be a substantial new source of glare for motorists and pedestrians on the roadways adjacent to the project site, particularly Pueblo, Castillo, and Los Olivos Streets.	***V-1 Glass Treatment.*** Prior to final design review approval of the hospital by the ABR, the proposed project shall include a requirement within the construction plans and specifications that the contractor utilize either of the following for the glass treatment at the main entry: (1) nonreflective glass, or (2) treat glass with nonreflective coating once installed. The plans and specification language shall be submitted by the applicant to the Building & Safety Division for their review and approval prior to review by the ABR.	Less than significant.
Specific Plan Long-Term Lighting Impacts. Potential light and glare impacts associated with future development allowed by the Specific Plan would potentially involve replacement of helipad beacon lighting onto the new structure.	***V-2 Helipad Lighting Relocation.*** Prior to preliminary design review approval of the fourth nursing pavilion by the ABR, the project design plans shall identify the helipad lighting that will be removed and the location of the replacement helipad lighting. The plans shall include adequate screening, either via placement of directional shields around the lighting fixture, the construction of shielding walls, or other means to ensure that light spillage onto adjacent residential areas has been avoided. The design plans shall be provided to the Planning Division and the Building & Safety Division for their review and approval prior to review by the ABR.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
Cumulative Long-Term Lighting Impacts. The lighting plan for the proposed project has been developed to meeting Illuminating Engineers Society (IES), Office of Statewide Hospital Planning and Development (OHSPD), and City standards and would not result in increased exterior lighting levels that adversely affect adjacent land uses. Interior lighting, helipad lighting, and glare from windows would be minimized through the project design.	***V-1*** See above	Less than significant.
Construction View Impacts. Construction of the proposed project would not substantially alter the quality of the scenic views from most locations However, construction of the proposed project would remove the vegetation within the public landscape area, creating a potentially significant impact.	***V-3 Construction Screening.*** Prior to issuance of a demolition, grading, or building permit for any construction phase, the project applicant shall submit a Construction Screening Program for review and approval of the ABR. The program shall identify measures that will be undertaken to screen views of construction activities, including but not limited to wire mesh and wood fencing. The Program shall also identify the location and duration of screening material placement. At a minimum, screening materials shall be placed along public rights-of-way at a height to shield views of pedestrians and motorists from on-going construction activities.	Less than significant.
Project Construction Aesthetics/Compatibility Impacts. Construction activities would require the demolition of existing structures and erection of new buildings within the project site. Construction activities and equipment and storage areas would be visible within the project site and adjacent community for up to nine years. Views of construction activities are temporary; however, they would occur continuously for nine years.	***V-3*** See above	Less than significant.
Project and Specific Plan Construction Lighting Impacts. Given the limits on construction hours, potential effects due to night lighting and glare would potentially occur only during the early morning and late afternoon hours during the months of October	***V-4 Nighttime Lighting.*** Prior to issuance of a demolition, grading, or building permit for any construction phase, the project applicant shall provide documentation to the Building & Safety Division that the project construction plans and specifications include a requirement that all nighttime lighting	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE		
through March. Additionally, intermittent utility work would potentially generate nighttime lighting effects at any time during construction. Light spillage associated with illumination of construction activities onto adjacent properties, including residences adjacent to work areas, would result in potentially significant short-term effects on existing land uses.	sources are to be focused toward the work area and that hoods are to be attached to any temporary lighting fixture to minimize light spillage onto adjacent land uses. This documentation shall be reviewed and approved by the Building & Safety Division.	
Specific Plan Construction Aesthetics/Compatibility Impacts. In addition to the construction activities identified above for the proposed project, demolition of portions of the South, East, and Centennial wings and Buildings G and K and construction of a fourth "cottage" nursing pavilion, as allowed by the Specific Plan, would result in short-term visual impacts during construction. These impacts would occur for a period of up to five years.	***V-3*** See above	Less than significant.
Cumulative Construction Aesthetics/Compatibility Impacts. In conjunction with construction within the Oak Park neighborhood, the proposed project has the potential to contribute to potentially significant cumulative visual impacts during the construction phase if a majority of these projects are implemented at the same time as the proposed project.	***V-3*** See above	Less than significant.
Cumulative Construction Lighting Impacts. In conjunction with other redevelopment or intensification projects within the Oak Park neighborhood, the proposed development would contribute to potentially significant cumulative visual impacts due to the need for nighttime construction activities and the duration of the construction schedule.	***V-4*** See above	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
AIR QUALITY		
Long-Term Microscale (CO Hot Spot) Analysis. Even though higher traffic volumes are anticipated, lower overall CO concentrations are expected due to lower future vehicular emissions from advanced technology and lower ambient CO levels in the future. The proposed project and Specific Plan build-out would contribute at most a 0.1 ppm increase to the one-hour and eight-hour CO concentrations at these intersections. The proposed project would not have a significant impact on local air quality for CO, and no mitigation measures would be required.	No mitigation measures are required.	Less than significant.
Long-Term Diesel Toxics. It is expected that construction of the project and any Specific Plan build out will not generate diesel exhaust particulate emissions sufficient to reach health risk thresholds. Therefore, the construction will not cause a significant increase in human health risks from exposure to diesel exhaust particulate in the project vicinity.	No mitigation measures are required. However, it is recommended that all feasible measures to minimize diesel exhaust be taken by all owners and operators of equipment related to the project. ***AQ-15 Diesel Vehicle Emissions Control.*** Operators of diesel-powered vehicles should turn off the engine after five minutes when the vehicle is not in motion, keep the vehicles well-tuned and maintained, and retrofit engines with pollution control devices. Consideration should be given to purchasing trucks and buses that meet new EPA standards ahead of schedule. Vehicle owners should use ultra low-sulfur fuel in combination with pollution control equipment such as particulate matter filters.	Less than significant.
Demolition and Grading Impacts. Project specific and Specific Plan construction-related emissions during any year would not exceed annual thresholds for any criteria pollutant. The proposed project would generate pollutants from exhaust and fugitive dust in amounts less than the SBCAPCD guidelines.	Although the pollutant guidelines would not be exceeded by the project construction, implementation of dust suppression techniques would reduce impacts on nearby sensitive receptors including residents, hospital patients and children. Standard Conditions of Approval are prescribed to reduce construction-related emissions. ***AQ-3 Dust Mitigation - Site Watering.*** Water trucks or sprinkler systems shall be used in the late morning, during	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
	clearing, grading, earthmoving or transportation of cut and fill materials, and after work is completed for the day to prevent dust from leaving the project site and to create a crust after each day's activities cease. Reclaimed water shall be used if available. Frequency of construction site watering shall be increased when wind speeds exceed 15 miles per hour (mph) to reduce PM_{10} emissions. ***AQ-4 Dust Mitigation - Speed Limit.*** An onsite speed limit of 15 miles per hour shall be imposed for operation of construction vehicles on dirt surfaces. ***AQ-5 Dust Mitigation - Gravel Pads/Street Sweeping.*** Gravel pads shall be installed at all access points prior to beginning construction to prevent tracking of mud onto public roads. Streets adjacent to the project site shall be inspected daily for accumulation of mud, dirt, or silt on streets. Affected road segments shall be cleaned daily. ***AQ-6 Dust Mitigation - Stockpile Treatment.*** All stockpiled soil materials shall be watered regularly as needed to inhibit dust generation. Excavated material and stockpiled soil shall be covered if not being used within the next 48 hours. ***AQ-7 Dust Mitigation - Grading Suspension.*** Grading and scraping operations will be suspended when wind speeds exceed 20 mph to reduce PM_{10} emissions. ***AQ-8 Dust Mitigation - Site Stabilization.*** Disturbed areas will be permanently stabilized with landscaping ground cover or site improvements as soon as practicable following the completion of earthwork. ***AQ-9 Dust Mitigation - Truck Covering.*** All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) section	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
	23114 (freeboard means vertical space between the top of the load and top of the trailer). ***AQ-10 Dust Mitigation - Monitor.*** The contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the City and SBCAPCD prior to permit clearance for grading. ***AQ-11 Dust Mitigation - Plan Specifications.*** Prior to grading permit clearance, the applicant shall include all dust control requirements as notes on construction grading and building plans.	
Project Specific and Specific Plan Construction Related Diesel Toxics. It is expected that construction of the project and any specific plan build out will not generate diesel exhaust particulate emissions sufficient to reach health risk thresholds. Therefore, the construction will not cause a significant increase in human health risks from exposure to diesel exhaust particulate in the project vicinity.	No mitigation measures are required. However, Standard Conditions of Approval are specified to reduce construction emissions. ***AQ-12 Construction Equipment Emissions.*** Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be utilized wherever feasible. The engine size of construction equipment shall be the minimum practical size. Construction equipment shall be maintained in tune per the manufacturers' specifications. Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or precombustion chamber engines. Catalytic converters shall be installed on gasoline-powered equipment, if feasible. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available. Ultra low-sulfur diesel fuel shall be used. Diesel engines should be turned off when not in motion and operators shall follow applicable idling	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
	restrictions. Vehicles shall be kept well-tuned and maintained. Diesel powered equipment will be replaced by electric equipment whenever feasible. ***AQ-13 Construction Equipment Operations.*** The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number of equipment is operating at any one time. The Construction Contractor shall ensure that work crews shut off equipment when not in use.	
Vehicle Exhaust and Fugitive Dust Impacts (Specific Plan Construction). It is assumed that any future development/reconstruction work within SP-8 would require a plan to provide off-site parking for construction workers, with a shuttle bus provided to transport workers as with the proposed project, which would reduce vehicle emissions. Construction-related emissions from exhaust and fugitive dust are shown to not exceed annual SBCAPCD guidelines for any criteria pollutant during any year. ***Construction-related pollutants from development of SP-8 would be adverse but less than significant.***	***AQ-3*** through ***AQ-11*** and ***AQ-12*** through ***AQ-14*** See above	Less than significant.
Cumulative Construction Impacts. Cumulative construction-related air quality emissions from construction projects occurring within the air basin are not significant.	No mitigation measures are required.	Less than significant.
BIOLOGICAL RESOURCES		
Long-Term Impacts to Wildlife or Plant Species. The proposed project does not involve a substantial change that would affect special-status biological resources. No impacts to protected special status wildlife species would result due to the proposed project.	No mitigation measures are required.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
CULTURAL RESOURCES		
Long-Term Cumulative Impacts to Cultural **Resources.** It is not anticipated that long-term (post-construction) operation of the hospital or Specific Plan related facilities would cause any cumulative impacts.	No mitigation measures are required.	Less than significant.
300–320 West Pueblo Street, Cottage Hospital. The proposed project and specific plan involves demolition of portions of this building and remodel of other portions. The hospital site was found eligible as a Site of Merit, as it is associated with important local historical events and the heritage of the City. The buildings, however, are excluded from site significance because they are either less than fifty years old and modern in design or have been altered substantially. Impacts to the buildings at 300–320 West Pueblo Street would be less than significant since the buildings themselves have been excluded from the significance of the location and the hospital will remain on this site.	No mitigation measures are required.	Less than significant.
2400 Bath Street, Knapp Building. This building may be subject to visual impacts. This building meets the eligibility criteria for the National Register, the California Register, and the Santa Barbara City Landmark or Structure of Merit listings. In addition, it meets the requirements of criteria 5, 6, and 8 of the Master Environmental Guidelines. However, several project features were designed to avoid significant visual impacts. These include the Spanish Colonial Revival style architecture planned for the proposed hospital and parking structures, the compatible size, scale, proportions, and massing for the parking structure proposed behind 2400 Bath Street, the	No mitigation measures are required.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
setback of the parking garage from 2400 Bath Street and its simplified design elements. Therefore, impacts to this resource would be less than significant as they would not cause deterioration of the historic setting to such a degree that the historic integrity of the Knapp building would be compromised.		
Cumulative Construction Impacts to Archaeological Resources. Impacts to archeological sites outside the project construction limits, but within the City of Santa Barbara, need to be mitigated on a case-by-case basis. Therefore, development in the project area would not contribute to a significant cumulative impact on archaeological resources.	No mitigation measures are required.	Less than significant.
Cumulative Construction Impacts to Historic Resources. Because the Moreton Bay Fig Tree mitigation plan involves protecting the tree from damage, there would be no loss of significant historical landscape elements. The buildings located at 300–320 West Pueblo Street were excluded from the significance of the Cottage Hospital site, so potential future development would not cause any cumulative impact. The other projects utilized in the assessment of cumulative effects are located far outside the viewshed of the Knapp Building. Therefore, there would be no cumulative visual impacts to this resource.	No mitigation measures are required.	Less than significant.
GEOPHYSICAL		
Fault Rupture. The proposed project is not located in an area delineated on the Alquist-Priolo Earthquake Fault Zoning maps or within a fault known to be capable of rupture on site. Structural damage caused by fault rupture is considered a less than significant	No mitigation measures are required.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
impact.		
Landslides. The project site is located in a low-lying alluvial plain with no moderately steep slopes on or surrounding the site. The site is located in an area designated as having a very low landslide potential. The potential impact from seismically induced landslides is less than significant.	No mitigation measures are required.	Less than significant.
Mudslides. The surrounding area is developed and surface drainage is collected in a municipal storm drain system. There are no steep slopes or areas susceptible to mudslides in the surrounding area and the potential impact on the project from landslides is less than significant.	No mitigation measures are required.	Less than significant.
Cumulative Impacts (Construction and Long-Term). The modification of the area when compared to the overall configuration of the Santa Barbara coastal plain would not yield a cumulatively significant impact. The project's influence on geology and soils does not extend beyond the project boundaries. There are no other projects in the vicinity that could reasonably combine cumulatively to result in significant impacts. Therefore, the proposed project, in combination with other projects or conditions, will not create cumulative impacts with regard to geology and soils.	No mitigation measures are required.	Less than significant.
HAZARDOUS MATERIALS		
Project Long-Term Sewage Hazard Impacts. Potential sewage hazard impacts are not anticipated with the proposed project or Specific Plan build-out. The amount of sewage generated would decrease at full bed occupancy compared to the existing condition. Therefore, it is anticipated that the amount	No mitigation measures are required.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
of "potentially hazardous" human waste generated would be less than the existing condition.		
Cumulative Long-Term Sewage Hazard Impacts. Implementation of the proposed project and/or future development under the Specific Plan would not significantly contribute to cumulative sewage hazard impacts in the project vicinity. The proposed project and future development under the Specific Plan would not result in new types of discharges to the sewer. In addition, the amount of "potentially hazardous" human waste generated by the proposed project or the Specific Plan built out would be similar to the existing condition (assuming full occupancy as a worst-case scenario).	No mitigation measures are required.	Less than significant.
Construction Sewage Hazard Impacts. Sewage hazard impacts are not anticipated during construction of the proposed project or Specific Plan build-out. During construction, restroom facilities would be available for hospital workers and patients. Construction workers would utilize portable facilities that can either be pumped out by a vacuum truck or removed for sewage disposal into the sewer system or at the wastewater treatment plant.	No mitigation measures are required.	Less than significant.
Cumulative Construction Sewage Hazard Impacts. Sewage generated by construction workers at the SBCH site or in the SBCH vicinity would be disposed of at an off-site location.	No mitigation measures are required.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
HYDROLOGY AND WATER QUALITY		
Project Construction and Cumulative Floodplain Impacts. Floodplains are typically defined by post-development boundaries only and construction activities associated with the proposed project or Specific Plan build-out are not anticipated to affect the existing 100-year floodplain boundary.	No mitigation measures are required.	Less than significant.
Specific Plan Construction Hydrology Impacts. Because construction activities associated with the Specific Plan only involve reconstruction of existing structures, no changes to drainage patterns or increases in storm water flows would occur.	No mitigation measures are required.	Less than significant.
NOISE AND VIBRATION		
Long-Term Vehicular Traffic Noise. Project-generated traffic noise would be confined within the right-of-way along Junipero Street, Pueblo Street, Bath Street, and Oak Park Lane. No on-site noise-sensitive land uses would not experience traffic noise levels exceeding the City's noise standard of 60 dBA L_{dn}. The potential increase in traffic noise along Oak Park Lane would be caused by a significant increase in traffic volume due to the proposed closure of Castillo Street. However, noise would remain confined within the roadway right-of-way. Sensitive land uses along Oak Park Lane would not experience traffic noise levels exceeding the City's noise standard of 60 dBA L_{dn}. Therefore, the proposed project would not result in any significant on-site or off-site traffic noise impacts.	No mitigation measures are required.	Less than significant.
Long-Term Parking Structure Noise. The proposed project includes the construction of two parking structures, located on Pueblo Street (Pueblo structure) and Bath Street (Knapp structure). Neither structure	No mitigation measures are required.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
would have a significant noise impact on adjacent office buildings, residences, the hospital, or Oak Park. Land uses immediately adjacent to the proposed Pueblo and Knapp parking structures would be exposed to occasional high noise levels due to parking structure activities, but noise would remain 51 52 dBA L_{dn} or lower at the nearest sensitive receptor location.		
Long-Term Truck Loading and Unloading Activity Noise Impacts. Truck loading and unloading activities at the proposed loading and unloading area would not have a significant noise impact on the surrounding office uses or Oak Park. Nearby residences would experience community annoyance noise levels which would be adverse but not significant.	The following mitigation measures (N-5 and N-6) are recommended to reduce potential noise at sensitive receptors from the proposed loading dock activities. ***N-5 Truck Deliveries and Loading Dock Hour Limits.*** SBCH shall limit truck deliveries and loading and unloading activities to the daytime hours of 7:00 a.m. to 10:00 p.m. This measure shall be included in the Hospital Operations Plan or similar plan. ***N-6 Loading Dock Noise Barrier.*** Prior to issuance of building permits for Phase III, construction of a minimum 8-foot sound wall between the proposed loading dock and the hospital outdoor active use areas shall be incorporated into the Landscaping Plan for this phase. This plan shall be reviewed and approved by the Community Development Department. Design of the noise barrier shall be conducted by an acoustical engineer, acceptable by the City. The engineer shall determine the appropriate location and size (maximum height anticipated to be eight feet) of the barrier such that a 5 dBA reduction would be achieved at the nearby hospital outdoor active use area. The design will consider any siting constraints (e.g., flood-prone areas in the proposed loading dock location). The noise barrier design and siting pans shall be reviewed and approved by the Public Works Department prior to issuance of building permits for Phase III.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
Long-Term Combined Noise Impacts. Among the 10 sensitive noise receptors evaluated for the potential effects of combined or composite noise, discernable increases in noise levels from various sources are anticipated at R-2, R-4 and R-6 compared with existing noise conditions. Although the combined noise effects would be discernable, they are not anticipated to be significant given that the increases in noise from the individual noise sources averaged over the day/night would be incremental and within threshold levels. Additional single event noise from use of the proposed hospital loading dock and helicopter flights would be experienced, however these noise events would be episodic and not continuous throughout the day/night. However, as discussed in the Class I Impacts section of this table, day/night averaged noise levels for more than one helicopter landing and takeoff during nighttime hours would constitute a significant unavoidable adverse impact. Receptors R-1, R-3, R-5, R-7, R-9, and R-10 would experience combined noise levels that would not be discernable; or would not be considerably different than existing levels.	No mitigation measures are required.	Less than significant.
Specific Plan Long-Term Traffic Noise Impacts. The implementation of the future development allowed under the SP-8 would generate an additional average daily traffic of 769 ADT. This traffic would incrementally increase traffic noise in the project area, but the overall noise level would not exceed the 60 dBA Ldn. Therefore, the additional average daily traffic allowed under the Specific Plan development would not have a significant noise impact.	No mitigation measures are required.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
Cumulative Long-Term Traffic Noise Impacts. Traffic noise associated with project site operation would incrementally contribute to cumulative noise levels of on-site and off-site sensitive land uses. However, traffic noise levels would not exceed thresholds at locations 50 feet from the centerline of the outermost travel lane along all street segments affected in the project study area.	No mitigation measures are required.	Less than significant.
Cumulative Long-Term Helicopter Noise. There are no airports or other helipad locations in the vicinity of the project area. The proposed helicopter operations would not add to other aircraft noise in the area.	No mitigation measures are required.	Less than significant.
Cumulative Long-Term Parking Structure Noise. Noise generated by parking structure activities is considered a local noise source. The nearest residential land uses located along the west side of Oak Park Lane and along the east side of Bath Street north of Junipero Street would not experience noise levels from the proposed parking structures that exceed the City's noise standard. Noise from the proposed Pueblo and Knapp parking structures would not contribute significantly to the ambient noise.	No mitigation measures are required.	Less than significant.
Cumulative Long-Term Central Plant Building Impact. Noise generated by the operation of mechanical equipment in the Central Plant building is considered a local point source. Noise from the proposed Central Plant building would not contribute significantly to ambient noise.	No mitigation measures are required.	Less than significant.
Cumulative Long-Term Truck Loading and Unloading Activities. Noise generated by truck loading and unloading activities is considered a local	No mitigation measures are required.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
point source. Noise from the hospital's loading dock would not contribute significantly to ambient noise.		
Project and Cumulative Long-Term HVAC. Noise generated by HVAC equipment is considered a local point source. Noise generated by rooftop HVAC equipment would also be reduced by 8 dBA from the rooftop. The hospital's HVAC equipment would not add measurably to ambient noise in the project.	No mitigation measures are required.	Less than significant.
Cumulative Construction Noise and Vibration Impacts. The proposed project would generate relatively high noise levels during construction in the project area. However, construction noise is localized in nature and would not affect land uses that are not directly adjacent to the project site. There are no other large-scale construction projects known to occur in the Oak Park neighborhood during the proposed project's construction phases; larger cumulative development projects currently known are not in the adjacent area.	No mitigation measures are required.	Less than significant.
PUBLIC SERVICES		
Long-Term School Impacts. If SBCH outpatient volumes grow as projected, an additional 28 full-time equivalent employees are added to the hospital's work force by year 2021. Using a worst case analyses method, up to 11 school age children could be added to the city's school districts as a result of the proposed project. None of the school districts in the City have been deemed to be "overcrowded" as defined by California State law. Therefore, the proposed project's impacts to area schools would be minimal.	No mitigation measures are required.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
Long-Term Sewer Impacts. It is expected that there would be a reduction in effluent quantities from the proposed project and Specific Plan development during normal and peak occupancy periods due to the fewer number of beds proposed for the reconstruction of the hospital. In addition, the maximum capacity of the El Estero Treatment Plant is 11 million gallons per day, and there is adequate remaining capacity for long-term service of planned growth.	No mitigation measures are required.	Less than significant.
Long-Term Utility Line Impacts. Once operational, the undergrounded and/or relocated natural gas, water main, sewer main, communication lines, and electric lines would serve the proposed project. No long-term adverse impacts to utility lines would result from the proposed project or Specific Plan development.	No mitigation measures are required.	Less than significant.
Cumulative Long-Term School Impacts. The proposed project would generate a minimal number of students and therefore would not cause significant project-specific impacts to local school districts. None of the school districts in the City have been deemed to be "overcrowded" as defined by California State law.	No mitigation measures are required.	Less than significant.
Cumulative Long-Term Water Resources Impacts. The proposed project would implement Water Conservation Measures, consistent with City General Plan Conservation Element policies to provide adequate water supply. The proposed project's incremental decrease in water usage compared to the existing condition would not be cumulatively considerable.	***PF 12-3*** See above	Less than significant.
Cumulative Long-Term Sewer Impacts. The estimated sewage generation by the proposed project	No mitigation measures are required.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
would be less than the existing condition at full occupancy of the hospital. Therefore the project's contribution to sewage generation would not pose a significant impact to the El Estero Treatment Plant's ability to treat the additional wastewater.		
Cumulative Long-Term Utility Line Impacts. The proposed project includes undergrounding of existing aboveground utility lines to mitigate any potential physical damage or disruption to service from the lines**.** The project would not have a significant contribution to cumulative effects of other present or future development projects in the City that could affect utility lines.	No mitigation measures are required.	Less than significant.
Project and Cumulative Long-Term Energy and Resource Consumption Impacts. Although no specific significance threshold exists for natural gas or electricity consumption, the proposed project and Specific Plan development could potentially require a considerable increase in natural gas and electricity consumption in the long-term. However, there are sufficient energy sources and systems in place to serve the proposed project.	***PF 12-6 Electrical Power Conservation Measures.*** Electrical power conservation measures would be incorporated into all project areas. These include, but are not limited to, energy-efficient ballasts, fluorescent lamps, electronic lighting controls, and dimmer switches in appropriate areas. Mitigation Measure PS-4 is recommended to be implemented. ***PS-4 Leadership in Energy and Environmental Design (LEED) Certification.*** As defined by the LEED Program of the United States Green Building Council and described in Chapter 12.3, Regulatory Framework, the project design shall qualify for a minimum of 26 points or an "LEED Certified" designation. SBCH shall provide evidence to the City that an LEED Certified designation has been met prior to occupancy or use of new and reconstructed project buildings.	Adverse but less than significant.
Construction School Impacts. Given the lengthy construction period needed to complete the proposed project and Specific Plan build-out, some of the construction workers may relocate to the project vicinity temporarily; however, typically, they do not	No mitigation measures are required.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
relocate their family members. Even if the project construction managers were to relocate their families for the duration of the proposed project construction phases, this would generate few new students. In addition, none of the school districts in the City have been deemed to be "overcrowded" as defined by California State law.		
Construction Sewer Impacts. A slight increase in sewage flows from construction-related activities compared to existing flows would occur. Infrastructure changes resulting from the proposed project include the removal and relocation of sewer lines. Construction of six-inch sewer laterals and an eight-inch sewer main extension, which would connect to the existing sewer manhole, are proposed.	***PF 12-7 Undergrounding of Utilities.*** New utilities and existing aboveground utilities would be relocated underground as part of project development. Utility undergrounding and relocation activities would be coordinated with the utility providers to ensure that no interruption of service to adjoining utility customers occurs. The following are some of the key strategies being incorporated into the planning and design of the proposed project for the undergrounding of utilities: A. Improvements shall be constructed to City standards that are current at the time of utility undergrounding and relocation. B. Existing utilities shall be disconnected, capped, and/or removed in accordance with each utility company's procedures and the City of Santa Barbara Building Code. C. The contractor shall identify the location of disconnected or capped underground utilities, structures, and improvements, including size, coordinates, or location and tie elevations. The contractor shall submit record drawings to the City project director. D. Electric or gas line cutting shall not be undertaken on site without a written permit issued by the City's Fire Marshal. E. No utility undergrounding or relocation shall occur until required pedestrian protection structures and signage are in place.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
	The undergrounding plan for communication lines (including telephone lines, cable television lines, and high-speed Internet lines), electric lines, and utility poles (for communication and electric lines) shall be designed by the respective utility company, including the locations of any underground conduits.	
Construction Utility Line Impacts. Infrastructure changes resulting from the proposed project and Specific Plan build-out include the removal and relocation of utility lines. Utility undergrounding and relocation activities would be coordinated with the utility providers to ensure that no interruption of service to adjoining utility customers would occur.	***PF 12-7*** See above	Less than significant.
Cumulative Construction School Impacts. Few students, if any, would be generated by the relocation of construction workers. In addition, none of the school districts have been deemed overcrowded.	No mitigation measures are required.	Less than significant.
Cumulative Construction Sewer Impacts. Since a reduction in overall sewage flows during construction of the proposed project is expected, the project contributions to cumulative construction impacts to the existing sewer system are considered less than cumulatively considerable.	No mitigation measures are required.	Less than significant.
Cumulative Construction Utility Line Impacts. Infrastructure changes resulting from the proposed project include the removal and relocation of utility lines. The direct impacts to these lines would be project location specific and would not contribute significantly to the cumulative regional impact.	***PF 12-7*** See above	Less than significant.
TRANSPORTATION AND CIRCULATION		
Project Long-Term and Cumulative Transportation and Circulation Impacts. The proposed project would contribute greater than 1 percent increase in	No mitigation measures are required.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
delay time at these two unsignalized intersections; however, the increase in delay (3.2 seconds in the a.m. peak hour) is nominal and would not be noticeable by the driver. Therefore, the increase in delay is not considered a significant impact. • Tallant Road/Las Positas Road • De La Vina Street/Pueblo Street		
Long-Term Parking Impacts. The proposed project would provide sufficient parking supply for long-term operations.	No mitigation measures are required.	Less than significant.
Project Long-Term and Cumulative Castillo Street Closure Impacts. The proposed expansion of SBCH includes the permanent closure of the 2300 block of Castillo Street between Junipero Street and Pueblo Street. The closure of Castillo Street could change vehicular and pedestrian circulation patterns in the immediate vicinity of the hospital. With the proposed closure of Castillo Street, pedestrians and bicyclists would have to use alternate routes.	Mitigation is recommended to address adverse impacts to vehicle, bicycle, and pedestrian traffic related to the hospital, adjacent medical community and residential neighborhood. The following are recommended circulation improvements that would offset the negative adverse impact of the permanent closure of Castillo Street between Pueblo and Junipero Streets. ***Hospital Access.*** One function of Castillo street is to provide access to the hospital from Pueblo and Junipero Streets. The existing hospital provides public access from several sides of the hospital, including Castillo Street. Users of the hospital currently access the hospital from various locations, including: on-street parking, on site parking facilities, from the neighborhood, bus stops around the perimeter, and from adjacent medical offices. The benefit of multiple access points encourages pedestrian travel, making it convenient to go from origin to destination more efficiently. The closure of Castillo would eliminate an entrance to the hospital and divert pedestrians a greater distance to reach an access point. The proposed hospital would provide two main public entrances, one on Bath and one on Junipero as well as security restricted, employee access points. These access points	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
	will mitigate the loss of the existing public entrances and would enable users from adjacent medical offices, bus stops, on street parking and from various neighborhood locations to still access the hospital conveniently. ***Intersections Around Campus Perimeter.*** Castillo Street is currently used not only by patrons of the hospital, but also by patrons of the adjacent medical offices utilizing on-street parking facilities around the hospital and by people of the neighborhood simply passing through. In order to minimize impacts to pedestrian travel as a result of the closure of Castillo, intersection improvements to enhance the walking experience around the campus will be required. There are eight intersections surrounding the hospital. As the perimeter of the hospital increases and as traffic and pedestrians are diverted, enhancing these intersections, will encouraged continued pedestrian use and safety. ***Improve Neighborhood Circulation.*** The existing street network around the hospital provides a grid like configuration, which offers choices for a dispersed circulation network for pedestrians and vehicular travel. The existing hospital fronts Junipero Street, Pueblo Street, Bath Street, Castillo street and Oak Park Lane. All of these streets are currently used to access the hospital. The closure of Castillo would require traffic to be dispersed to different routes in the neighborhood. Traffic would be diverted to a concentrated number of intersections on adjacent streets; it would also impact intersections that are not immediately adjacent to the hospital. Some of the affected intersections would include Calle Real/Junipero, Junipero/Oak Park Lane, and Junipero/Alamar, Los Olivos/Oak Park Lane and Pueblo/Oak Park Lane, Los Olivos/Bath and Los Olivos/Castillo. It is recommended that physical enhancements to these intersections	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
	be provided to encourage continued pedestrian use and appropriate driver behavior.	
Long-Term and Cumulative Impacts to Neighborhood Streets. The proposed project fronts Junipero Street, Pueblo Street, Bath Street, Castillo Street, and Oak Park Lane. These streets are all two-lane local streets with on-street parking. The project has the potential to impact livability on these five roadway segments. This impact is identified as adverse but not significant.	The improvements as specified under the mitigation for the closure of Castillo would also be effective mitigation for the increase in neighborhood traffic, maintenance of appropriate vehicle speeds, promotion of pedestrian safety, and maintaining of the livability of the neighborhood.	Less than significant.
Construction Related Neighborhood Traffic Impacts. During construction, daily traffic volumes are forecast to increase along Bath Street, Castillo Street, Junipero Street, and Pueblo Street when compared to the existing condition. The increase in trips would be temporary due to the construction activities on the project site. Therefore, the increase in neighborhood traffic due to construction activities would not create a significant increase in vehicular trips. It is probable that some streets may be temporarily closed for utility construction or other construction activities, throughout the construction period. When streets are temporarily closed, construction trips would likely be diverted from the closed street segment to other surrounding streets. The increase in trips would be temporary due to the construction activities on the project site. Therefore, the increase in neighborhood traffic due to construction activities would not create significant roadway impacts.	No mitigation measures are required.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
Construction Impacts to Oak Park. During Construction Phase I, parking at Oak Park could be impacted. During Phase I, parking lots would be demolished in order to construct the proposed new hospital facilities. The closure of these parking facilities would cause a parking supply deficit and would cause a temporary significant impact to the parking supply. With the addition of construction traffic, the roadway segment would continue to be considered a "Medium" street. Therefore, no significant circulation impacts are anticipated during the construction phases.	No mitigation measures are required.	Less than significant.
Construction Related Parking Impacts. During Construction Phases II, III, and IV, all hospital parking can be accommodated at the Pueblo and Knapp parking structures. Therefore, no significant parking impacts are anticipated.	No mitigation measures are required.	Less than significant.
Specific Plan Construction Public Transportation Impacts. The construction of potential future development allowed under the Specific Plan is not anticipated to generate significant demand for bus service in the vicinity. Similar to the proposed project, the effects of any future reconstruction as part of the Specific Plan zoning allowance on the existing public transit system would be minimal.	No mitigation measures are required.	Less than significant.
Construction Related Cumulative Traffic Impacts. The traffic volumes experienced adjacent to Cottage Hospital are not expected to change significantly as the cumulative projects are built and occupied. Therefore, no additional significant construction impacts are expected in the cumulative condition.	No mitigation measures are required.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
VISUAL AESTHETICS AND LIGHTING		
Project Long-Term View Impacts. The proposed project would not substantially alter the quality of the scenic views from Views 2 through 11.	No mitigation measures are required.	Less than significant.
Project Long-Term Aesthetics/Compatibility Impacts. Construction of the proposed project would introduce a larger hospital structure two new multistory parking structures and a day care facility within the Oak Park neighborhood. The proposed project has been designed in compliance with the neighborhood compatibility requirements set forth in the City's General Plan, Architectural Board of Review Guidelines, and Urban Design Guidelines. The design of the project integrates the proposed structures into the fabric of the adjacent neighborhood of medical office uses and single- and multifamily residences.	***PF 14-1, 14-2, and 12-7*** See above	Less than significant.
Combined Lighting Impacts (Project Long-Term). Collectively, exterior and interior and the helipad would potentially result in a substantial increase in ambient lighting within the project site and within the adjacent Oak Park neighborhood over existing conditions. Project features have been incorporated into the architectural and lighting design and operation of the proposed project to limit the amount of light that could spill onto adjacent uses, including residences, while still achieving minimum requirements set forth by OSHPD and the City. In particular, street lighting would be provided consistent with the City's standards for illumination level of and distance between fixtures for residential areas. Compliance with the requirements of the City's Outdoor Lighting Ordinance would further minimize	***PF 14-1 Architectural Design.*** The proposed project would be constructed in the Spanish and California Bungalow styles, predominant architecture within the Oak Park neighborhood adjacent to the project site. The new hospital buildings would be separated visually and appear as separate wings (or cottages) in keeping with the theme of the original hospital. Architectural design elements include: varied roof heights and lines, recessed windows, tiled roofs, iron lanterns, window bars, and stone walls and planters. The parking structures have been designed with solid walls adjacent to residential areas to reduce or eliminate light spillage from security lighting within the structure. ***PF 14-2*** See above ***PF 14-3 Lighting Plan.*** The lighting plan follows Illuminating Engineers Society (IES) standards for the exterior lighting of parking areas, main entrances and pathways between the	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
potential light spillage by limiting the illumination level of fixtures to reduce the intensity of lighting, providing shielding of fixtures to avoid light spill, and incorporating timers to limit duration of lighting.	hospital and parking areas, Office of Statewide Hospital Planning and Development (OSHPD) requirements for exiting from hospital life safety exits, and City of Santa Barbara standards for all public streets and sidewalks adjacent to residential areas. The suggested and required light levels are depicted in Figure 14.4. These levels range from 0.1 footcandle (at 10 feet maximum from the property line on residential sides of the parking structures and along Oak Park Lane and Bath Street) to 10 footcandles (at the main entrance lobby). Lighting levels are higher adjacent to the Main Entrance, Emergency Room, and Employee Entrance. Lower levels of security lighting would be provided on the public sidewalks near the hospital access points to provide safe ingress/egress of employees, patients, and visitors, particularly between the hospital and the parking structures. Lighting levels would be further reduced in areas farther from the main access points and would be provided for security purposes along internal pathways or as visual accents within the landscape areas. The lighting criteria are summarized below: • Main Entrance lobbies shall have gradational light levels from 10 foot-candles at the building to 5 foot-candles minimum at the edge of the patient drop off area. • Main Entrance and Emergency drop off areas shall have gradational light levels from a five foot-candle to a two foot-candle minimum leaving the building. • Emergency egress pathways are required to have a one foot-candle minimum from the emergency exit to the street pursuant to OSHPD standards. • Connection pathways from entrances to the parking	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
	structures shall have a one foot-candle minimum. • Open parking areas shall have a one foot-candle minimum, and covered parking areas shall have a 1.5 foot-candle minimum • Primary traffic areas along Pueblo Street and Junipero Street shall have a 0.5 foot-candle minimum. • Secondary traffic areas along Oak Park Lane and Bath Street shall meet the City's Outdoor Lighting Ordinance requirements for a 0.1 foot-candle minimum. • Lighting on residential sides of parking structures shall meet the City's Outdoor Lighting Ordinance requirements of a maximum lighting level of 0.1 foot-candle 10 feet from the property line. • Loading dock/service yard lighting shall have a gradational light level from two foot-candles at the loading dock to 0.5 foot-candle at the Oak Park Lane entry. The following describes each of the components of the proposed lighting plan: • Street lighting between intersections along roadways adjacent to the project site would include 4 existing fixtures, 1 relocated fixture, and 23 new fixtures. All new street lights would be 22 feet high with 70-watt High Pressure Sodium (HPS) lights. Lights adjacent to residential areas are approximately 250 feet apart and 100 feet apart when adjacent to commercial areas. The wattage and distances between light fixtures are consistent with the Public Works Department's Standard Details 3-002.1 (Light Standard – Type A and Type B Notes) and 3-005.0 (Light Standard	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
	Spacing-Notes). Each fixture would emit approximately 5,800 lumens. • Thirteen existing street lights at roadway intersections adjacent to the proposed project would be retrofitted with 100-watt High Pressure Sodium lights with directional shielding. The wattage and shielding requirements are consistent with the Public Works Department's Standard Detail 3-002.1. Each of the fixtures would emit approximately 9,500 lumens. • Lighting of the Pueblo and Knapp parking structures would be mounted flush with the parking structure ceiling within the first and second floors and will consist of 27 175-watt HPS fixtures and 19 fixtures, respectively. Each fixture would emit approximately 17,000 lumens. • Public safety and security lighting would be provided at the hospital entrances and along sidewalks between the Main Entrance and the Pueblo parking structure and the staff entrance on Junipero Street. This security lighting consists primarily of bollards (99), step lights (34), strip lighting (27), and decorative poles (23) and wall mounted fixtures (23). The number in parentheses indicates the number of fixtures proposed. Illumination from these fixtures ranges from 1,250 lumens (step lights) to 3,200 lumens for the bollards and decorative fixtures and 3,500 for about half of the step lights. Additionally, there are six lights mounted on the western and southern façade of the Central Plant that would each emit 5,600 lumens. Bollards and step lights adjacent to all building exits provide low-level lighting consistent with OSHPD requirements (0.1 foot-candle) while minimizing spillage of light beyond the	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
	project site. Bollards would be located at the main hospital entrance, along all pathways within the proposed green space, and at the southerly parking area within the loading dock. Step lights would be provided adjacent to stairs or on plantar walls adjacent to walkways, Strip lighting would be provided on the western wall of the loading dock (15 fixtures) and on the ground adjacent to the eastern and northern facades of the central plant (12 fixtures). Decorative pole lighting would be located within the parkway strip adjacent to Pueblo Street at the Main Entrance (six fixtures) and between the eastern patient pavilion and Building D (four fixtures), along the northern edge of the parking lot adjacent to Junipero Street (12 fixtures), and one would be located at the entrance to the Central Plant, off of Junipero Street. There would be 23 decorative wall-mounted fixtures; 12 would be placed on the southern façade of the hospital building, five mounted on the eastern and northern façades of the Central Plant, and six mounted on the northern façade of the hospital building. • Landscape lighting would be provided consistent with the lighting plan identified in Figure 3.8 to highlight significant landscape elements at night, primarily trees, and would be kept nearer the interior areas of the project site. • No additional lighting beyond existing fixtures is provided for the existing buildings that will remain adjacent to the replacement hospital or the walkway	

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
	connecting the Knapp parking lot with Bath Street. ***PF 14-4 Interior Lighting.*** Window coverings within all areas of the hospital will be closed drawn after dusk for privacy purposes and to minimize visibility of interior lighting.	
Long-Term Exterior Lighting Impacts. The proposed project is consistent with the recommended and/or required standards of the Illuminating Engineering Society of North America and of the Office of Statewide Hospital Planning and Development and the City's Outdoor Lighting Ordinance. Adjacent to residential areas, would experience lighting levels consistent with other neighborhoods within the City.	No mitigation measures are required.	Less than significant.
Long-Term Interior Lighting Impacts. The proposed project's architectural design and the proposed landscape plan would minimize potential lighting impacts resulting from interior uses within the hospital.	***PF 14-1 Architectural Design.*** The proposed project would be constructed in the Spanish Colonial Revival and California Bungalow styles, predominant architecture within the Oak Park neighborhood adjacent to the project site. The new hospital buildings would be separated visually and appear as separate wings (or cottages) in keeping with the theme of the original hospital. Architectural design elements include: varied roof heights and lines, recessed windows, tiled roofs, iron lanterns, window bars, and stone walls and planters. The parking structures have been designed with solid walls adjacent to residential areas to reduce or eliminate light spillage from security lighting within the structure. ***PF 14-4 Interior Lighting.*** Window coverings within all areas of the hospital will be closed drawn after dusk for privacy purposes and to minimize visibility of interior lighting.	Less than significant.
Long-Term Helipad Lighting Impacts. Lighting of the proposed helipad would be primarily of a low wattage that would result in limited impacts on adjacent residences due to intervening structures on-	No mitigation measures are required.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
and off-site the project site.		
Long-Term Signage Lighting Impacts. A limited number of signs are proposed and timers would be installed to regulate the hours of illumination. In addition, directional lighting is proposed and compliance with the signage lighting requirements of the City's Outdoor Lighting Ordinance is required.	No mitigation measures are required.	Less than significant.
Specific Plan Long-Term View Impacts. There would be no effect on important public scenic views, aside from a reduction in building height. This reduction would provide a limited but incremental increase in the amount of foothill views available at this vantage point. The proposed project may actually improve views of the foothills slightly.	No mitigation measures are required.	Less than significant.
Specific Plan Long-Term Aesthetics/Compatibility Impacts. Construction of a fourth patient pavilion, or "cottage," would be permitted under the Specific Plan. Removal existing buildings and replacement with a shorter structure would result in a structure whose mass and bulk is reduced from the existing condition.	No mitigation measures are required.	Less than significant.
Specific Plan Long-Term Glare Impacts. The addition of a fourth pavilion would result in glare impacts similar to those described for the proposed project, since it would be constructed in the same style (i.e., with recessed windows) and with the same materials.	No mitigation measures are required.	Less than significant.
Cumulative Long-Term View Impacts. The scale of the proposed project does not adversely affect the quality of important public scenic views. In addition, the project does not contribute to a loss of, or adverse	No mitigation measures are required.	Less than significant.

POTENTIAL ENVIRONMENTAL EFFECT	MITIGATION MEASURE	RESIDUAL IMPACT LEVEL
CLASS III IMPACTS: LESS THAN SIGNIFICANT		
effect to, important public scenic views.		
Cumulative Long-Term Aesthetics/Compatibility Impacts. The proposed project would not adversely affect the visual quality of the Oak Park neighborhood given the project's architectural and landscape design and consistency with the City's design requirements.	No mitigation measures are required.	Less than significant.
Specific Plan Construction View Impacts. Construction of the proposed fourth nursing pavilion, associated with the Specific Plan, would not result in an adverse effect on an important public scenic view. During construction activities, views of the foothills to the east would be maintained.	No mitigation measures are required.	Less than significant.
Cumulative Construction View Impacts. The proposed project's construction activities would not contribute to cumulative short-term impacts to important public scenic views.	No mitigation measures are required.	Less than significant.

Table 1.B: Summary Comparison of All Alternatives

Environmental Topic	Impacts	Proposed Project	1A: Closure of Cottage Hospital	1B: Conversion of Hospital to Medical Offices	3B: Four Level Replacement Hospital	3C: Partial Replacement West of the Site	3D: Reduced Size Parking Structures	3E: Underground Parking	3F.1: Alternative Pueblo Parking Structure Location	4A: St. Francis Medical Property	4B: Goleta Valley Cottage Hospital Property	5A: Goleta Valley Phasing Alternative	5B: St. Francis Phasing Alternative	5C: Goleta Valley and St. Francis Phasing Alternative
Project Objectives		Meets All Objectives	Meets No Objectives	Meets Some Objectives	Meets All Objectives	Meets Some Objectives	Meets Some Objectives	Meets Some Objectives	Meets Some Objectives	Meets Some Objectives	Meets Some Objectives	Meets Some Objectives	Meets Some Objectives	Meets Some Objectives
Air Quality	*Long-Term*	Significant Unavoidable	Less	Greater	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Greater	Same or Similar	Same or Similar	Same or Similar
	Construction	Significant Unavoidable	Less	Less	Same or Similar	Less	Less	Greater	Same or Similar	Greater	Same or Similar	Greater	Greater	Greater
Biological Resources	*Long-Term*	Potentially Significant	Greater	Greater	Less	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Less	Less	Same or Similar	Same or Similar	Same or Similar
	Construction	Potentially Significant	Less	Less	Less	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Less	Less	Same or Similar	Same or Similar	Same or Similar
Cultural Resources	*Long-Term*	Potentially Significant	Less	Less	Less	Less	Same or Similar	Same or Similar	Same or Similar	Less	Less	Same or Similar	Same or Similar	Same or Similar
	Construction	Potentially Significant	Less	Less	Less	Less	Same or Similar	Same or Similar	Same or Similar	Less	Less	Same or Similar	Same or Similar	Same or Similar
Geophysical	*Long-Term*	Less Than Significant	Greater	Greater	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar
	Construction	Potentially Significant	Less	Less	Same or Similar	Same or Similar	Same or Similar	Greater	Same or Similar	Greater	Same or Similar	Same or Similar	Same or Similar	Same or Similar
Hazards	*Long-Term*	Potentially Significant	Less	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Greater	Same or Similar	Greater	Greater	Same or Similar	Same or Similar	Same or Similar
	Construction	Potentially Significant	Less	Less	Less	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Greater	Same or Similar	Same or Similar	Same or Similar	Same or Similar
Hydrology	*Long-Term*	Less Than Significant	Greater	Greater	Same or Similar	Same or Similar	Same or Similar	Greater	Same or Similar	Less	Less	Same or Similar	Same or Similar	Same or Similar
	Construction	Potentially Significant	Less	Less	Same or Similar	Same or Similar	Same or Similar	Greater	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar
Noise and Vibration	*Long-Term*	Potentially Significant	Less	Greater	Same or Similar	Greater	Same or Similar	Greater	Same or Similar	Greater	Less	Same or Similar	Same or Similar	Same or Similar
	Construction	Significant Unavoidable	Less	Less	Same or Similar	Same or Similar	Same or Similar	Greater	Same or Similar	Greater	Same or Similar	Greater	Greater	Greater
Public Services	*Long-Term*	Potentially Significant	Greater	Greater	Same or Similar	Same or Similar	Same or Similar	Greater	Same or Similar	Greater	Greater	Same or Similar	Same or Similar	Same or Similar
	Construction	Potentially Significant	Less	Less	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar
Traffic	*Long-Term*	Significant Unavoidable	Less	Greater	Same	Same or Similar	Greater	Greater	Greater	Greater	Less	Not Applicable	Not Applicable	Not Applicable
	Construction	Potentially Significant	Less	Less	Less	Same or Similar	Same or Similar	Greater	Same or Similar	Greater	Less	Greater	Greater	Greater
Visual Aesthetics	*Long-Term*	Potentially Significant	Less	Less	Greater	Greater	Less	Less	Greater	Greater	Less	Same or Similar	Same or Similar	Same or Similar
	Construction	Potentially Significant	Less	Less	Same or Similar	Same or Similar	Same or Similar	Greater	Same or Similar	Greater	Less	Less	Same or Similar	Less

Table 1.B: Summary Comparison of All Alternatives

Environmental Topic	Impacts	6A: Additional Above-Ground Parking Level	6B: Additional Below-Ground Parking Level	7A: Closure of Bath/Nogales	7B: Closure of Castillo/Nogales	7C: Closure of Nogales	7D: Closure of Los Olivos	7E.1: Central Public Corridor	7E.2: Pedestrian Tunnel	7E.3: Interior Pedestrian Path	7E.4: Exterior Pedestrian Path
Project Objectives		Meets All Objectives	Meets All Objectives	Meets All Objectives	Meets All Objectives	Meets All Objectives	Meets All Objectives	Meets Some Objectives	Meets All Objectives	Meets All Objectives	Meets Some Objectives
Air Quality	*Long-Term*	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar
	Construction	Greater	Greater	Same or Similar	Less	Less	Less	Same or Similar	Same or Similar	Same or Similar	Same or Similar
Biological Resources	*Long-Term*	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Less	Less	Same or Similar	Same or Similar	Same or Similar	Same or Similar
	Construction	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Less	Less	Same or Similar	Same or Similar	Same or Similar	Same or Similar
Cultural Resources	*Long-Term*	Same or Similar	Same or Similar	Less	Same or Similar	Less	Less	Same or Similar	Same or Similar	Same or Similar	Same or Similar
	Construction	Same or Similar	Same or Similar	Less	Same or Similar	Less	Less	Same or Similar	Same or Similar	Same or Similar	Same or Similar
Geophysical	*Long-Term*	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Greater	Same or Similar	Same or Similar
	Construction	Same or Similar	Greater	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar
Hazards	*Long-Term*	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Greater	Greater	Same or Similar
	Construction	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Greater	Greater	Same or Similar
Hydrology	*Long-Term*	Same or Similar	Greater	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Greater	Same or Similar	Same or Similar
	Construction	Same or Similar	Greater	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Greater	Same or Similar	Same or Similar
Noise and Vibration	*Long-Term*	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar
	Construction	Greater	Greater	Same or Similar	Less	Less	Less	Same or Similar	Same or Similar	Same or Similar	Same or Similar
Public Services	*Long-Term*	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar
	Construction	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Less	Less	Same or Similar	Same or Similar	Same or Similar	Same or Similar
Traffic	*Long-Term*	Less	Less	Same or Similar	Same or Similar	Same or Similar	Greater	Same or Similar	Same or Similar	Greater	Greater
	Construction	Same or Similar	Same or Similar	Greater	Greater	Same or Similar	Greater	Same or Similar	Greater	Greater	Greater
Visual Aesthetics	*Long-Term*	Greater	Same or Similar	Same or Similar	Same or Similar	Greater	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar
	Construction	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar	Same or Similar