City of Santa Barbara
California

PLANNING COMMISSION
STAFF REPORT

REPORT DATE: August 3, 2006

AGENDA DATE: August 17, 2006

PROJECT ADDRESS: 601 E. Micheltorena Street (MST2003-00827)
Santa Barbara Cottage Hospital Foundation Workforce Housing Project

TO: Planning Commission

FROM: Planning Division, (805) 564-5470
Jan Hubbell, AICP, Senior Planner
Irma Unzueta, Project Planner

I. BACKGROUND

The Santa Barbara Cottage Hospital (SBCH) Foundation purchased the St. Francis Hospital site in 2003 after Catholic Hospitals West decided to discontinue operation of the hospital due to the required expense to seismically retrofit the facility. Because there is a chronic shortage of local housing opportunities for Cottage Hospital employees, the SBCH Foundation determined that it would be in the best interest of the Hospital to redevelop the property to residential use in order to address the housing needs of the organization.

In November of 2003, a pre-application to redevelop the former St. Francis Hospital site to accommodate residential units for employees of Cottage Hospital was submitted to the City for review.

On December 18, 2003, the Planning Commission held a concept review hearing of the project to provide feedback and direction to both the applicant and Staff regarding the proposed rezone, density, lot area modification, and site design. Overall, the Planning Commission appreciated the provision of affordable employee housing and did not appear concerned with the number of units proposed. The Commission supported the concept of providing a shuttle to transport employees from the proposed residential development to Cottage Hospital. It was suggested that alternative transportation programs, such as carpooling, bicycling, riding the bus, etc. also be encouraged. The Planning Commission felt that public open space and enhanced pedestrian circulation would be a benefit and should be included in the project. In addition, the Commission felt that quality of design in the context of the adjacent neighborhood is important.

On April 13, 2004, City Council considered a request by Cottage Hospital to initiate a rezone to adjust the C-O/R-2 zone line to follow the proposed project property lines. Also, considered by the Council was a request by the Bungalow Haven Neighborhood Associate to initiate a rezone of the former St. Francis Hospital site from C-O, Medical Office to R-2, Two Family Residential. The City Council voted to decline the request to rezone the St. Francis property to R-2 and initiated the adjusted zone boundary as proposed by Cottage Hospital.

The project was then reviewed by the Development Application Review Team (DART) on two separate occasions. The purpose of these reviews was to determine whether all required information and materials had been provided in order to deem the application "complete" for environmental review and Planning Commission consideration. On June 4, 2004, City Staff notified the applicant that the development application for the project had been deemed "complete with comments/conditions" and that further processing of the development application could occur with respect to environmental review.

An Initial Study was prepared for the project and on July 29, 2004, an environmental scoping hearing was held by the Planning Commission to consider and, refine if necessary, the EIR scope of analysis. The EIR scope included short-term construction-related effects (construction dust and vehicle emissions, noise, traffic, parking, grading/water quality and solid waste effects) and long-term traffic/parking/circulation impacts. On September 8, 2005, an environmental hearing was held by the Planning Commission to receive public comment on the Draft EIR for the project. Substantial public comment was received from the project applicant, neighboring residents, other members of the public and community interest groups.

II. PROJECT DESCRIPTION

The proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project would remove the existing St. Francis Hospital complex, including the main buildings of the former hospital, convent, central plant, and other ancillary structures, totaling approximately 189,000 square feet, and replace them with 115 residential condominiums that would cover 5.94 acres of the 7.39 acre site. The proposed mix of residential unit types is as follows: 10 one-bedroom units, 67 two-bedroom units, and 38 three bedroom units. Eighty-one of the units (70%) would be sold to Cottage Hospital employees at prices within the City's structure for affordable units and 34 units (30%) would be sold at market rates. Within the remaining 1.45 acres, the existing elderly care facility, Villa Riviera, would remain, but the parcel containing it would be adjusted to a size of approximately 31,500 square feet. The remaining lands zoned R-2, Two Family Residential, would be re-configured into three (3) lots of approximately 10,500 square feet each and the two existing residences on these R-2 parcels would remain. Although these R-2 lots have the potential for two residences on each lot, for a total of six residences, no development is proposed as part of this application.

Parking for the proposed Workforce Housing Project would be provided in accordance with Zoning Ordinance parking requirements. A total of 11 spaces would continue to be provided for the Villa Riviera facility and 254 parking spaces would be provided for the 115 proposed condominium units. As part of an existing shared-parking agreement six spaces would be provide for the adjacent office building located at 532 and 536 Arrellaga Street. Vehicular access to the three reconfigured R-2 parcels would be provided directly from Grand Avenue. Primary vehicular access to the Villa Riviera and to guest parking for this facility would continue to be provided from an existing private driveway connecting to the terminus of Arrellaga Street; existing secondary access to the facility from Grand Avenue would also be maintained. Internal vehicular circulation for the new residential development would be provided by a system of private drives and public roads connecting to Micheltorena, California and Arrellaga Streets and a proposed extension of Salsipuedes Street. Direct vehicular access to some of the parking structures on the site would also be provided from Micheltorena and California Streets (Exhibit B and C).

III. REQUIRED APPLICATIONS

The discretionary applications required for this project are:

1. A Tentative Subdivision Map to allow the creation of five lots (SBMC Chapters 27.07 and 27.13);
2. A Tentative Subdivision Map for a one-lot subdivision to create 115 residential condominium units (SBMC Chapters 27.07 and 27.13);
3. A Modification of lot area requirements to allow forty-two (42) bonus density residential condominium units (SBMC§28.21.080.E);
4. A Modification to allow less than the required separation between buildings for twenty-one (21) of the forty-eight (48) buildings proposed (SBMC §28.18.070);
5. A Modification to allow less than the required front yard setback for buildings 01, 07, 11, 13, 31, 39, and 42 (SBMC §28.51.060.1 and §28.92.026.A);
6. A Modification to allow less than the required interior yard setback for buildings 43, 44, and 45 (SBMC §28.51.060.2 and §28.92.026.A);
7. Certification of the Final Environmental Impact Report for the project (CEQA § 15091); and
8. Recommendation to City Council to approve a rezone to adjust the C-O/R-2 zone line to follow the proposed property lines for the R-2 parcels.

IV. RECOMMENDATION

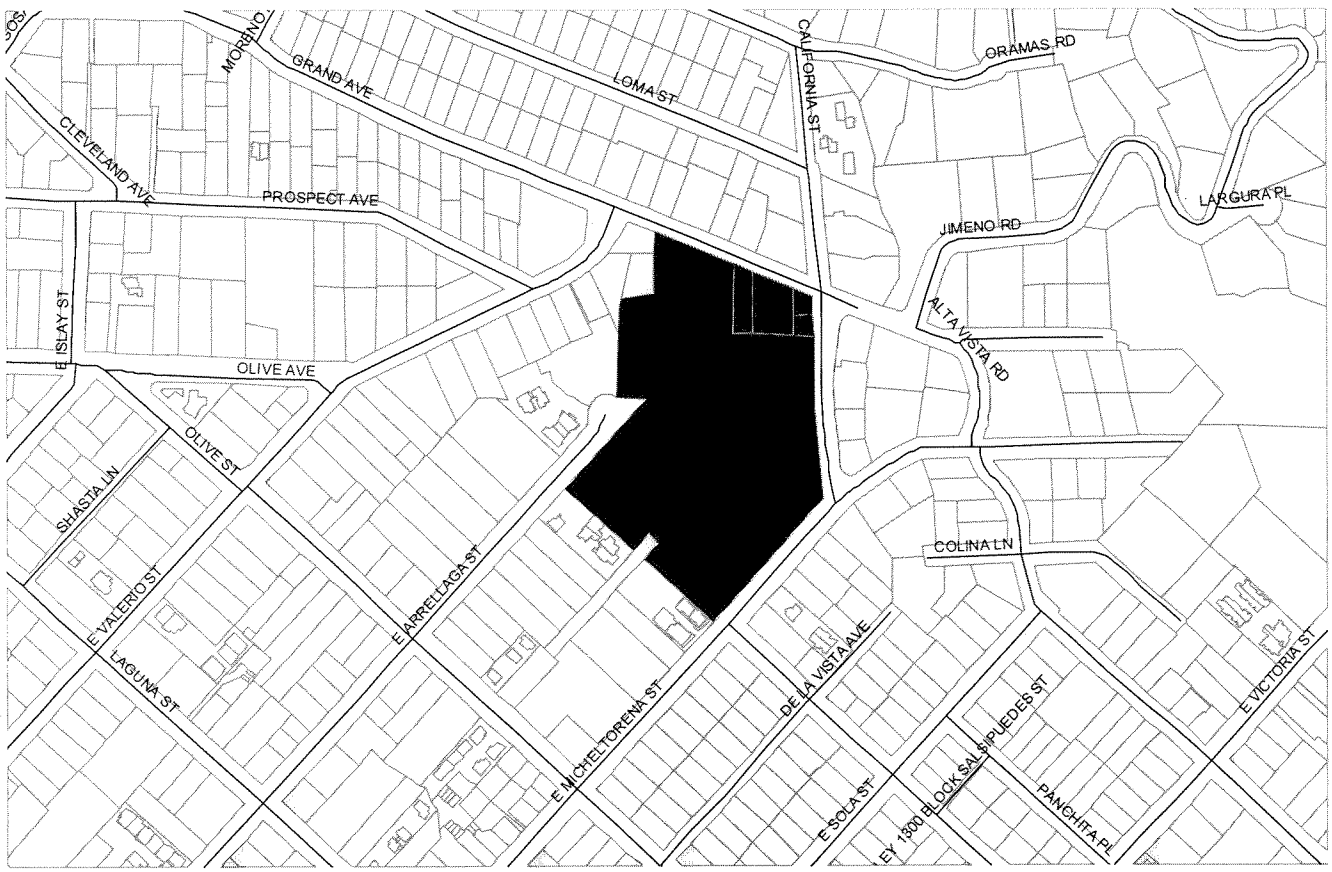
Santa Barbara Cottage Hospital is a major employer in the community with a goal to provide affordable housing to its employees who provide health care services to area and the south coast residents. The approval of the proposed Workforce Housing project would contribute 81 affordable employee housing units and 34 market rate units to the City's housing stock. The provision of affordable workforce housing is supported by City policies of the General Plan Housing Element. This is a major project for the community and the Lower Riviera Neighborhood both with respect to long-term benefits and short-term impacts.

Aside from providing essential employee housing, the project will provide elements that serve to benefit the immediate neighborhood and the City, including a new public street and parkway dedication for the Salsipuedes Street extension connecting Micheltorena and Arrellaga Streets, a bicycle/pedestrian access easement along the Arrellaga and California Street driveway and two semi-public open space areas to which neighborhood residents and members of the general public will have access to. Providing affordable housing to SBCH employees would reduce long-distance commute trips, vehicle miles traveled, and assures that health care employees are available during area emergencies. The process has brought forth legitimate concerns, primarily from neighboring residents. The short-term construction impacts will be significant.

Overall Staff supports the project and the provision of employee housing and believes that project impacts have been avoided and lessened to the extent feasible through project design and proposed conditions of approval. Therefore, Staff recommends that the Planning Commission approve the

project, making the findings outlined in Section VIII of this report, and subject to the conditions of approval in Exhibit A.

SANTA BARBARA COTTAGE HOSPITAL WORKFORCE HOUSING PROJECT SITE



V. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant:	Ken Marshall, Agent	Property Owner:	Santa Barbara Cottage Hospital Foundation
Parcel Number:	027-270-016, 017, 018, 019 and 030	Total Lot Area: Project Site:	7.39 acres 5.94 acres
General Plan:	Major Public and Institutional/Medical Center and Residential;12 Dwelling Units/Acre	Zoning:	C-O/R-2, Medical Office (5.94 acres)/Two Family Residence (1.45 acres) Zones
Prior Use:	110 bed hospital; 21 bed congregate care; 9 bed convent; three residences; 297 parking spaces	Topography:	Approximately 14% average slope

Adjacent Land Uses:	
North - Villa Riviera/Residential	East – California Street/Residential
South – Salsipuedes St/Medical Offices	West – Arrellaga Street/Residential

B. PROJECT STATISTICS

Number of Units	Unit Type	Size of Unit
10	One-Bedroom Units	655-810 sq. ft. (net)
67	Two-Bedroom Units	990 sq. ft. (net)
38	Three-Bedroom Units	1,150-1,340 sq. ft. (net)

VI. ZONING ORDINANCE CONSISTENCY

Standard	Requirement/ Allowance	Existing	Proposed
Building Height	45 feet (C-O)	65 feet	32.5 feet maximum
Parking	265	297	265 spaces
Lot Area Required for Each Unit	3,500 sq. ft.	N/A	2,250 sq. ft.
15% Open Space	38,812 sq. ft.	N/A	39,000 sq. ft.
Lot Coverage -Building -Paving/Driveway -Landscaping	 N/A N/A N/A	 103,280 sq. ft. 40.0% 101,592 sq. ft. 39.2% 53,874 sq. ft. 20.8%	 80,771 sq. ft. 31.2% 85,334 sq. ft. 33.0% 92,641 sq. ft. 35.8%

The proposed project would meet the requirements of the C-O, Medical Office Zone and the R-3, Multiple Family Residential Standards, with the exception of the lot area requirement to allow forty-two (42) bonus density residential condominium units, the required separation distance between buildings for 21 of the 48 buildings proposed, the required front yard setback for buildings 01, 07, 11, 13, 31, 39, and 42, and the required interior yard setback for buildings 43, 44, and 45. With the approval of these modifications, the project would be consistent with the requirements of the Zoning Ordinance.

VII. ISSUES

A. DESIGN REVIEW

This project was reviewed by the Architectural Board of Review (ABR) on March 8, 2004 (meeting minutes are attached as Exhibit D). The ABR felt that the project is well conceived and successful. The Board appreciated the open space provided by the project. The applicant was directed to make the perimeter green spaces more visually open and appear like front

yards; these areas should not be fenced or "turn their backs on the neighborhood's view." With respect to massing of the project, the ABR appreciated the break-up of massing along the perimeter of the project, but would like the massing patterns to be more similar to the adjacent residential uses across the street. The Board also appreciated the project's placement of the massing and simplicity at the center of the property and the variation and enhancements on the exterior. The ABR directed the applicant to reduce the massing along the perimeter to a more residential scale, differentiate the rooflines to be more consistent with the neighborhood and add variation and articulation to reduce the linearity of the units facing terrace one. The Board found the massing along Salsipuedes Street acceptable as it reflects the existing commercial use across the street. Although the ABR supports the use of an architectural mix, it would like to see more bungalow scale and style.

B. COMPLIANCE WITH THE GENERAL PLAN AND ZONING ORDINANCE

Land Use Element

The project is located in the Lower Riviera neighborhood, described in the General Plan as lying between the bottom of the Riviera and Alameda Padre Serra. It is bordered on the west by the Old Mission and on the east by Canon Perdido. The built environment of the area is varied and includes small structures dating back to the early 1900's, the former St. Francis Hospital buildings, three story office buildings, apartments from the 1950's, and condominiums from the 1980's to present.

The following discussion of the Lower Riviera neighborhood is found in the Land Use Element of the City's General Plan:

> *The Lower Riviera is primarily given over to residential uses, with single-family home development predominating, but with significant pockets of more intensive duplex and multiple-unit development. Generally the area contains many attractive homes with views overlooking the City. The General Plan designates this neighborhood primarily for a density of three units to the acre with small portions to the west and south at higher densities of twelve dwelling units to the acre. Any growth that may occur will take place in the areas now designated for higher-density development.*

It is the western portion of this neighborhood along Olive Street and including the hospital site that Staff believes the General Plan references for potential higher density development, consistent with the C-O, Medical Office and R-2, Two-Family Residences zones as well as the residential standards of the R-3, Multiple Family Residences zone standards.

The proposed Workforce Housing project would result in a residential density of 19.36 units per acre on the 5.94 acre site. This density would be higher than the densities that presently exist in the area, and would also be higher than the residential density identified by the General Plan Land Use Element (12 units/acre). However, the proposed project could be found consistent based on the direction of the Land Use Element and Housing Element that growth should be directed towards areas designated for "higher-density development" and provisions for increased density for affordable housing.

Conservation Element

The Conservation Element identifies goals and policies related to the protection and preservation of cultural and historic resources. Specifically, these policies direct that damage or destruction of archaeological and historical resources are to be avoided. The Initial Study prepared for the project determined that potentially significant archaeological resource impacts could result from the project because the southern portion of the site was historically used for a cemetery. However, the use of the cemetery was discontinued in the late 1800's and burials were disinterred to the Modoc Cemetery. Additionally, it was determined that due to previous ground disturbance activities at the project site, there is a low probability for the proposed project to result in significant archaeological impacts. The Initial Study identified mitigation measures that would reduce potential impacts to archaeological resources to less than significant levels. Therefore, implementation of these measures could be found consistent with the goals and policies of the Conservation Element.

The former St. Francis Hospital is not a designated historic structure or site and has been determined not to be eligible for designation as a National, State or City landmark. The Historic Landmarks Commission has agreed with this conclusion and has determined that the demolition of the hospital structures could be mitigated to a less than significant level with the provision of a commemorative plaque detailing the history of the hospital. A mitigation measure requiring that a commemorative display to educate the public regarding the history of the hospital be integrated into the project site will be required. The historic nature of the buildings and site is an area of controversy also explored in the Response to Comments section (Volume III) of the Final EIR. It is Staff's position that with the implementation of this measure, the proposed project could be found consistent with the Conservation Element.

Several visual resources policies related to the protection and maintenance of the City's visual and scenic character would apply to this project. The policies direct that development on hillsides not significantly modify natural topography and vegetation, that new development not obstruct scenic view corridors and that trees should be preserved and protected. Most of the grading proposed for the project is required to accommodate the underground parking structures. In general, the project design incorporates the use of the existing terraced areas of the site and would therefore not result in scarring related to site grading. The new development would be in character with the area and would not be as noticeable as the exiting large buildings. Therefore, the project could be found consistent with the Conservation Element

As proposed the project would have building heights that are lower than the existing St. Francis buildings, which has a maximum height of 65 feet when measured from the old emergency room and main entrance. The majority of the proposed residential development would consist of mostly two-story townhouse style residences of approximately 25 feet in height. However, some of the proposed units would have a maximum height of approximately 33 feet. Even at the maximum height, the proposed project would not impact existing scenic vistas from public viewing locations in the project area. Therefore, the project could be found consistent with the Conservation Element.

The project site has approximately 193 existing trees; of which 41 would be preserved, 77 would be transplanted and 75 would be removed. The trees to be removed will be replaced on

a 3.6 to 1 ratio. Additionally, mitigation measures will be imposed requiring that additional study be undertaken to assess the feasibility of transplanting trees on site and ensuring tree protection and preservation by minimizing impacts during construction activities. Therefore, with the implementation of these measures, the proposed project could be found consistent with the Conservation Element.

Air Quality goals identified in the Conservation Element support the maintenance of air quality above Federal and State ambient air quality standards and the reduction of automobile dependence. Although there would be air quality impacts during construction, these would be short-term and would be either adverse, but less than significant, or mitigated to less than significant levels. Cottage Hospital is a major employer in the South Coast and is proposing to construct 115 units of workforce housing at a location near its facility. This could result in a reduction in employment related trips. Additionally, a shuttle bus that would provide service between the project site and Cottage Hospital would further serve to reduce vehicle trips. This could result in substantial reductions in air emissions in the long-term. Therefore, the proposed project could be found consistent with the Conservation Element.

Housing Element

The Housing Element contains several policies that would apply to the proposed project. Specifically, the Housing Element directs that bonus density units be reviewed on a case by case basis, continue to assist the development of infill housing with financial and management incentives, support the development of infill residential projects and pursue all feasible ways to reduce, reuse and recycle building and construction materials. Additionally, the Housing Element encourages employers to provide housing for their staff.

Based on the project's C-O zoning designation and the R-3 standard of one unit per 3,500 square feet of lot area (not variable density), approximately 73 units could be constructed on the project site. The project proposes to construct 115 units. The additional density is allowed by the City bonus density program so long as the density bonus units are sold at affordable prices and remain affordable throughout the term of the affordability controls. Therefore, the project could be found consistent with the policies related to bonus density requirements and development incentives of the Housing Element.

The St. Francis Hospital ceased operation in 2003 and was sold to Cottage Health Systems. The existing hospital structures are currently vacant. The new owner of the property has elected to redevelop this site with residential uses. Because the project site is presently underutilized, the proposed residential units would be considered infill development within a developed urban area. Conditions of approval have been incorporated requiring construction and demolition materials recycling. Therefore, the project could be found consistent with the policies of the Housing Element encouraging infill development.

Noise Element

The intent of the Noise Element is to ensure that land use in the City does not result in excessive noise and abusive sounds. The Noise Element does not specifically address short-term construction noise. The project has the potential to result in significant noise impacts related to construction activities. Even with the noise mitigation measures identified in the EIR

and included as conditions of approval, the project will continue to result in short-term construction related noise impacts. However, with the completion of construction activities at the project site, relatively low noise levels generated by the residential project would resume. Therefore, the project could be found consistent with the Noise Element.

Zoning Ordinance

The 5.94 acre portion of the project site that would include the proposed 115 residential units is zoned C-O, Medical Office. The Zoning Ordinance provides the following description of the C-O zone.

> *This is a zone which, because of its proximity to a major medical facility and its conformity with the General Plan, is deemed suitable for use for medical, dental and related professional offices as well as residences, under the following regulations (see Chapter 28.51 of the Santa Barbara Municipal Code). This zone also strives to provide a desirable living environment by preserving and protecting surrounding residential land uses in terms of light, air and existing visual amenities.*

The C-O portion of the project site would allow the development of approximately 73 units (12units/acre). Forty-two of the 115 units proposed would be above the base density allowed by the C-O zone at one unit per 3,500 square feet of lot area. This increase in density is permitted through the City's bonus density program, provided the density bonus units are sold at prices affordable to middle and upper-middle income households (households that earn between 120% and 200% of area median income). The units must remain affordable to subsequent owners throughout the term of the affordability controls. The applicant proposes to offer 81 of the 115 units to Cottage Hospital employees at prices affordable to moderate, middle and upper-middle income households.

The zoning of the subject property has allowed multiple family density development since the 1930's when zoned R-3 and continues to be allowed as part of the pyramidal zoning with C-O zoning. Section 28.51.030.A. of the C-O zone explicitly permits "any residential use permitted in the R-3, Limited Multiple Family Zone." Therefore, the residential use proposed by the project would be in compliance with the C-O zone of the property.

The remaining 1.45 acres of the project site would be zoned R-2 and contain four reconfigured lots. Three of the four lots would be 10,500 square feet and would have the development potential of two units each, or six units total. The fourth R-2 lot is occupied by Villa Riviera, an elderly care facility that would continue its operation. This lot would be adjusted to a size of approximately 31,500 square feet and has the potential to develop five residential units. The applicant does not propose the development of these lots as part of this project.

A proposed rezone would make minor adjustments to the existing C-O/R-2 boundary line in order to follow proposed property lines as encouraged by the City's Zoning Ordinance. The zone adjustment is not required for the project, but does make sense from a zoning practice perspective.

The Workforce Housing project would also be in compliance with the development standards related to building height and parking in the C-O zone. The height requirement in the C-O

zone is three (3) stories not to exceed 45 feet in height. However, building heights immediately adjacent to a residential zone shall not exceed the height allowed in the most restrictive adjacent residential zone for the part of the structure constructed within a distance of twenty-three (23) feet or one half the height of the proposed structure, whichever is less.

Most of the proposed residential structures would be two stories and would be less than 25 feet in height. Five residential structures located along the northern perimeter of the project site would be three stories with a maximum height of 33 feet at the front elevation facing south toward the project site. The rear elevation which has a maximum height of 24 feet, would face north toward the R-2 zoned property of the project site. Because these structures abut the R-2 zone, the portion of the structures within 12 feet of the property line can not exceed 30 feet in height. As proposed, the structures would comply with this requirement and therefore the project is consistent with the height requirement of the C-O zone.

C. ENVIRONMENTAL REVIEW

As required under the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) has been prepared to evaluate physical environmental effects resulting from the project. An EIR is intended by CEQA to be an informational document that is considered in conjunction with other planning documents and project analysis as part of the overall permitting process. The CEQA environmental review process has two overall purposes: first, to disclose environmental impacts so that the public and decision-makers consider the environmental consequences of a project before it is approved, and second, to avoid or reduce significant environmental effects to the extent feasible. Feasibility is defined in CEQA and the CEQA Guidelines as meaning capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors. Mitigation measures applied to a project to reduce environmental impacts must meet the constitutional tests of nexus and reasonable proportionality to project impacts.

An EIR analysis is not required to be exhaustive, and is based on reasonably available information. Conclusions about the significance of environmental impacts utilize City guidelines and practices and need to be based on substantial evidence within the entire record. Substantial evidence is defined in CEQA and the CEQA Guidelines to mean enough relevant information and reasonable inferences from this information to support a conclusion, even though other conclusions might also be reached. *"Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts."* Because the analysis involves predicting future effects, an EIR necessarily only provides a best estimate of environmental impacts based on numerous assumptions. Where there are disagreements among experts over the significance of impacts, it is not required that an EIR resolve these differences but only summarize them. As noted in the CEQA Guidelines Section 15151, "*...the courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*"

Process

Upon receipt of a complete permit application in 2004, the City prepared an Initial Study, which identified potentially significant impacts of the project that required further evaluation in an EIR. A Notice of Preparation (NOP) of an EIR was issued for 30-day agency and public review, and an environmental scoping hearing was held by the Planning Commission on July 29, 2004 to assist in refining the EIR scope of analysis. The City contracted with an environmental consulting firm, Rodriguez Consulting, Inc., to prepare the EIR.

A Draft EIR was released by the City for public review and comment between July 27 and September 23, 2005 (59 days), and an environmental hearing was held by the Planning Commission on September 8, 2005 to receive public comment. Substantial public comment was received on the Draft EIR, including from individual residents, the project applicant, neighboring residents, property owners, medical professionals, and community interest groups. Comments were received from 27 speakers at the public hearing and 101 comment letters were received. The applicant and some members of the medical community have commented that the EIR overestimates environmental impacts in some areas, while some neighbors and environmental groups have commented that the EIR has underestimated impacts in some areas. There are also differing comments on the feasibility of mitigation.

A proposed Final EIR has been prepared with consideration of comments received on the Draft EIR. Volume III of the FEIR consists of comment letters received and written responses to comments that raised significant environmental points. As appropriate, changes to the text of the EIR were also made.

Summary of Impacts

The proposed project would result in significant unavoidable impacts to short-term construction noise and cumulative traffic. No feasible mitigation measures or alternatives have been identified to fully avoid these impacts while still meeting the project objectives. A brief discussion of these impacts and mitigation measures is provided below. The mitigation measures have been included as proposed conditions of approval (Exhibit A). For more details related to the EIR analysis and mitigation measures, please refer to the Final EIR.

The Response to Comment document (Volume III) contains Master Responses intended to address recurring comments received as part of the public review of the Draft EIR and Planning Commission Draft EIR hearing. Three Master Responses have been included in Volume III to provide additional discussion and analysis on issue areas related to health effects resulting from construction operations, baseline conditions and project-related traffic impacts and re-use of the existing on-site buildings.

The Draft EIR identified numerous mitigation measures to reduce significant impacts. For some issues, only partial mitigation was identified as feasible, and the following significant and unavoidable environmental effects (Class I Impacts) would result:

1. Significant, Unavoidable Impacts (Class I)

Short-Term Construction Noise Impacts. Construction activities associated with the project would result in elevated noise levels in the project area that are substantially higher than

existing conditions. Due to the large number of sensitive and other receptors in the project area and the prolonged 67-week duration estimated for construction operations, construction related noise would remain significant and unavoidable after the implementation of proposed mitigation measures.

This impact would be partially reduced by the application of identified mitigation measures N-1a (Construction Hours Limitations), N-1b (Construction Notification to Neighbors), N-1c (Project Site Perimeter Barrier), N-1d (Construction Equipment Mufflers and Shields), N-1e (Construction Staging Areas), N-1f (Construction Noise and Vibration Complaints), N-1g (Noise Complaint Remediation), N-1h (Delivery and Storage of Materials and Equipment), N-1i (Radios and Alarms), N-1j (Limitation on Catering Trucks), and N-1k (Portable/Stationary Equipment), N-1l (Construction Activity Scheduling), N-1m (Minimize Equipment Use), N-1n (Truck Routing), N-1o (Vehicle Noise) and N-1p (Limited Site Access). No mitigation measures or alternatives have been identified that would fully mitigate these impacts to less than significant levels. Temporary construction-related noise and vibration impacts would be significant and unavoidable.

Cumulative Traffic Impacts. The project has the potential to result in a small but significant contribution to cumulative peak hour traffic volumes at the intersections of Anapamu/Laguna Street, Arrellaga/Garden Street and Mission/Bath Street. The implementation of the Residential Shuttle Program (TRF-1) that would transport project residents between the project site and the Cottage Health Systems facilities could reduce the project's cumulative peak hour traffic impact. However, because the applicant cannot ensure that the shuttle would remain in operation over the life of the project or that there would be a continued level of use to reduce project-related impacts to a less than significant level, the use of the shuttle is not considered adequate to fully reduce the project-related cumulative traffic impacts to less than significant. Therefore cumulative traffic impacts would remain significant and unavoidable.

2. Significant, But Mitigable Impacts (Class II)

The proposed project would also result in various significant, but mitigable impacts, which are summarized below. Mitigation measures to avoid these impacts are described in Volume I, Section 2.0 Summary of the Final EIR.

Air Quality. Dust emissions resulting from construction-related activities at the project site have the potential to result in significant fugitive dust and nuisance impacts. Potential impacts would be reduced by mitigation measures AQ-1a (Site Watering), AQ-1b (Reclaimed Water Use, AQ-1c (Stockpiled Material), AQ-1d (On-site Vehicle Speed Control), Aq-1e (Dust Emissions from Loading), Aq-1f (Covered Truck Loads), AQ-1g (Gravel Pads), AQ-1h (Street Sweeping), AQ-1i (Wind Erosion Control), AQ-1j (Expeditious Paving), AQ-1k (Construction Site Monitor), AQ-1l (Construction Dust Complaints) and AQ-1m (Requirements on Grading Plans.

Biological Resources. Potential impacts due to the loss of 75 trees and the relocation of 77 trees would be reduced by mitigation measures BIO-1a (Tree Inventory), and BIO-1b (Tree Protection and Replacement Plan).

Archaeological Resources. Potential impacts to unknown archeological resources sites could occur during soil disturbing activities and would be reduced by mitigation measures CUL-1a (Archaeological Monitoring Contract), CUL-1b (Archaeological Procedures), CUL-1c (Archaeological Monitoring), CUL-1d (Archaeological Resource Discovery Procedures) CUL-1e (Archaeological Mitigation) and CUL-1f (Archaeological Monitoring Report).

Historic Resources. The project proposes to remove the St. Francis Hospital buildings. The past use of the complex for hospital related use is historically significant in the history of Santa Barbara. However, due to the previous modifications that have occurred over time, the buildings are not considered to be historically significant. Potential impacts to historic resources would be reduced by mitigation measures CUL-2a (Historic Display) and CUL-2b (HLC Review).

Geological Hazards. Potential impacts associated with seismic and soils-related hazards would be reduced by mitigation measure GEO-1a (Earthwork, Foundation, and Structural Design), which requires the implementation of all the recommendation specified in the geology report prepared by URS (February 26, 2004).

Hazardous Materials and Waste. Potential for hazards associated with the release of asbestos fibers, lead dust, mercury and PCBs during the demolition of the existing buildings located on the project site would be reduced with mitigation measures HAZ-1a (Building Demolition Hazardous Materials Management), HAZ-1b (Hazardous Material Removal Certification), HAZ-1c (Lead Based Paint Remediation) and HAZ-1d (Hazardous Materials Safety).

Diesel Fuel Soil Contamination. Potential for impacts associated with the exposure of on-site soils contaminated with diesel fuel could occur during grading and construction activities. Potential contaminated soil exposure impacts would be reduced by mitigation measure HAZ-2a (Soil Remediation), which requires that the Remediation Work Plan for Diesel Contaminated Soil dated April 20, 2004 be followed.

Construction Noise. Potential for short-term noise and ground vibration impacts during demolition, grading and construction activities would be reduced by mitigation measure N-2a (Prepare a Structural Crack Survey and Video Reconnaissance).

Truck Traffic Noise. Potential for short-term noise impacts due to truck traffic related to construction activities would be reduced by mitigation measure N-1n (Truck Routing) and N-1h (Delivery and Storage of Materials and Equipment) restricting the routes and hours for truck traffic.

Construction-Related Solid Waste Impacts. Potential construction-related solid waste impacts associated with the generation of a substantial amount of construction/demolition waste would be reduced by mitigation measures SW-1a (Solid Waste Management Plan) and SW-1b (Material Salvage/Recycling) requiring that demolition debris be salvaged and recycled.

Tandem Parking. Potential access and circulation impacts associated with the use of tandem parking in Garage No. 3 would be reduced by Mitigation Measure TRF-2a (Tandem Parking Space Assignment).

Bicycle Parking. Potential impacts associated with inadequate bicycle parking facilities would be reduced with Mitigation Measure TRF-3a (Bicycle Parking Spaces), which requires that secure bicycle parking facilities for at least 33 bicycles be provided throughout the project site.

Construction Employee Parking and Materials/Equipment Storage. Potential parking impacts associated with construction employee parking and the storage of building materials and equipment would be reduced by Mitigation Measure TRF-4a (Construction Parking and Materials/Equipment Storage), which requires free parking for construction workers, a shuttle between the parking area and the project site and prohibits storage or parking of construction equipment and materials within the public right of way.

Construction Related Water Quality Impacts. Potential water quality impacts related to demolition, grading and construction activities resulting in increased erosion, sedimentation and the release of substances would be reduced by Mitigation Measures WQ-1a (General Construction Activity Permit) and WQ-1b (Erosion Control Plan).

Storm Water Runoff. Potential long-term water quality impacts related to the quality of storm water runoff would be reduced by Mitigation Measures WQ-2a (Storm Water Markings) and WQ-2b (Site Runoff), which requires that all runoff water be conveyed to an approved drainage facility and shall not result in a net increase in storm water flow from the project site.

3. Less Than Significant Impacts (Class III)

Various adverse, but less than significant impacts would also occur due to the proposed project. Wherever feasible, additional recommended mitigation measures or required conditions of approval have been included to further avoid or reduce impacts. Please refer to the Final EIR and Conditions of Approval (Exhibit A) for more detailed information.

EIR Certification and CEQA Findings

CEQA and the State CEQA Guidelines require that the Final EIR be certified by the Lead Agency (City) prior to actions approving the project. The City CEQA Guidelines provide for certification of EIRs by the Planning Commission, with this action appealable to City Council. Required findings for EIR certification are that the Commission has reviewed and considered the EIR, public comments and responses, and that the EIR has been completed in compliance with CEQA and reflects the Commission's independent judgment.

When the EIR identifies significant impacts, CEQA also provides that specified findings be made prior to approval of a project. For potentially significant but mitigable (Class II) impacts, findings are made that identify the impact and mitigation measures that would be applied to the project to reduce impacts to less than significant levels. In most cases, mitigation measures are applied as conditions of project permit approval. For significant and unavoidable (Class I) impacts, findings are made that there are no mitigation measures or alternatives to the project that can feasibly reduce project impacts to less than significant levels.

When a project would result in significant, unavoidable impacts, a Statement of Overriding Considerations is required to be adopted before the project is approved. This is a finding identifying benefits of the project that override the significant environmental impacts and thereby make the environmental impacts acceptable in this case.

CEQA also requires that a Mitigation Monitoring and Reporting Plan (MMRP) be adopted for the project that identifies how mitigation measures are implemented, and then monitored for compliance. A finding is also made that identifies the City Planning Division office as the location and custodian for the record of proceedings on which the environmental process and project decision were made.

D. HEALTH RISK ISSUES

The Initial Study prepared for the project in July 2004, determined that construction activities would result in localized dust effects to surrounding residents and increases in particulate matter (PM_{10}) emissions. The Initial Study also found that construction equipment would emit smog precursors (nitrogen oxides and reactive organic compounds). Although standard dust control mitigation measures and equipment maintenance requirements were included to reduce impacts, the Initial Study directed that further evaluation be undertaken in the EIR.

After reviewing the Initial Study as part of the Notice of Preparation (NOP) review period, the Santa Barbara County Air Quality Control District (APCD) submitted a public comment letter to the City directing that a health risk assessment be prepared for the project. This determination was based on potential health effects that could result from exposures to diesel exhaust during the project construction.

In response, the Draft EIR included a health risk analysis based on a number of reasonable worst-case assumptions, including estimates of the types and number of pieces of diesel equipment that could be used on the project site, emissions from diesel trucks traveling to and from the site to haul demolition and other materials, meteorological conditions, and the number of hours that individual pieces of equipment would be in operation over the proposed project's entire 1.4 year construction period. Additionally, the analysis assumed that no mitigation measures had been implemented to minimize diesel particulate emissions. The health risk assessment in the Draft EIR concluded that the project's construction emission of diesel particulate matter would result in a statistical cancer risk probability of 4.9 in 1 million along the northern property line. This is one-half of the adopted APCD threshold of 10 in 1 million.

However, the APCD did not concur with the health risk assessment provided in the Draft EIR, specifically the use of the 1.4 year project construction exposure period. The APCD directed that the analysis be revised to include a 9-year exposure duration as recommended by the Office of Environmental Health Hazards Assessment (OEHHA). Using OEHHA's recommended exposure duration (9-year) would result in the project's estimated excess cancer risk of 31.5 in 1 million, which exceeds the 10 in 1 million threshold.

City Staff and the Environmental Consultants for the project questioned the use of the 9-year exposure duration on the basis that using such an assumption for a 1.4 year construction period would substantially overestimate the impact and mislead the public and decision-makers. Also, the legislation requiring the preparation of health risk assessments (AB 2588), was developed to evaluate potential health risks associated with the ongoing operations of long-term stationary facilities, such as a factory or business that routinely results in emissions of toxic air contaminants. Clearly, the proposed project does not meet the definition of a stationary facility and therefore the application of the 9-year exposure duration is not appropriate.

After further discussions with the APCD and OEHHA, it was concluded that there is not an appropriate method to assess impacts from short-term exposures to diesel particulate matter. This conclusion is based on a determination that the Hot Spots Analysis and Reporting Program (HARP), which is the model that is used to prepare health risk assessments, creates some uncertainty in assessing the cancer risk from short-term exposure to diesel exhaust. The uncertainty in the HARP model generally occurs because potential cancer risk estimates for the various substances found in diesel exhaust are based on relatively long-term exposures (at least nine years) rather than the short-term exposures that would result from the proposed project (Lambert 2006).

In an effort to determine the appropriate manner in which to assess health risks for the project, Charles E. Lambert, PhD. of McDaniel Lambert, Inc., was retained by the City. Dr. Lambert is an air health risk expert and has experience in assessing diesel contaminants during construction activities. A report entitled, Appropriate Health Protective Diesel Assessment for Demolition and Construction Activities at the Santa Barbara Cottage Hospital Workforce Housing Project was prepared by Dr. Lambert and submitted to the APCD for review and acceptance. The report concluded that the most appropriate potential short-term health risk impact that should be evaluated by the EIR is chronic respiratory effects resulting from short-term project-related diesel exhaust exposures (Refer to Final EIR, Volume III, Appendix I).

Based on this approach, the health risk assessment was revised to consider potential chronic health impacts. The analysis concluded that, at the Villa Riviera, a sensitive receptor, located on the project site boundary, the estimated Hazard Index for chronic health impacts would be 0.04, which is substantially lower than the significance threshold of 1.0.

The APCD has reviewed and accepted the revised approach and analysis, acknowledging that *"the HARP model creates some uncertainty in the cancer risk from short-term exposure to diesel exhaust, and the existing emission factors used for acute non-cancer risk analysis are also uncertain. For these reasons, we accept the quantification of chronic non-cancer risk and the omission of cancer and acute non-cancer risk assessments"*. The APCD further stated that the absence of these elements do not indicate that the project is free of these types of health risks. To reduce the potential risks that the currently available modeling technology is unable to characterize, the APCD recommends that mitigation measures be imposed on the project, requiring that to the maximum extent feasible, diesel-fired equipment be fitted with diesel particulate filters or oxidation catalysts and use of 15 ppm sulfur diesel fuel. The EIR includes Mitigation Measures AQ-2g (Diesel Emission Reduction) and AQ-2k (Low Sulfur Fuel) that comply with the above recommended measures. In addition, Mitigation Measure AQ-2l (Bio-Diesel Fuels), which requires, if feasible, the use of bio-diesel fuels for all diesel powered construction equipment, has been included to further reduce potential health risks. The use of bio-diesel fuels would further reduce the toxic emissions generated by diesel construction equipment (Refer to Final EIR, Volume III, Appendix H).

E. SHORT-TERM CONSTRUCTION NOISE IMPACTS

Construction Noise

The EIR evaluation on noise impacts determined that construction activities associated with the project would result in elevated noise levels in the project area throughout most of the 67-week construction period. Existing ambient noise levels in the project area range between 52 and 60 dBA. The demolition of the Main Hospital building would cause the largest and most prolonged increase in ambient noise levels in the vicinity of the project site and would have the potential to result in exterior noise levels of 78-85 dBA Leq at nearby receptors. Demolition of the Main Hospital building is expected to take approximately 70 days.

The EIR recommends that the staging area associated with development area 1, which is proposed near the end of Arrellaga Street along the western perimeter of the project site, be moved toward the interior of the project site to minimize potential noise impacts to residences and medical offices located along the west side of Arrellaga Street.

The EIR identified numerous mitigation measures to reduce the short-term noise levels that will result from the construction of the project. However, after the implementation of all feasible mitigation measures, the resulting construction noise levels in the project area would continue to exceed existing ambient conditions. Therefore, short-term construction noise impacts for the project are considered to be significant and unavoidable.

Construction Truck Noise

Typically, average traffic noise levels during construction activities are considered to be less than significant due to their short-term effect. However, because of the project's 67-week construction period, increases in traffic noise along Micheltorena and Garden Streets resulting from project-related construction traffic was determined to have the potential to result in a significant noise impact. The EIR concluded that construction truck related noise impacts could be reduced by restricting construction truck trips during the early morning and late evening hours when traffic noise would be the most noticeable and have the greatest effect on the surrounding community. Mitigation measures limiting truck traffic to specified routes and requiring all deliveries of materials and equipment to specified hours would reduce potential short-term traffic noise increase impacts related to project-generated truck traffic to a less than significant level.

Construction Vibration

Construction activities such as demolition of existing buildings and paved surfaces, grading, soil compaction and heavy truck traffic will produce ground vibration. Of these activities, the demolition of paved ground surfaces generally has the potential to result in vibrations that may be noticeable at locations beyond the project site. The EIR concluded that vibration levels caused by the proposed project could be annoying or unacceptable to nearby receptors for extended periods of time, but would not result in significant damage to structures. However, due to the length of the project construction period, vibration impacts to nearby residents are considered potentially significant. To reduce the impact to a less than significant level, the EIR identifies several mitigation measures including a mechanism by residents to notify the

construction contractor that vibration-related impacts are occurring, a limit in the number of concurrent equipment pieces used around the perimeter of the project site, and a program to document vibration related damage to structures within 100 feet of the project site. With the implementation of these measures, potential vibration impacts are considered to be significant, but mitigable.

F. TRAFFIC IMPACTS

Project Specific Traffic Impacts

The EIR investigated the difference in traffic between the previous hospital and the new housing development, as well as the impacts of the housing project as if the hospital had never existed. This additional level of study was specifically requested by the Planning Commission because the new development will be constructed long after the hospital was vacated and the traffic increases would likely seem new to the neighborhood.

The EIR determined that the proposed Workforce Housing project would generate approximately 78 more daily trips than the St. Francis Hospital. The proposed project would result in 10 fewer a.m. peak-hour trips and 3 more p.m. peak-hour trips. Based on this, the project would generate similar number of trips, but would have a different directional distribution than the St. Francis Hospital. The Hospital had the highest traffic volumes inbound in the morning and outbound in the evening. The Workforce Housing project would have the highest traffic volumes outbound in the morning and inbound in the evening.

When distributing the trips associated with the proposed project, the EIR assumed that 50 percent of the total project would be destined for Cottage Hospital and the remaining 50% would be distributed throughout the City. Additionally, traffic volumes for vehicles entering and exiting the project site were distributed and assigned to the adjacent street system based on the proximity to the major arterials in the vicinity, including Micheltorena, Mission, State, De la Vina, and Santa Barbara Streets.

The EIR found that operation of the study area intersections would not be substantially changed by the proposed project. Calculated increases and decreases in intersection turning movement delays and intersection capacity utilization would be so small that a change in overall intersection operation would not be perceptible during either the a.m. or p.m. peak-hours. Therefore, it was concluded that project related impacts to intersection operations would not result.

Cumulative Traffic Impacts

Cumulative traffic impacts occur when a project adds traffic to an intersection that is operating or is projected to operate at LOS C, 0.77 v/c or more than 22 seconds of delay at a non-signalized intersection. Based on this, the project would result in significant cumulative impacts at the following intersections:

- Anapamu Street/Laguna Street (p.m. peak hour)
- Arrellaga Street/Garden Street (a.m. peak hour)
- Mission Street/Bath Street (p.m. peak hour)

According to the EIR analysis, the project's contribution to cumulative traffic is very small and would not warrant intersection improvements or a traffic signal. However, the project applicant has proposed a Resident Shuttle Program that would provide shuttle service from the project site to Cottage Hospital and other downtown locations. The EIR assumed that the proposed shuttle service would be provided during the A.M. and P.M. peak hours and that approximately 50% of peak hour commute trips would be destined for Cottage Hospital. It was also assumed that at least 25% of the project residents/employees would use this service. Based on these assumptions, the Resident Shuttle Programs would result in a trip generation reduction of 12.5% and reduce the project's cumulative peak hour traffic contributions at the 3 intersections listed above to a less than significant level.

However, because the project applicant cannot assure the City that the Resident Shuttle Program would be operated throughout the life of the project and maintain the assumed ridership and because, pursuant to state law, the City does not have the authority to require the project to implement transportation demand management measures, the EIR concluded that the proposed shuttle would not reduce the project's cumulative traffic contribution to a less than significant level at the affected intersections. Therefore, the proposed project's contribution to peak hour cumulative traffic impacts levels would be significant and unavoidable.

As part of the Draft EIR public review, the project applicant submitted a comment letter questioning the analysis and conclusions of the EIR with respect to trip generation and distribution. Specifically, the applicant argues that the trip generation analysis should be based on the Residential Condominium/Townhome rates from ITE, rather than the single-family trip generation rate. It is stated that using the single family housing rate is inappropriate for this project because it is intended for larger, less concentrated residential developments. In addition, the use of the condominium trip generation rate for the project, rather than the single-family trip rate, would eliminate the proposed Workforce Housing project's cumulative traffic impact.

Trip generation estimates for the Workforce Housing project were calculated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual for single-family homes. This was based on Staff's position that condominium projects in Santa Barbara are similar to the trip generation rate of single-family units as described in the ITE manual. The ITE manual states that "dwelling units that are larger in size, more expensive or farther away from the Central Business District (CBD) have a higher trip generation rate, than units that are smaller, less expensive or closer to the CBD. Additionally, geographic location and type of adjacent and nearby development also have an effect on trip generation."

The Workforce Housing project provides a variety of unit types and would be located in a residential neighborhood that is approximately one mile from the CBD. Also, there is not a large concentration of commercial uses that would serve the day to day needs of area residents. Further, the project site is located in an area where transit stops are limited and where the topography may limit pedestrian and bicycle travel to and from the project site. Therefore, it was determined that ITE single-family trip generation rate would more accurately evaluate the trip generation of the Workforce Housing project.

In contrast, the applicant contends that the Workforce Housing project is denser, more affordable, has fewer bedrooms, occupants and vehicles per unit, is better served by alternative transportation and is located closer to the City's downtown core than the typical suburban single family subdivisions that make up the majority of the ITE samples for the single family housing category.

Associated Transportation Engineers (ATE), sub-consultant for the applicant, has prepared trip generation surveys at two condominium sites in order to verify the ITE rates. The results of these surveys indicate that the observed trip generation rates for two condominium developments surveyed were significantly lower than the ITE single family rates and closer to the ITE Condominium rate. However, Staff has also conducted interviews and made observations at condominium sites similar to the Workforce Housing project and discovered that the proposed project is likely to have a trip generation rate more similar to single family housing than condominiums. As a result, a trip generation rate for single family units was used to represent a conservative estimate of project trips. Additionally, it should be noted that the significant cumulative traffic impacts at the three study area intersections are caused by the redistribution of trips and not an increase in trip generation.

G. Reuse of Existing Structures

The Alternative Section of the Draft EIR evaluated two alternatives (8.2 and 8.3) that would involve the reuse of existing buildings located on the project site. The following discussion compares both alternatives with respect to air quality, hazardous materials, noise, solid waste, traffic and parking, and water quality impacts. A more detailed analysis can be found in Chapter 8.0, Volume I and Master Response 3 of the Response to Comments document, Volume III of the Final EIR.

Alternative 8.2 – Use Only Existing On-Site Buildings

Alternative 8.2 would retain the existing Main Hospital and Convent Buildings and redevelop them to provide new housing units. Under this alternative, the Engineering/Maintenance, Storage and Generator buildings were found not to be suitable for conversion to residential buildings and would be demolished. Approximately 12,000 square feet of building area would be demolished with this alternative. Alternative 8.2 assumed that the Main Hospital building could accommodate approximately 85 units and the Convent building could provide an additional four units, for a total of 89 units. The analysis acknowledged that converting the Main Hospital building to residential use would require extensive renovation of the building's interior, such as the removal and reconstruction of interior walls, and the removal and replacement of building infrastructure. Additionally, it was pointed out that the parking garage and the hospital wing located at the southern portion of the project site would be difficult to use due to access, ventilation and circulation issues.

The Draft EIR analysis for alternative 8.2 concluded that impacts associated with long-term air quality, short and long-term hazardous materials, long-term noise, long-term solid waste, long-term traffic, and long-term water quality would be similar to those resulting from the proposed project. However, impacts to short-term air quality, short-term noise, short-term solid waste, short-term traffic and short-term water quality would be less than those generated by the

proposed project. The Draft EIR also concluded that the project objectives could be achieved under alterative 8.2.

Alternative 8.3 – Project Redesign-Reduced Number of Units

Alternative 8.3 would reuse the on-site structures most suitable for residential use. Under this alternative approximately 62,000 square feet of building area would be demolished. The number of units that would be provided on the project site would be reduced by making several design changes to the proposed project. These changes include the demolition of the southern portion of the Main Hospital building and the southern parking structure. Combined with the removal of the Maintenance/Engineering building, a two acre site would be created that could be developed with approximately 30 new residences.

The central and northern portions of the Main Hospital building would be retained and redeveloped with approximately 40 units. In addition, this alternative assumed that the parking lot area that extends across the central portion of the project would also be developed with approximately 15 units. Four additional units would be accommodated in the Convent building for a total of 89 units.

Based on alternative 8.3, the Draft EIR concluded that long-term air quality, short and long-term hazardous materials, short and long-term noise, long-term solid waste, short and long-term traffic and short and long-term water quality impacts would be similar to those resulting from the proposed project. Impacts related to short-term air quality and short-term solid waste would be less than those resulting from the proposed project. The Draft EIR concluded the project objectives could be met with this alternative and identified it as the environmentally superior project alternative.

In both alternatives, although some short-term impacts are reduced, long-term impacts would be substantially the same as the proposed project.

Response to Public Comment Regarding Reuse of Existing Buildings

During the public review period for the Draft EIR numerous comment letters were received requesting that adaptive reuse of the existing hospital buildings be considered by the applicant as an alternative to the demolition of the St. Francis Hospital buildings. Neighbors of the project asked for a more detailed study of adaptive reuse in order to better assess the viability of retaining and reusing the existing buildings as residences. At the Draft EIR public hearing, the Planning Commission also requested additional information regarding the reuse alternatives as well as the feasibility of reusing existing hospital buildings as part of the project.

Responses to the comments received during the Draft EIR review period are contained in Volume III of the Final EIR. Master Response 3 provides additional information regarding the reuse of the existing hospital buildings. Specifically, the EIR provides more comparative information related to impact areas that would result from either the proposed project or the reuse alternatives identified by the EIR. The impact areas discussed in this response include air quality, hazardous materials, noise, solid waste, traffic/parking and water quality. A comparison impact summary matrix of the building reuse alternatives and the proposed project is provided below and also included as part of Master Response 3.

IMPACT COMPARISON MATRIX

Alternative	Air Quality	Hazardous Materials	Noise	Solid Waste	Traffic/Parking	Water Quality
Alternative 8.2						
Short-Term Impacts	**Reduced** Construction & Demolition emissions reduced 75% compared to proposed project	**Similar** Impact similar to proposed project. All hazardous. materials must be removed	**Reduced** Approximately 23 days of construction activities, compared to 173 for the proposed project	**Reduced** Demolition waste material reduced by 93%, compared to proposed project	**Reduced** Construction related trips reduced by 75% compared to proposed project.	**Reduced** Grading related water quality impacts substantially reduced
Long-Term Impacts	**Similar** Mobile criteria pollutant emissions reduced by 22%, compared to proposed project	**Similar** Impacts similar to project, less than significant	**Similar** Alt 8.2 results in 53.1 dBA from traffic noise. Proposed Project results in 53.3 dBA This decrease is not perceptible, therefore long-term noise levels similar.	**Similar** Demo waste generation similar to proposed project	**Similar** Long-term traffic reduced 22% compared to proposed project. Cumulative parking impacts remain Class I. Parking reduced by 59 spaces.	**Similar** Water quality impact similar to proposed project
Alternative 8.3						
Short-Term Impacts	**Reduced** Construction and Demo emission reduced by 50% compared to proposed project	**Similar** Impact similar to proposed project. All hazardous. materials must be removed	**Similar** Approximately 53 days of construction activities, compared to 173 for the proposed project	**Reduced** Demolition waste material reduced by 63%, compared to proposed project	**Similar** Construction related trips reduced by 50% compared to proposed project.	**Similar** Grading related water quality impacts somewhat reduced
Long-Term Impacts	**Similar** Mobile criteria pollutant emissions reduced by 22%, compared to proposed project	**Similar** Impacts similar to project, less than significant	**Similar** Alt 8.3 results in 53.1 dBA from traffic noise. Proposed Project results in 53.3 dBA This decrease is not perceptible, therefore long-term noise levels similar.	**Similar** Demo waste generation similar to proposed project	**Similar** Long-term traffic reduced 22% compared to proposed project. Cumulative parking impacts remain Class I. Parking reduced by 59 spaces.	**Similar** Water quality impact similar to proposed project

Below is a more detailed comparison of the environmental impacts of the reuse alternatives with the proposed project:

Use Existing Building Alternative (Alternative 8.2)

Air Quality Impacts

- Would require the demolition of the Maintenance and Storage buildings. The Main Hospital and Convent buildings would not be demolished; therefore demolition activities would be reduced by 93%.
- Demolition and grading-related emissions would be reduced by 75%.
- Long-term vehicle trips and air emissions would be reduced due to fewer units (89), but the benefit of employees living closer to their place of employment would be lost due to commuting longer distances to get to work. Therefore, long-term air quality impacts are generally similar to that of the proposed project.

Hazardous Materials Impacts

- Would require extensive renovations to the interiors of the Main Hospital and Convent buildings. The removal of hazardous materials will be required similar to the Workforce Housing project.

Noise Impacts

- The Main Hospital and Convent buildings would not be demolished; therefore on-site grading operations for the underground parking garages and recontouring of the project site would be avoided and noise associated with these activities would substantially reduced.
- Would result in 23 days of demolition activities vs. 173 days for the Workforce Housing project.
- Would impact fewer adjacent residences during demolition activities.
- Would reduce traffic noise along Arrellaga Street by 0.2 dBA. This noise increase is not considered perceptible, therefore traffic noise impacts are considered similar for both scenarios.

Demolition activities resulting from the Workforce Housing project would result in a significant, unavoidable short-term noise impact even after implementation of noise mitigation measures. Alternative 8.2 would have peak noise levels during demolition activities similar to those of the Workforce Housing project, but fewer adjacent residences would be affected and the duration of demolition would be reduced. The EIR concludes that with the implementation of noise mitigation measures, alternative 8.2 would reduce short-term demolition noise impacts to a less than significant level.

Solid Waste Impacts

- The Main Hospital and Convent buildings would be converted to residential uses, resulting in extensive interior construction and remodeling.
- The amount of demolition debris would be 93% less than that of the Workforce Housing project. Approximately 18,200 tons of materials would be generated by the Workforce Housing project

- Long-term solid waste disposal impacts resulting from fewer units would incrementally decrease the amount of solid waste generated, but the overall long-term impact would be similar.

Traffic/Parking Impacts

- Approximately 1,170 demolition and grading-related trips would result, compared to 6,840 trips generated by the Workforce Housing project.
- Long-term average daily trips (ADT) would be reduced to 852 trips, compared to 1,101 ADTs which would be generated by the Workforce Housing project.
- Long-term traffic impact would remain significant, unavoidable, and similar to the Workforce Housing project.
- Would require 195 parking spaces, 59 fewer than required by the Workforce Housing project.

Water Quality Impacts

- Would reduce site construction activities, therefore reducing construction related water quality impacts.
- Long-term water quality would result from surface parking runoff, similar to the Workforce Housing project.

Project Redesign Alternative (Alternative 8.3)

Air Quality Impacts

- Would demolish the southern portion of the Main Hospital building, the southern parking structure, and the Maintenance/Engineering building.
- Demolition activities would be reduced by 63%.
- Demolition and grading-related emissions would be reduced by 50%.
- Long-term vehicle trips and air emissions would be reduced due to fewer units (89), but the benefit of employees living closer to their place of employment would be lost due to commuting longer distances to get to work. Therefore, long-term air quality impacts are generally similar to that of the proposed project.

Hazardous Materials Impacts

- Would require extensive renovations to the interiors of the Main Hospital and Convent buildings. The removal of hazardous materials will be required similar to the Workforce Housing project.

Noise Impacts

- Would demolish the Maintenance/Engineering, Storage building and southern end Main Hospital buildings.
- Grading to construct underground parking garages and to recontour the project site would be required; therefore on-site grading operations would only be incrementally reduced.
- Would result in 53 days of demolition activities vs. 173 days for the Workforce Housing project.

- Would impact fewer adjacent residences during demolition activities.
- Would reduce traffic noise along Arrellaga Street by 0.2 dBA. This noise increase is not considered perceptible, therefore traffic noise impacts are considered similar for both scenarios.

Demolition activities resulting from the Workforce Housing project would result in a significant, unavoidable short-term noise impact even after implementation of noise mitigation measures. Alternative 8.3 would have peak noise levels during demolition activities similar to those of the Workforce Housing project, but fewer adjacent residences would be affected and the duration of demolition would be reduced. The EIR concludes that construction activities required to implement alternative 8.3 would result in similar short-term noise impacts to the impacts of the Workforce Housing project. Therefore short-term noise impacts associated with this alternative would remain significant, unavoidable.

Solid Waste Impacts

- A portion of the Main Hospital building would be demolished and the Convent buildings would be converted to residential uses, resulting in extensive interior construction and remodeling.
- The amount of demolition debris would be 63% less than that of the Workforce Housing project. Approximately 18,200 tons of materials would be generated by the Workforce Housing project
- Long-term solid waste disposal impacts resulting from fewer units would incrementally decrease the amount of solid waste generated, but the overall long-term impact would be similar.

Traffic/Parking

- Approximately 3,420 demolition and grading-related trips would result, compared to 6,840 trips generated by the Workforce Housing project.
- Long-term average daily trips (ADT) would be reduced to 852 trips, compared to 1,101 ADTs which would be generated by the Workforce Housing project.
- Long-term traffic impact would remain significant, unavoidable, and similar to the Workforce Housing project.
- Would require 195 parking spaces, 59 fewer than required by the Workforce Housing project.

Water Quality

- Ground disturbance and grading activities would result in similar water quality impacts as the Workforce Housing project.
- Long-term water quality would result from surface parking runoff, similar to the Workforce Housing project.

The additional information provided in the EIR regarding the impacts associated with the reuse alternatives vs. the proposed project is intended to assist the decision-makers make an informed decision regarding the advantages and disadvantages of reusing the existing hospital buildings for the project.

The alternatives analysis provided in the EIR, along with the additional information provided in Master Response 3 of the Response to Comments document (Volume III), is consistent with the requirements of CEQA Guidelines Section 15126.6(d), which states that *"The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project."* The section also indicates that *"If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed."*

It is Staff's position that the level of analysis provided by the Final EIR, including Master Response 3, is adequate to allow a meaningful comparison of potential environmental impacts that would result from the proposed project and that could result from the building reuse alternatives.

Information from Applicant Regarding Reuse of Existing Buildings

The applicant was asked to provide information regarding the reuse potential of the existing hospital buildings and the costs associated with it. Brian Cearnal, of Cearnal Andrulaitis, LLP provided an analysis of the project's potential to adaptively reuse the existing buildings and the economic viability of undertaking such an approach (Exhibit E).

According to this analysis, because of residential light and ventilation requirements pursuant to the California Building Code, as well as practical and structural constraints affecting the layout of the units, it was determined that over half of the buildings existing on the project site would be extremely difficult and inefficient to utilize as residential units. It was determined that the central plant, the maintenance building, the 1973 addition to the front of the hospital and the surgery wing addition would not be suitable for reuse as residential. In addition, the Convent building would be difficult to adaptively reuse due to the extensive "cut up" into dormitory rooms and its odd configuration for communal living. In total, it was found that approximately 93,000 square feet would not lend itself to adaptive reuse and would have to be demolished.

The analysis determined that the main hospital structure constructed in 1927 and the 1953 addition would be the only potentially suitable structures for reuse. Therefore, the total building area that could be reused is approximately 65,000 square feet. The layout of the units would utilize the existing structural grid and corridor system. All of the units would be served by an interior double loaded corridor and would be long and narrow. The existing building would have to be gutted and the units would be constructed within the gutted shell. Windows would be limited to only one side of the building, which would be problematic and compromise natural ventilation. The analysis concluded that only the south facing units on the second, third and fourth floors would have direct sunlight and views. Additionally, modifying the façade of the building to provide private outdoor living space amenities or incorporating new or enlarged windows would not only be structurally problematic, but architecturally inappropriate.

The analysis also considered another reuse layout that eliminates the existing internal corridor system and breaks up the building into units running north and south, and creating a circulation system on the north side. Such a layout would allow one-bedroom flats to be accessed from the parking lot and two-bedroom townhouse units to be accessed off a corridor or exterior exit

balcony from the second floor. It was determined that windows could be accommodated on two sides with this layout, but it posed several problems. The stair penetrations for the townhouses were a problem for the structural system and would compromise the floor diaphragm between the second and third floor. Also, the window fenestrations were not suitable for this layout, resulting in additional structural and aesthetic compromises due to modifying the façade.

Additional issues associated with the adaptive reuse of the existing building, was the visual impact of the north face of the hospital building on the proposed units which would be built behind the existing parking lot areas.

To provide an understanding regarding the relative cost of reuse vs. new construction, the analysis estimated what the cost of constructing 40 units under both scenarios would be. It was estimated that providing 40 units in the existing buildings of the hospital would cost approximately $11.3 million and the cost of constructing 40 new units would be approximately $12.8 million. The analysis cautions that, although it appears that the reuse scenario provides a cost benefit, remodel costs tend to be underestimated due to latent conditions. These can include unexpected structural issues, hazardous material issues and other concerns. Also, this cost saving does not compensate for the advantages that would result from the new construction project. These advantages include:

- The superior quality of the new units compared to the adaptive reuse units.
- The majority of the parking spaces would be provided underground.
- The new construction would reduce visual impacts to the neighborhood.
- The architecture and size, bulk and scale of the new construction would be more compatible with the residential neighborhood.

The applicant recognizes that some of the existing hospital buildings can be reused as residential. It was also acknowledged that there may be a slight cost benefit with the reuse scenario. However, based on the analysis of the advantages and disadvantages as listed above, it is Cottage Hospital's preference to pursue the project currently proposed.

Policy Issues

In considering the pros and cons of adaptive reuse vs. new construction from a policy perspective, a discussion has been provided below.

Provision of Affordable Employee Housing

Adaptive reuse of the existing hospital buildings as residential units would result in approximately 89 units, 26 less units than proposed by the Workforce Housing project. The project would provide a mix of affordable and market rate units. Eighty-one of the units would be affordable to Cottage Hospital employees and 34 units would be sold to the public at market rate prices. The 81 affordable units are proposed to be offered at upper middle, middle and moderate affordability ranges. According to the Housing Element, the provision of middle-income units is very important to the City as the middle-income workforce represents a large segment of the community that wishes to purchase a home in Santa Barbara.

The base density for the project allows 73 units. The proposed Workforce Housing project is requesting a bonus density of 42 units above the base zone of the property (C-O). This additional density allows the project to provide 81 affordable units to SBCH employees. The reuse project of 89 units would include 16 bonus density units. Because the reuse scenario would result in fewer units, it would likely reduce the number of affordable units being offered by SBCH to its employees. The applicant has advised Staff that, as a consequence of this reduction, the number of affordable units would be reduced from 81 to 51 and that this number of affordable units does not achieve their project objectives. Further, if the reuse alternative is pursued, the Workforce Housing project would be abandoned.

The City has been producing and supporting affordable housing since approximately 1970. The Housing Element acknowledges that the City would be a very different place today were it not for local officials, non-profit housing developers and community based organizations that have made affordable housing a land use priority.

The affordable housing units for this project would be funded and constructed by SBCH and would remain affordable in perpetuity. This is considered a benefit as the City relies on local non-profit organizations to build affordable housing in the community. This benefit to hospital employees reduces long-distance commute trips, vehicle miles traveled, and assures that health care employees are available during area emergencies.

Infill Housing

Both the adaptive reuse and the proposed project scenarios would be potentially consistent with the policies of the Housing Element that support infill housing development and the provision of equal housing opportunities. However, the proposed project would also provide affordable employee housing units. This is considered a priority by the Housing Element, and is an element that may be less feasible if 89 units are provided by adaptively reusing the existing hospital buildings.

Neighborhood Compatibility and Aesthetics

The proposed project would also be consistent with Goal 3 of the Housing Element, which directs the protection of existing neighborhood character while encouraging compatible infill development. Policy 3.3 states the following:

"New development in or adjacent to existing residential neighborhoods must be compatible in terms of scale, size and design with the prevailing character of the established neighborhood."

As proposed, the new construction project would develop residential units compatible with the existing surrounding residential neighborhood. The ABR in its concept review of the project in 2004 felt that the project was well conceived and successful. The Board directed that the massing patterns of the proposed development be similar to the adjacent residential uses. As the project proceeds through the development review process, the architectural design will require approval from the ABR. The purpose of the ABR review and approval is to ensure compatibility with the character of the surrounding neighborhood.

The adaptive reuse scenario would utilize the existing hospital buildings as residential units. The existing structures are institutional in nature and could be considered incompatible with the

neighborhood's residential character. The massing and height of the existing hospital buildings are out of scale with the surrounding community. Based on this, the adaptive reuse scenario could be found potentially incompatible with the character of the surrounding residential neighborhood.

Variety of Housing Mix and Types

The adaptive reuse scenario would result in limitations on the type and mix of housing units that could be provided in the existing hospital buildings. These units would be limited to predominately two-bedroom units. In contrast, the proposed project would provide a variety of unit types and configurations, including ten one-bedroom units, 67 two-bedroom units and 38 three-bedroom units. These units would be provided in 49 new structures throughout the project site, including 1 single unit, 38 duplexes, six triplexes, one fourplex, two fiveplexes, and one sixplex. Nine of the proposed units would be provided in single-story buildings, 90 units would be in two-story buildings, and 16 units would be provided over a parking garage.

The variety of unit mix and type has been an important issue for the Planning Commission with past projects. Offering a diverse mix in unit size and number of bedrooms promotes a fuller range of housing opportunities for all segments of the community and would be consistent with the direction that City's decision makers support.

Superior Unit Design

As indicated by the project applicant, adaptive reuse of the existing hospital buildings for residential purposes would limit the type and size of units that could be developed. The units would be configured within the shell of the hospital buildings and would be served by an interior long and narrow double loaded corridor. Windows to these units would be limited to one side and the majority of them would not have direct sun light. Units would also have no private open yard space. As well, most of the units would be built behind the parking garage considerably obstructing views.

While the concept to adaptively reuse the hospital buildings is supported by the City, it is also important to develop high quality housing stock that blends in or exceeds the quality level of the surrounding neighborhood. Obviously, a superior housing quality is more desirable not only for the City, but also for the individuals who will purchase these units. During the public hearings for this project, Cottage Hospital employees have voiced their preference to living in traditional housing units vs. a reused hospital building.

Staff Position on Reuse

As indicated by the information provided in this section of the Staff Report, pursuing adaptive reuse of the hospital buildings for residential use is feasible both from a structural and economic standpoint. However, the reuse project would result in 89 housing units, 26 less than are currently proposed. It is uncertain at this time how many of the 89 units would be offered as affordable if the adaptive reuse project were proposed. The reuse units would be provided in a former hospital structure, institutional in nature and potentially incompatible with the surrounding residential neighborhood. The proposed workforce housing units would include a more superior traditional unit design and would be in scale and character with the surrounding

residential neighborhood. While Staff recognizes the benefits and value of adaptive reuse, Staff believes that the Workforce Housing project as proposed is the preferable option for this site. Adaptive reuse is only one of many "green" or sustainable approaches to development. Staff is recommending a Condition of Approval to require that, at a minimum, the project meet the Santa Barbara Contractor's Association Green Built Program standards for a two-star level

H. NEIGHBORHOOD COMPATIBILITY ISSUES

The neighborhood surrounding St. Francis Hospital is one of the older neighborhoods in the City; an original sanatorium existed on the hospital site from as early as 1908. The neighborhood encompassing the hospital site is characterized by a mix of medical office buildings, as well as, one and two-story, single and multiple family dwellings.

The project site is 7.4 acres in size and has south facing slopes which average between 13% and 16%. Much of the property has been modified into terrace areas to accommodate the existing parking structure and surface parking lots. Presently, the project site contains the former St. Francis Medical Center buildings, including the main hospital structure, a congregate care facility (Villa Riviera) a Sister's convent, parking and various appurtenant structures totaling approximately 189,000 square feet. A single-family residence and duplex exist at the northeast corner of the project site. A vacant portion of land fronts Grand Avenue, between the Villa Riviera and the single family residence on the project site. There is also a densely landscaped portion of the site know as the "walking" garden, as well as, dense tree cover present along the Arrellaga Street frontage of the property and numerous mature tree specimens in the interior of the site.

The hospital structure is visibly prominent in the neighborhood due to its scale and massing. It can be sited from the intersection of Garden and Micheltorena, easily seen from many downtown areas including the tower of the Courthouse and is the dominant feature in views from Micheltorena and California Streets adjacent to the project site. Residences on Grand Avenue are elevated above the hospital site, and while the hospital prominent in the foreground from the vantage point, these residences are provide unobstructed views of the ocean in the background.

Design Layout and Massing

Photo simulations provided by the applicant demonstrated that the proposed development would blend the project site with the adjacent neighborhood by reducing the average building heights (from approximately 60 feet to less than 45 feet), providing more building break up and separation, reducing the massing and changing the style of development to one that is more compatible with the surrounding residential development.

The residential units are designed to be compatible with the surrounding neighborhood with respect to mass, scale and architecture. The proposed 115 residential condominiums would contain a mix of one and two story townhouse style residential structures that would be approximately 30 feet or less in height. Some of the units would be constructed on top of parking garages resulting in three story structures that would be less than the 45 maximum height allowed in the zone. The architecture of the more dense housing in the core of the site

would follow a more Mediterranean style, which is common with the residential developments in the Riviera and Downtown neighborhoods. The architectural style of the buildings around the perimeter of the site would be more consistent with the bungalow style found in the neighborhood below Micheltorena Street.

The landscape plan of the project has also been designed with consideration to screening and neighborhood compatibility. Permeable paving has been incorporated, to the greatest extent feasible, with bands of colors and textures to break up the expanse of paving. Additional trees will be provided on streets surrounding the project, and internal driveways would be treated as wide paseos. The landscape design takes into consideration the surrounding native and neighborhood vegetation, and is proposed to blend with the existing neighborhood. The applicant's goal is to create a seamless landscape, in which the new is indistinguishable from the existing area.

The project's architectural design and site layout is subject to review and approval by the ABR. The project will be required to show compliance with the ABR Guidelines and the Urban Design Guidelines because the project site is located in the City's downtown grid. The Urban Design Guidelines focus on compatibility of new development with the existing environment, visual relationship between development and pedestrians, pedestrian facilities and amenities, and design of courtyards, transit stops, bicycle facilities and automobile parking facilities.

Open Space

The project provides approximately 2.32 acres (101,215 square feet) of opens space, with 2.15 acres (93,641 square feet) of this area proposed to be landscaped. This is 35.8% of the residential development project site. Additionally, a passive recreation area would be provided near the corner of Salsipuedes and Micheltorena Streets and a "tot" lot play ground would be located near the terminus of Arrellaga Street.

Common open yard areas totaling 39,000 square feet are provided by the project as usable open space for the project residents. Overall, approximately 101,215 square feet of common open space is provided throughout the site. To the extent feasible, private patios, porches and decks for individual units are provided. Units not provided with a substantial private outdoor living area, have been provided with ample access to common open space areas throughout the site.

Additionally, in an effort to accommodate the proposed project density and provide opens space areas for the residents, distance between buildings modifications are being requested. This will allow for a site layout that is appropriate for the site and accommodate a new public street dedication, and a number of open space and pedestrian access features.

Pedestrian Accessibility

Pedestrian circulation around the perimeter of the project site would be provided by installing new or improved sidewalks along California, Micheltorena, Salispuedes and Arrellaga Streets. Stairs and pathways that would connect the sidewalks with a proposed network of on-site walkways between residential units would also be provided. Various circulation options such as, new pedestrian/bicycle corridors throughout the site, a new public street and parkway dedication connecting Salsipuedes and Arrellaga Street, and other street frontage improvements

are also proposed. In addition, accessible paths to the stairwells are provided in the parking garages located in the western portion of the project site. Stairwells are also provided at the middle and end of each parking garage to accommodate residents and to connect to the other pathways on site.

Initially, two pedestrian corridors were proposed for the project. A 20-foot easement along a proposed access drive on the northern portion of the project site would allow bicycle and pedestrian access between Arrellaga and California Street. Another pedestrian corridor was proposed to extend in a north-south direction across the entire central portion of the project site. In addition, a 10-foot wide access easement would extend this pedestrian corridor northward from the housing project site to Grand Avenue.

To connect the northern and southern portions of the site, a stairway was to be incorporated at the location of an 11-foot tall retaining wall that runs east and west at the center of the site. Because the proposed stairway would not meet the American with Disabilities Act (ADA) requirements the applicant has elected to eliminate from the project. According to the environmental analysis for the project, at least two pedestrian access locations would substantially enhance pedestrian circulation on-site and would reduce potential significant pedestrian circulations impacts to less than significant. Mitigation Measure TRF-5 of the Final EIR requires that internal circulation of the project be revised to provide at east one access connection between the northern and southern portions of the project site in compliance with ADA standards.

I. REZONE

On April 13, 2004, City Council initiated a rezone of a portion of the project site to adjust the C-O/R-2 zone line to follow the proposed property lines. Three of the existing R-2 lots fronting Grand Avenue are non-conforming to the minimum lot size requirements. The proposed rezone would create four reconfigured R-2 lots. The fifth newly configured lot, the main hospital lot where the 115 units are proposed, would continue to have a C-O, Medical Office zoning designation. The zone boundary would be realigned with the proposed property lines to eliminate the potential for split zoning on the lots. All reconfigured lots would conform to the street frontage and lot area requirements, including slope density of the Zoning Ordinance. This rezone is not required to carryout the proposed project, but rather is encouraged by the City Zoning Ordinance and makes good planning sense for zoning to follow proposed lines.

VIII. FINDINGS

The Planning Commission finds the following:

J. FINDINGS FOR CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT (PERSUANT TO PUBLIC RESOURCES CODE (PRC) SECTION 21081 AND CALIFORNIA CODE OF REGULATIONS (CCR) SECTION 15090)

The Planning Commission certifies the Final Environmental Impact Report (MST 2003-00827, SCH No. 2004061105) for the Santa Barbara Cottage Hospital Workforce Housing (Project), finding that:

1. The Final Environmental Impact Report for Santa Barbara Cottage Hospital Workforce Housing Project was presented to the Planning Commission of the City of Santa Barbara. The Planning Commission reviewed and considered the information contained in the Final Environmental Impact Report, along with public comments received and responses to comments.

2. The Final Environmental Impact Report for Santa Barbara Cottage Hospital Workforce Housing Project has been completed in compliance with the California Environmental Quality Act and Guidelines, reflects the City of Santa Barbara Planning Commission's independent judgment and analysis, and constitutes adequate environmental evaluation and documentation for the Santa Barbara Cottage Hospital Workforce Housing Project.

B. FINDINGS OF SIGNIFICANT, UNAVOIDABLE (CLASS I) IMPACTS RESULTING FROM THE PROJECT, REDUCTION OF SIGNIFICANT IMPACTS, AND INFEASIBILITY OF MITIGATION MEASURES AND ALTERNATIVES (PURSUANT TO PRC SECTION 21081 AND CCR 15091)

The Planning Commission finds that the project would result in the following significant, unavoidable (Class I) impacts, as identified in the Final EIR:

1. Class I Noise Impacts

N-1 Construction Noise (Temporary Construction-Related, Project-Specific Impacts). Elevated noise levels at surrounding residential properties would occur during project construction taking place over an estimated 1.4 years in duration, including an estimated 18 weeks of demolition and 19 weeks of earthwork. These impacts would be partially reduced by application of identified mitigation measures N-1a (Construction Hours Limitations), which would limit noise-generating construction activities to weekdays (not City-observed holidays) between the hours of 8:00 a.m. and 5:00 p.m. except when written approval is obtained from the City Building Official; N-1b (Construction Notification to Neighbors); N-1c (Project Site Perimeter Barrier); N-1d (Construction Equipment Mufflers and Shields); N-1e (Construction Staging Area Locations); N-1f (Construction Noise and Vibration Complaints); N-1g (Noise Complaint Remediation); N-1h (Delivery and Storage of Materials and Equipment); N-1i (Radios and Alarms); N-1j (Limitations on Catering Trucks), N-1k (Portable/Stationary Equipment). N-1l (Construction Activity Scheduling); N-1m (Minimize Equipment Use); N-1n (Truck Routing); N-1o (Vehicle Noise); and N-1p (Limited Site Access). No feasible mitigation measures or alternatives have been identified that would fully mitigate these impacts to less than significant levels. Temporary construction-related noise and vibration impacts would be significant and unavoidable.

2. Class I Traffic Impacts

TRF-1 Traffic Increases (Long-Term, Cumulative Impacts). The project would have a long-term, significant net contribution to cumulative vehicle traffic at the intersections of Anapamu Street/Laguna Street, Arrellaga Street/Garden Street, and Mission Street/ Bath Street. The EIR identifies that Mitigation Measure TRF-1a (Resident Shuttle Program), proposed by the applicant as part of the project, has the potential to fully reduce the significant impacts to a less than significant level, and is expected to at least

partially mitigate the impacts. However, the level of participation in the proposed shuttle program cannot be predicted or mandated, and the level of mitigation therefore is not assured. The project contribution to cumulative traffic impacts therefore remains identified as significant and unavoidable.

C. **FINDINGS OF REDUCTION OF POTENTIALLY SIGNIFICANT AND AVOIDABLE (CLASS II) IMPACTS OF THE PROJECT TO LESS THAN SIGNIFICANT LEVELS (PURSUANT TO PRC SECTION 21081 AND CCR SECTION 15091)**

The Planning Commission finds that changes and/or alterations have been incorporated into or required in the proposed project that would avoid or reduce potentially significant impacts to less than significant levels (Class II impacts), as identified in the Final EIR and/or Initial Study. The following mitigation measures are incorporated into the project design and/or project conditions of approval.

1. Class II Air Quality Impacts

AQ-1 Construction Dust (Temporary Construction-Related, Project-Specific Impacts). Potentially significant project construction-related fugitive dust and nuisance impacts to the surrounding area would be reduced to less than significant levels with application of mitigation measures AQ-1a (Site Watering); AQ-1b (Reclaimed Water Use); AQ-1c (Stockpiled Material); AQ-1d (On-Site Vehicle Speed Control); AQ-1e (Dust Emissions from Loading); AQ-1f (Covered Truck Loads); AQ-1g (Gravel Pads); AQ-1h (Street Sweeping); AQ-1i (Wind Erosion Control); AQ-1j (Expeditious Paving); AQ-1k (Construction Site Monitor); AQ-1l (Construction Dust Complaints); AQ-1m (Requirements on Grading Plans).

2. Class II Biological Resources Impacts

BIO-1 Tree Removal and Relocation (Construction-Related and Long-Term, Project-Specific and Cumulative Impacts). Potentially significant biological resource impacts of the project due to relocation of an estimated 77 trees and removal of an estimated 75 trees would be reduced to less than significant levels with application of mitigation measures BIO-1a (Tree Inventory); and BIO-1b (Tree Protection and Replacement Plan).

3. Class II Cultural Resources Impacts

CUL-1 Archaeological Resources Disturbance or Loss (Construction-Related and Long-Term, Project-Specific and Cumulative Impacts). Disturbance or loss of unknown subsurface archaeological resources could occur during project construction, however potentially significant impacts would be avoided or reduced to less than significant levels with application of mitigation measures CUL-1a (Archaeological Monitoring Contract); CUL-1b (Archaeological Procedures); CUL-1c (Archaeological Monitoring); CUL1d (Archaeological Resource Discovery Procedures); CUL1e (Archaeological Mitigation); and CUL1f (Archaeological Monitoring Report).

CUL-2 Historic Resources (Construction-Related and Long-Term, Project-Specific Impacts). The site and past hospital use of the Saint Francis Medical Center complex is

historically significant in the history of Santa Barbara, although the existing hospital structures themselves are not considered to be historically or architecturally significant due to substantial modifications over time. The potentially significant historic impact from project demolition of the Saint Francis hospital complex would be reduced to a less than significant level with the incorporation of mitigation measures CUL-2a (Historic Display), and CUL-2b (Historic Landmarks Commission Review).

4. Class II Geological Impacts

G-1 Earthquake, Geologic, and Soil Hazards (Long-Term, Project-Specific Impacts). Potentially significant seismic, geologic, and soil hazards associated with earthquake ground shaking, liquefaction, settlement, perched groundwater, corrosive soil, oversized rocks, compressible soils, and expansive soils are mitigable and would be reduced to less than significant levels with application of identified mitigation measure GEO-1a (Earthwork, Foundation, and Structural Design) providing for geotechnical investigations and project design addressing these physical conditions per public safety regulations.

5. Class II Hazardous Materials Impacts

HAZ-1 Demolition Hazards (Construction-Related, Project-Specific Impacts). With implementation of identified mitigation measures HAZ-1a (Building Demolition Hazardous Materials Management), HAZ-1b (Hazardous Material Removal Certification), HAZ-1c (Lead-Based Paint Remediation), and HAZ-1d (Hazardous Materials Safety), consistent with regulatory requirements, potentially significant impacts associated with demolitions of buildings containing asbestos, lead, mercury, and PCBs would be reduced to less than significant levels.

HAZ-2 Soil Contamination Hazards (Construction-Related, Project-Specific Impacts). Potentially significant hazards associated with soils contaminated with diesel fuel would be reduced to less than significant levels with implementation of mitigation measure HAZ-2a (Soil Remediation), consistent with regulatory requirements.

6. Class II Noise Impacts

N-2 Construction Vibration (Temporary Construction-Related, Project-Specific Impacts). Potentially significant impacts associated with ground vibration impacts to residents and structures surrounding the project site during demolition, grading, and construction activities would be reduced to less than significant levels with implementation of mitigation measure N-2a (Structural Crack Survey and Video Reconnaissance and Damage Repair).

N-3 Construction Truck Noise (Temporary Construction-Related, Project-Specific Impacts). Potentially significant noise effects from construction truck traffic would be reduced to less than significant levels with implementation of mitigation measures N-1h (Delivery and Storage of Materials and Equipment) and N-1n (Truck Routing).

7. Class II Solid Waste Impacts

SW-1 Construction and Demolition Waste (Construction-Related, Project-Specific Impact). Potentially significant impacts due to substantial project demolition and construction waste would be reduced to a less than significant level with application of mitigation measures SW-1a (Solid Waste Management Plan) and SW-1b (Material Salvage/ Recycling) which would provide for at least 70% recycling of waste materials. The project has also proposed to utilize some recycled content building materials as part of their effort to incorporate "sustainable" or "green" building techniques.

8. Class II Traffic, Circulation, and Parking Impacts

TRF-2 Tandem Parking (Long-Term, Project Specific Impact). The proposed design of project Garage No 3 with tandem parking spaces could result in significant impacts to access and circulation, however this effect would be reduced to a less than significant level by implementation of mitigation measure TRF-2a (Tandem Parking Space Assignment), which provides that each pair of tandem spaces are to be assigned to the same residential unit.

TRF-3 Bicycle Parking (Long-Term, Project-Specific Impact). The project as proposed would provide an inadequate number of bicycle parking facilities, however this potentially significant effect would be reduced to a less than significant impact by mitigation measure TRF-3a (Bicycle Parking Spaces), which requires a revised project site plan providing parking facilities for at least 33 bicycles.

TRF-4 Construction Parking and Materials/Equipment Storage (Temporary Construction-Related, Project-Specific Impact). Potentially significant parking effects to the neighborhood as a result of project construction worker parking and building materials and equipment storage would be reduced to less than significant levels by implementation of mitigation measure TRF-4a (Construction Parking and Materials/ Equipment Storage), which provides for City approval of adequate on-site or off-site parking facilities for construction workers, and no storage of construction materials or equipment within the public right-of-way.

TRF-5 Pedestrian Circulation (Long-Term, Project-Specific Impact). As proposed, the project design could result in significant pedestrian circulation impacts due to inadequate internal pedestrian circulation per American Disabilities Act (ADA) requirements, however this impact would be reduced to a less than significant level by implementation of mitigation measure TRF-5a (Pedestrian and ADA Circulation), which requires revised internal circulation design providing at least one access connection between the northern and southern portions of the project site per ADA standards.

9. Class II Water Impacts

WQ-1 Construction Run-Off (Temporary Construction-Related, Project-Specific Impacts). Project demolition, grading, and construction activities have the potential to result in significant water quality impacts due to erosion, sedimentation, and fuel or other substance releases, however these potential effects would be reduced to insignificant levels by the implementation of mitigation measures WQ-1a (General

Construction Activity Permit), and WQ-1b (Erosion Control Plan) and additional conditions of approval requiring best management practices for storm water quality protection, consistent with federal, State, and City storm water quality protection regulations.

WQ-2 Storm Water Run-Off (Long-Term, Project-Specific and Cumulative Impacts). Project storm water run-off has the potential to result in significant effects to water quality and quantity, however implementation of mitigation measures WQ-2a (Strom Drain Markings) and WQ-2b (Site Runoff) and additional conditions of approval requiring best management practices for storm water would reduce these potential effects to less than significant levels, consistent with federal, State, and City storm water regulations. The project also proposes a number of "sustainable" practices that would reduce water run-off effects, including permeable surfaces, rainwater harvesting (cistern), drought-tolerant landscaping, and high efficiency fixtures.

D. FINDINGS OF LESS THAN SIGNIFICANT (CLASS III) IMPACTS OF THE PROJECT

The Planning Commission finds that the following environmental impacts of the project would not be significant, as identified in the Initial Study and Final EIR. Changes and/ or alterations have been applied in some cases that further reduce impacts identified as adverse, but less than significant (Class III), consistent with policy direction to minimize environmental effects where feasible to do so.

1. Class III Visual Aesthetics Impacts

Scenic Views and Visual Aesthetics (Long-Term, Project-Specific and Cumulative Impacts). Project demolition of the existing hospital complex and development of residences would involve substantial grading for site preparation, but would result in only minor changes to finished topography with grading balanced on site. Development would involve a reduction in average building heights, a reduction in building massing, and change in style to one more compatible with the surrounding neighborhood. Project architecture and landscaping would require approval by the City Architectural Board of Review. No significant adverse impacts associated with important public scenic views or changes to neighborhood character would occur.

Lighting (Long-Term, Project-Specific and Cumulative Impacts). The proposed outdoor residential lighting would be subject to compliance with the City Outdoor Lighting and Design Ordinance and would not result in significant lighting impacts to surrounding residents, roads, habitat areas, or aircraft.

2. Class III Air Quality Impacts

Construction Equipment Emissions (Temporary Construction-Related, Project-Specific and Cumulative Impacts). Construction equipment emissions, including diesel toxics, would not be significant in quantity or hazard, and would be further reduced to the extent feasible by implementation of the following measures recommended by the Santa Barbara County Air Pollution Control District: AQ-2a (Diesel Engines) which requires use of diesel equipment manufactured after 1996; AQ-2b (Engine Size) which requires

that construction equipment with the minimum practical engine size shall be used; AQ-2c (Equipment Use Management) which requires minimizing the number of pieces of equipment operating simultaneously; AQ-2d (Equipment Maintenance) which requires proper equipment maintenance per manufacturers' specifications; AQ2e (Engine Timing) which requires use of four degree engine timing retard or pre-combustion changer engines to reduce emissions; AQ-2f (Catalytic Converters) which requires catalytic converters on all gasoline-powered equipment; AQ-2g (Diesel Emission Reduction) which requires installation of diesel emission reduction equipment; AQ-2h (Diesel Equipment Replacement) which requires use of electric rather than diesel equipment whenever feasible; AQ-2i (Minimize Employee Trips) which requires the project developer to minimize construction worker trips through carpooling and on-site lunch opportunities; AQ-2j (Low VOC Coatings) which requires use of low volatile organic compound (VOC) architectural coatings whenever feasible; AQ-2k (Low Sulfur Fuels) which requires that all diesel-powered equipment shall use ultra-low sulfur diesel fuel; and AQ-2l (Bio-Diesel Fuels) which requires that diesel-powered construction equipment shall be fueled using bio-diesel fuels if feasible.

Residential Land Use (Long-Term, Project-Specific and Cumulative Impacts). The project residential uses would not result in significant long-term project-specific or cumulative air quality, health risk, or odor impacts, and no mitigation measures are required.

3. Class III Biological Resources Impacts

Habitat and Wildlife (Long-Term and Construction-Related, Project-Specific and Cumulative Impacts). The proposed project would not result in significant impacts to protected special status wildlife or vegetation species, and no mitigation measures would be required. Mitigation measures BIO-1 and BIO-2 for tree protection and replacement would also benefit biological habitat and wildlife.

4. Class III Hazards Impacts

Fire and Hazardous Materials Use. (Long-Term, Project-Specific and Cumulative). The project site is not located in a High Fire Hazard area or other source of safety risk, and with adherence to Uniform Fire Code requirements, safety hazards would be less than significant. Use and storage of hazardous materials by future residents of the project would be limited to small amounts of common household, office, and gardening supplies, and disposal would be subject to State regulations for disposal, such that no significant hazard impacts would be created. No mitigation measures are required.

5. Class III Hydrology and Drainage Impacts

Drainage and Flooding (Long-Term, Project-Specific and Cumulative Impacts). The project proposes adequate drainage facilities, and no significant flooding or drainage impacts would result.

6. Class III Noise Impacts

Residential Noise (Long-Term Project-Specific and Cumulative Impacts). Vehicular traffic noise and other typical urban noise from project residential use and cumulatively with other projects would be less than significant, and no mitigation measures would be required.

7. **Class III Public Services and Energy Impacts**

Public Services (Long-Term, Project-Specific and Cumulative Impacts). The project site is located in an urban area where all public services are available. No significant impacts to roads, governmental services, utilities, fire and police protection, schools, park and recreation facilities, water supply, or sewer service would result, and no mitigation measures are required. Potential project effects due to natural gas and electricity consumption would be less than significant, and would be reduced by implementation of proposed project features incorporating "sustainability" or "green" building techniques, including energy efficient fixtures, passive lighting and ventilation; building materials to include recycled content; and drought-tolerant landscaping.

8. Class III Transportation and Circulation Impacts

TRF-6 Transit Service (Long-Term, Project-Specific and Cumulative Impacts). The project has the potential to create an increased demand for transit services, an adverse but not significant impact. This potential effect would be reduced with implementation of measure TRF-6a (Bus Stop Improvement Bond), which requires a bus stop improvement bond from the applicant, and monitoring of transit demand changes prior to use of the bond.

TRF-7 Construction Traffic (Temporary Construction-Related, Project-Specific Impacts). Project construction has the potential to generate approximately 50 vehicle trips per day, which would vary depending on the stage of construction. This temporary traffic would be adverse but not significant. Traffic effects would be further minimized by Measure TRF-7a (Construction Traffic Routes), which requires City approval of truck routes to minimize disturbance of residential areas, and the use of temporary traffic control measures such as signage, flag persons, and barriers.

Access, Circulation, Circulation Safety, Emergency Access, Parking (Long-Term, Project-Specific and Cumulative Impacts). Proposed access drives and parking structures provide adequate widths and line of sight distances per standards and for emergency vehicle maneuvering; changes in access and circulation would not create hazards for vehicles, bicyclists, or pedestrians; and adequate parking would be provided. No significant impacts would result and no mitigation measures are required.

E. FINDINGS FOR MITIGATION MONITORING AND REPORTING PROGRAM (PERSUANT TO PRC SECTION 21081.6 AND CCR SECTION 15097)

The Mitigation Monitoring and Reporting Program from the Final Environmental Impact Report has been incorporated into project conditions of approval to provide an identified

process to ensure compliance with environmental mitigation measures required as part of the project and conditions of approval.

F. FINDINGS OF INFEASIBILITY OF ALTERNATIVES (PERSUANT TO PRC SECTION 21081 AND CCR SECTION 15091)

The Planning Commission makes the finding that specific economic, legal, social, technological, environmental, or other considerations, make infeasible the project alternatives identified in the Final Environmental Impact Report for the Santa Barbara Cottage Hospital Workforce Housing Project for the following reasons:

1. No Project Alternative – No Development Scenario

   The No Development alternative provides a baseline scenario for purposes of comparison, under which the existing hospital building complex would remain largely vacant, similar to existing conditions. The No Development alternative would avoid environmental impacts of the project, but also would not achieve basic project objectives for feasible reuse of the property, development of affordable housing as opportunities for Cottage Hospital employees, development of housing in the City of Santa Barbara to reduce vehicle miles traveled by South Coast employees, development of market rate residential units to providing housing opportunities in Santa Barbara and subsidize development of affordable housing for employees, and provision of quality architecture and "green" design elements compatible with the character of the surrounding neighborhood.

2. No Project Alternative – Reestablishment of Medical Uses Scenario

   Under the Reestablishment of Medical Uses alternative, the existing hospital buildings would remain and would again be used for medical uses permitted under zoning. Environmental impacts of the Reestablishment of Medical Uses alternative would be similar or slightly reduced compared to the proposed project. The Reestablishment of Medical Uses alternative would not implement basic project objectives for development of affordable housing as opportunities for Cottage Hospital employees, development of housing in the City of Santa Barbara to reduce vehicle miles traveled by South Coast employees, development of market rate residential units to providing housing opportunities in Santa Barbara and subsidize development of affordable housing for employees, and provision of quality architecture and "green" design elements compatible with the character of the surrounding neighborhood.

3. Adaptive Reuse Alternative – Use Existing Buildings to Develop New Residences

   Under the Adaptive Reuse alternative, the existing main hospital building and convent building would be converted to 89 residential units (compared to 115 residential units under the project scenario). Long-term environmental impacts of the Adaptive Reuse alternative would be generally similar to those of the proposed project. Construction noise and long-term traffic impacts (significant impacts of the project) would be incrementally less under the Adaptive Reuse alternative compared to the project, but would not be reduced to less than significant levels. Temporary construction-related

impacts of the Adaptive Reuse alternative would generally be less than under the project scenario, however, all construction-related impacts of the project except for construction noise would also be less than significant or reduced to less than significant levels with identified mitigation measures. The Adaptive Reuse alternative would produce less housing overall and less affordable employee housing compared to the project, and would not meet the project objective of providing quality architecture and "green" design elements compatible with the character of the surrounding neighborhood with periphery building massing similar to adjacent patterns.

4. Project Redesign Alternative – Reduced Number of Units

Under the Redesign/Reduced Units alternative, 89 housing units would be developed on the site. Environmental impacts of this alternative would be similar or less than impacts of the project. The Redesign/Reduced Units alternative would incrementally reduce construction-related noise impacts, but not to a less than significant level. The Redesign/Reduced Units alternative would produce less housing overall and less affordable employee housing compared to the project.

5. Mixed Use Alternative – Residential and Commercial Office Use

Under the Mixed Use alternative, approximately 77,000 square feet of commercial office space and 51 residential units would be provided on the project site. The Mixed Use alternative would result in short-term construction-related environmental impacts that are similar to impacts under the project scenario. The long-term traffic, air quality, and noise impacts of the Mixed Use Alternative would be increased compared to the project impacts because of the more intensive office uses.

G. FINDINGS FOR RECORD OF PROCEEDINGS (PERSUANT TO PRC SECTION 21081.6 AND CCR SECTION 15091)

The location and custodian of documents that constitute the record of proceedings upon which this decision is based are the City of Santa Barbara Community Development Department, and the Department office is located at 630 Garden Street, Santa Barbara, California.

H. STATEMENT OF OVERRIDING CONSIDERATIONS (PURSUANT TO PRC SECTION 21081 CCR SECTION 15093)

The Final EIR for the Santa Barbara Cottage Hospital Workforce Housing Project identifies potential unavoidable significant impacts associated with temporary construction-related noise impacts, and project contribution to cumulative long-term peak-hour traffic conditions at the intersections of Anapamu Street/Laguna Street, Arrellaga Street/ Garden Street, and Mission Street/ Bath Street.

Pursuant to Section §21081 of the California Environmental Quality Act, after careful consideration of the environmental documents, staff reports, public testimony, and other evidence contained in the administrative record, the Planning Commission makes the following Statement of Overriding Considerations, setting forth the specific overriding economic, legal, social, technological and other benefits of the proposed Project that warrant approval

notwithstanding that all identified environmental impacts are not fully mitigated. Remaining significant effects on the environment are deemed acceptable due to these findings:

1. Approval of the Project will provide 81 affordable ownership housing units for the benefit of Cottage Hospital employees.
2. This Project will demonstrate how large employers in our community can provide affordable housing for their employees.
3. To the extent that the employees who buy this housing currently commute from out of the area, the benefits of the reduced commuting for these employees will benefit the entire community.
4. To the extent that the employees who buy this housing currently rent in the community, the community will benefit by the vacation of existing rental units.
5. The approval of the Project will result in the generation of short term construction employment.
6. The approval of the Project will result in the transfer to the City of approximately 158,000 square feet of Existing Community Priority Commercial Development Rights for use as the City deems appropriate.
7. Approval of the Project will result in improvements and upgrades to the property frontage on Grand Avenue, Micheltorena Street and California Street.
8. Approval of the Project will result in the construction of a new public road to public standards extending North of the present end of Salsipuedes Street between Micheltorena Street and Arrellaga Street.
9. Approval of the Project will assist Cottage Hospital in retaining employees who provide health services to the residents of the City and the South Coast.

I. FINDINGS FOR THE CALIFORNIA FISH & GAME CODE (SECTION 711.4) AND CCR SECTION - 735.5) AND PRC SECTION 21089 (B)

An Environmental Impact Report has been prepared by the lead agency (City of Santa Barbara), which has evaluated the potential for the proposed Cottage Hospital Workforce Housing project to result in adverse effects, either individually or cumulatively, on wildlife resources. For this purpose, wildlife is defined as "all wild animals, bird, plants, fish, amphibians, and related ecological communities, including the habitat upon which the wildlife depends for its continued viability." The proposed project has the potential for adverse effects on native specimen trees and associated wildlife during project construction. Mitigation measures have been applied such that project impacts will be less than significant. The project does not qualify for a waiver and is subject to payment of the California Department of Fish and Game fee.

J. THE TENTATIVE MAP (SBMC §27.07.100)

The Tentative Subdivision Map is consistent with the General Plan and the Zoning Ordinance of the City of Santa Barbara. The site is physically suitable for the proposed development, the

project is consistent with the density provisions of the Municipal Code and the General Plan, including bonus density policies and the proposed use is consistent with the vision for this neighborhood of the General Plan. The design of the project will not cause long-term substantial environmental damage, and associated improvements will not cause serious public health problems.

K. THE NEW CONDOMINIUM DEVELOPMENT (SBMC §27.13.080)

1. There is compliance with all provisions of the City's Condominium Ordinance.

   Each unit includes laundry facilities, separate utility metering, adequate unit size and storage space, and the required open space.

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

   The project can be found consistent with policies of the City's General Plan including the Housing Element, Conservation Element, and Land Use Element. The project will provide infill residential development that is compatible with the surrounding neighborhood.

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

   The project is an infill residential project proposed in an area where residential development is a permitted use. The project is adequately served by public streets, will provide adequate parking to meet the demands of the project. The benefits of the project outweigh the cumulative traffic impacts associated with the proposed Workforce Housing project and statement of overriding considerations will be required to approve the project. The design has been conceptually reviewed by the City's design review board, which found the architecture and site design well conceived and successful. The project will require final approval from the Architectural Board of Review to ensure that the project design and architectural style is appropriate for the site and neighborhood.

L. THE LOT AREA MODIFICATION (SBMC §28.21.08092.110)

The modification is consistent with the purposes and intent of the Zoning Ordinance and policies of the City's Housing Element, and is necessary to provide 42 bonus density housing units affordable to moderate, middle and upper-middle income households.

The project includes 42 residential units available for sale to moderate, middle and upper middle-income to Santa Barbara Cottage Hospital employees. The project is consistent with the City's Affordable Housing Policies. Therefore the lot area modification is necessary in order to provide the affordable units.

M. FRONT YARD SETBACK MODIFICATION (SBMC §28.51.060)

The Planning Commission must find that the requested front yard setback modifications are consistent with the purposes and intent of the Zoning Ordinance and that it is necessary to secure an appropriate improvement on the lot, prevent unreasonable hardship, or promote uniformity of improvement.

The requested front yard setback modifications for the Workforce Housing project is consistent with the purposes and intent of the Zoning Ordinance and is necessary to secure an appropriate improvement on the lot and promote uniformity of improvement on the project site. Front yard setback encroachments for buildings 01, 07, 11, 13, 31, 39 and 42 are necessary in order to accommodate the proposed residential density on the project site. This density will allow Santa Barbara Cottage Hospital Foundation to secure a 70% affordable housing project that is appropriate for the site and will accommodate a new public street dedication, and a number of open space and pedestrian access features.

N. INTERIOR YARD SETBACK MODIFICATION (SBMC §28.51.060)

The Planning Commission must find that the requested interior yard setback modifications are consistent with the purposes and intent of the Zoning Ordinance and that it is necessary to secure an appropriate improvement on the lot, prevent unreasonable hardship, or promote uniformity of improvement.

The requested interior yard setback modifications for the Workforce Housing project is consistent with the purposes and intent of the Zoning Ordinance and is necessary to secure an appropriate improvement on the lot and promote uniformity of improvement on the project site. Interior yard setback encroachments by buildings 43, 44 and 45 are necessary in order to accommodate the proposed residential density on the project site. This density will allow Santa Barbara Cottage Hospital Foundation to secure a 70% affordable housing project that is appropriate for the site and will accommodate a new public street dedication, and a number of open space and pedestrian access features.

O. DISTANCE BETWEEN BUILDINGS MODIFICATION (SBMC §28.21.070)

The Planning Commission must find that the requested distance between buildings modifications are consistent with the purposes and intent of the Zoning Ordinance and that it is necessary to secure an appropriate improvement on the lot, prevent unreasonable hardship, or promote uniformity of improvement.

The requested distance between buildings modifications for the Workforce Housing project is consistent with the purposes and intent of the Zoning Ordinance and is necessary to secure an appropriate improvement on the lot and promote uniformity of improvement on the project site. Provide less than the distance between buildings for 21 of the 48 proposed residential buildings on the project site is necessary in order to accommodate the proposed residential density on the project site. This density will allow Santa Barbara Cottage Hospital Foundation to secure a 70% affordable housing project that is appropriate for the site and will accommodate a new public street dedication, and a number of open space and pedestrian access features.

Exhibits:

A. Conditions of Approval
B. Applicant's letter, dated May 7, 2004
C. Site Plans and Elevations
D. ABR Minutes, dated March 8, 2004
E. Cottage Hospital Workforce Housing Project Reuse Analysis prepared by Brian Cearnal, Cearnal Andrulaitis, LLP, dated March 31, 2006
F. Proposed Final EIR for the Santa Barbara Cottage Hospital Foundation Workforce Housing Project, Volumes I, II, III (provided under separate cover)

PLANNING COMMISSION CONDITIONS OF APPROVAL

601 EAST MICHELTORENA STREET
REZONE, TENTATIVE SUBDIVISION MAPS, MODIFICATIONS
AUGUST 17, 2006

[Mitigation Measure Numbers are shown in parentheses at the end of conditions imposed to reduce environmental impacts; those from the Initial Study are shown in italics (*AQ-1*); those from the EIR in standard font (AQ-1).]

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

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

1. **Uninterrupted Water Flow.** The Owner shall provide for the uninterrupted flow of water through the Real Property including, but not limited to, swales, natural watercourses, conduits, and any access road, as appropriate. The Owner is responsible for the adequacy of any project-related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health or damage to the Real Property or any adjoining property.

2. **Recreational Vehicle Storage Limitation.** No recreational vehicles, boats, or trailers shall be stored on the Real Property unless enclosed or concealed from view as approved by the Architectural Board of Review (ABR).

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

4. **Maintenance of Drainage System.** Owner shall be responsible for maintaining the drainage system in a functioning state. Should any of the project's surface or subsurface drainage structures fail or result in increased erosion, the Owner shall be responsible for any necessary repairs to the system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the applicant shall submit a repair and restoration plan to the Community Development Director to determine if an amendment or a new Building permit is required to authorize such work.

5. **Approved Development.** The development of the Real Property approved by the Planning Commission on August 17, 2006 is limited to five lots and the improvements shown on the Tentative Subdivision Map signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.

EXHIBIT A

6. **Lighting.** Exterior lighting, where provided, shall be consistent with the City's Lighting Ordinance. No floodlights shall be allowed. Exterior lighting shall be shielded and directed toward the ground.

7. **Oak and Specimen Tree Protection.** The existing oak and specimen trees shall be preserved, protected, and maintained, subject to review and approval by the Architectural Board of Review. The following provisions shall apply to any oak and specimen trees to remain on the property:

   a. No irrigation systems shall be installed within the drip line of any oak tree.

   b. The use of herbicides or fertilizer shall be prohibited within the drip line of any oak or specimen tree.

8. **Street Tree Protection.** The street trees within the City's right-of-way shall be preserved and protected.

9. **Storm Water Pollution Control Systems Maintenance.** The Owners of each lot shall maintain the drainage system, storm drain water interceptor, and other storm water pollution control devices in accordance with the Operations and Maintenance Procedure Plan approved by the Building Official and/or the Public Works Director. The Owner shall provide verification of maintenance provisions through a signed statement, as part of the project application, accepting responsibility for all structural and treatment control BMP maintenance until the time the property is transferred.

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

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

2. **Ownership Unit Affordability Restrictions.**

   a. Nineteen (19) dwelling units, to be designated by the Owner, are density bonus unit that are within the first 25% of the density bonus approved on the Real Property and shall be designated as Affordable Middle Income Units and sold only to and occupied only by households who qualify as Middle Income Households as defined in the City's adopted Affordable Housing Policies and Procedures. However, Owner may choose to restrict some or all of these units as Moderate Income Units or as Middle Income units as defined in the City's Affordable Housing Policies and Procedures. Owner may restrict ownership of these units to Owner's employees according to policies and procedures to be developed by Owner and approved by the Community Development Director. The maximum sale prices upon initial sale shall not exceed the following:

1-bedroom = $237,800

2-bedroom units = $294,400

3-bedroom duplex or luxury units = $351,200

b. Twenty-three (23) dwelling units, to be designated by the Owner, are density bonus units that are above the first 25% of the density bonus approved on the Real Property and shall be designated as Affordable Upper-Middle Income Units and sold only to and occupied only by households who qualify as Upper-Middle Income Households as defined in the City's adopted Affordable Housing Policies and Procedures. However, Owner may choose to restrict some or all of these units as Moderate Income Units or as Middle Income units as defined in the City's Affordable Housing Policies and Procedures. Owner may restrict ownership of these units to Owner's employees according to policies and procedures to be developed by Owner and approved by the Community Development Director. The maximum sale prices upon initial sale shall not exceed the following:

1-bedroom units = $325,000

2-bedroom units = $399,000

3-bedroom = $473,200

c. Thirty-nine (39) dwelling units, to be designated by the Owner, are not density bonus units but are units that the Owner wishes to restrict as affordable units under the City's policies. These units shall be designated as Affordable Upper-Middle Income Units and sold only to and occupied only by households who qualify as Upper-Middle Income Households as defined in the City's adopted Affordable Housing Policies and Procedures. However, Owner may choose to restrict some or all of these units as Moderate Income Units or as Middle Income units as defined in the City's Affordable Housing Policies and Procedures. Owner may restrict ownership of these units to Owner's employees according to policies and procedures to be developed by Owner and approved by the Community Development Director. The maximum sale prices upon initial sale shall not exceed the following:

1-bedroom units = $325,000

2-bedroom units) = $399,000

3-bedroom units = $473,200

The Affordable Units shall be sold and occupied in conformance with the City's adopted Affordable Housing Policies and Procedures. The resale prices of the Affordable Units shall be controlled by means of a recorded affordability covenant executed by Owner and the City to assure continued affordability for at least forty-five (45) years from the initial sale of the affordable unit. No

affordable unit may be rented prior to its initial sale, subject to approval of a waiver by the Community Development Director.

3. **Approved Development.** The development of the Real Property approved by the Planning Commission on August 17, 2006 is limited to 115 dwelling units, 254 parking spaces, and the improvements shown on the Tentative Subdivision Map, site plans, and landscape plan signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.

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

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

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

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

   d. **Trash and Recycling.** Adequate space shall be provided and maintained for trash and recycling purposes.

   e. **Storm Water Pollution Control Systems Maintenance.** The Owner(s) shall maintain all common area BMP's to ensure their continued effectiveness.

   f. **Site Drainage Facilities Maintenance.** The Owner(s) shall maintain all common area drainage facilities to ensure their continued effectiveness.

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

5. **Transportation Demand Management.** The following alternative mode incentives shall be incorporated into the project to reduce traffic impacts caused by the project. Owner shall be responsible for insuring that all tenants comply with the provisions of the approved Transportation Management Plan.

   a. **Resident Shuttle Program.** The project applicant shall implement and operate a shuttle program designed to serve project residents and to reduce the project's peak hour trip generation. The objective of the program shall be to reduce the

proposed project's significant cumulative contribution of traffic to the intersections of:

- Anapamu Street/Laguna Street
- Arrellaga Street/Garden Street, and
- Mission Street/Bath Street.

Prior to the issuance of building permit for the Cottage Hospital Foundation Housing project, the project applicant shall submit a proposed Project Resident Shuttle Program Plan to the City Public Works Department for review and approval. At minimum, the following elements shall be specified by the Plan.

(1) Operation Hours. At minimum, the shuttle program shall provide service during the A.M. and P.M. peak traffic hours, and during shift changes at Cottage Hospital. The plan shall indicate the specific hours that the shuttle service is to be provided.

(2) Shuttle Routes. Routes to be used by the shuttle to transport project residents to Cottage Hospital, other Cottage Health Systems facilities and locations in downtown Santa Barbara shall be described. To the extent possible, proposed shuttle routes shall avoid intersections that operate at unacceptable levels of service during peak hour periods. A procedure for obtaining City approval to modify proposed shuttle routes to accommodate the needs of project residents that wish to participate in the program shall also be included in the Plan.

(3) Shuttle Ridership Monitoring. The Project Resident Shuttle Program Plan shall include a monitoring program to quantify ridership characteristics. Shuttle ridership and peak hour trip reduction data shall be provided to the Public Works Department within six months of the start of the shuttle program and once annually thereafter.

The Project Resident Shuttle Program Plan shall also contain a range of measures that may be implemented to increase participation in the shuttle program should the monitoring data indicate that the program is not reducing the proposed project's peak hour trip generation characteristics sufficiently to reduce its cumulative traffic impacts to a less than significant level. Such additional measures may include, but are not limited to: expanding the shuttle service times and/or routes to make it more convenient for program participants, offering financial or other incentives to program participants, or expanding the program to neighborhood residents that also commute to Cottage Hospital or Cottage Health Systems facilities.

(4) Shuttle Bus. The type and size of vehicle(s) to be used to implement the shuttle bus program shall be specified.

(5) Program Implementation. A shuttle program shall be initiated in accordance with the provisions in the approved Project Resident Shuttle

Program Plan before more than 75% of the proposed residential units are occupied. (TRF-1a)

b. **Bicycle Parking.** Thirty-three bicycle parking spaces shall be provided. The required bicycle parking facilities shall be distributed throughout the project site. (TRF-3a)

C. **Design Review for the Condominium Project.** The following is subject to the review and approval of the Architectural Board of Review (ABR), unless otherwise stated:

1. **Historic Landmarks Commission (HLC) Review.** The following is subject to review by the HLC:

   a. **Historic Plaque.** A commemorative display for the education of the public detailing the history of St. Francis Hospital shall be integrated within the open space area located at the corner of Micheltorena and Salsipuedes Streets. All text for the display shall be written by a City-qualified Historian and approved by the HLC. Additionally, at least one of the art pieces from the former St. Francis Hospital shall be incorporated into the on-site display. *(C-7)*

   b. **HLC Courtesy Review.** Advisory comments shall be provided by the HLC to the ABR regarding the Santa Barbara Cottage Hospital Foundation Workforce Housing Project with respect to the architectural style of the project and its compatibility with the neighborhood and the design of the commemorative display area. *(C-8)*

2. **Tree Removal and Replacement.** All trees removed, except fruit trees and street trees approved for removal without replacement by the Parks and Recreation Department, shall be replaced on-site on a one-for-one basis with a minimum 15-gallon size tree of an appropriate species or like species.

3. **Tree Inventory and Relocation.** A further inventory of existing specimen trees on the project site should be performed by a qualified arborist, noting health of the trees and suitability for transplanting or removal. Based on the arborist's recommendations, as reviewed by the City Arborist, the City would make a final determination regarding which trees can be feasibly transplanted. The existing trees shall be relocated on the Real Property and shall be fenced and protected during construction. *(B-1)* (BIO-1a)

4. **Tree Protection Measures.** The landscape plan and grading plan shall include the following tree protection measures:

   a. **Fencing.** Fencing or protective barriers around the trees during construction.

   b. **Landscaping Under Trees.** Landscaping under the trees that is compatible with the preservation of the trees.

   c. **Arborist's Report.** Include a note on the plans that recommendations/conditions contained in the arborist's report referenced in Condition C.3 shall be implemented.

d. **Tree Protection and Replacement Plan.** The applicant shall submit a tree protection and replacement plan with project landscape plans for City approval. The plan shall identify trees to be preserved, measures to be taken during grading and construction to protect trees, measures for replacement of trees in the event of inadvertent damage or loss, and irrigation and maintenance plans. Trees shall be maintained for the life of the project. The tree protection plans shall incorporate the following measures *(B-2)* (BIO-1b):

(1) Prior to grading, temporary protective fencing (4 feet high) shall be installed three feet outside the dripline of all trees to be preserved. Trees in close proximity may be fenced as a group. All fencing shall be maintained during the entire construction period. *(B-2)* (BIO-1b)

(2) No grading shall occur under any oak or specimen tree dripline. Grading within the dripline during construction of this area shall be minimized and shall be done with light (one ton or less) rubber-tired equipment or by hand. If use of larger equipment is necessary within the dripline of any oak, it shall only be operated under the supervision and direction of a qualified Arborist. *(B-2)*

(3) A qualified Arborist shall be present during any grading or excavation adjacent to or beneath the dripline of any oak tree. Any roots encountered shall be cleanly cut and sealed with a tree-seal compound. Any thinning or root pruning and trimming shall be done under the direction of a qualified Arborist.

(4) Heavy equipment shall not be used or parked within three (3) feet of oak tree driplines, except where approved by a qualified arborist, and after protective fencing has been installed. Soil, rocks, or construction material shall not be stored or placed within the dripline of oak trees. *(B-2)* (BIO-1b)

(5) Landscaping provided under the oak tree(s) shall be compatible with preservation of the trees as determined by the ABR. No irrigation system shall be installed under the dripline of any oak tree.

(6) Specimen trees slated for preservation that are inadvertently damaged (25% or more of root area) or lost due to construction processes shall be replaced prior to issuance of occupancy permits. Tree replacement shall be according to the following replacement ratios: Oak Trees – 10:1 (using 5-15 gallon saplings); other native trees and ornamental species at 3:1 with replacement trees at no less than ¼ the diameter of the existing tree). The applicant shall submit an annual report on establishment and success of replacement trees. *(B-2)* (BIO-1b)

(7) Oak seedlings and saplings less than four inches (4") at four feet (4') above the ground that are removed during construction shall be transplanted where feasible. If transplantation is not feasible,

replacement trees shall be planted at a minimum one to one (1:1) ratio. Replacement trees shall be a minimum of one (1) gallon size derived from South Coastal Santa Barbara County stock.

5. **Useable Common Open Space.** Adequate usable common open space shall be provided in a location available to all units within the development.

6. **Pedestrian Pathway.** A designated pedestrian pathway shall be provided to all units from the sidewalk through the use of a different paving material.

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

8. **Lighting.** Exterior lighting, where provided, shall be consistent with the City's Lighting Ordinance. No floodlights shall be allowed. Exterior lighting shall be shielded and directed toward the ground.

9. **Crime Analyst Plan Review.** The Developer shall meet with the City Police Department Crime Analyst prior to ABR Preliminary Approval to determine how lighting, locking mechanisms, egress and fencing can be designed and installed to reduce the potential number of calls for police service from occupants of the Real Property.

10. **Screened Check Valve/Backflow.** The check valve or anti-backflow devices for fire sprinkler and/or irrigation systems shall be provided in a location screened from public view or included in the exterior wall of the building.

11. **Permeable Paving.** Incorporate a permeable paving system for the project driveways and parking areas that will allow a portion of the driveway runoff to percolate into the ground, except as necessary to meet Fire Department weight requirements. Materials must be approved by the Transportation Manager.

D. **Public Works Submittal Prior to Final Maps Approval.** The Owner shall submit the following, or evidence of completion of the following, to the Public Works Department for review and approval, prior to processing the approval of the Final and Parcel Maps for the project:

1. **Final Maps Submittal and Timing.** The Owner shall submit to the Public Works Department for approval, Final Maps prepared by a licensed land surveyor or registered Civil Engineer. The Final Maps shall conform to the requirements of the City Survey Control Ordinance. The Final map for the five-Lot subdivision shall be recorded prior to the Final Map for the Condominium Project.

2. **Water Rights Assignment Agreement.** The Owner shall assign to the City of Santa Barbara the exclusive right to extract ground water from under the Real Property. Said agreement will be prepared by Engineering Division Staff for the Owner's signature.

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

4. **Hydrology Report.** The Owner shall submit a hydrology report justifying that the existing on-site and proposed on-site drainage system adequately conveys a minimum of a 25-year storm event and that runoff discharge rates shall not exceed the estimated current rates and that runoff discharge rates shall not exceed the estimated current rates.

5. **Storm Drain Design Standards.** The Owner shall incorporate storm drain design recommendations in the drainage study prepared April 17, 1998 and revised March 15, 2004. The Engineered drainage study prepared by Penfield and Smith shall be reviewed and approved by the Building and Safety Division, and by the Public Works Department.

6. **Utility Undergrounding.** The Owner shall underground all utilities to the subject site and remove all non-transmission line utility poles.

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

8. **Dedications.** Easements as shown on the approved Tentative Subdivision Map, subject to approval by the Public Works Department:

   a. All street purposes along the proposed Salsipuedes Street extension in order to establish a 60-foot wide public right-of-way.

   b. All street purposes along California Street in order to establish an additional one-foot wide public right-of-way to widen the sidewalk.

9. **Proof Easements Abandoned.** Show evidence that easements have been modified or abandoned as shown on the tentative map.

10. **Encroachment Permits.** Any encroachment or other permits from the City or other jurisdictions (State, Flood Control, County, etc.) for the construction of improvements (including any required appurtenances) within their rights of way (easement).

11. **Removal or Relocation of Public Facilities.** Removal or relocation of any public utilities or structures must be performed by the Owner or by the person or persons having ownership or control thereof.

The following conditions apply only to the condominium project:

12. **New Public Street.** The Owner shall submit C-1 public improvement or building plans for construction of a new public road to public standards for that portion of land extending north of the present end of Salsipuedes Street, between Micheltorena and Arrellaga Streets. As determined by the Public Works Department, the improvements shall include construction of a 34-foot wide Right-of-Way, 20-foot wide paved width

public road to City standards (widened where public parking is recommended by Transportation Planning and Operations), and the following: roadway shall be retrofitted if not satisfying traffic rated loading conditions; realignment and construction of 5 foot wide City standard sidewalk on project side of road only; 4 foot wide parkway strip with additional 2-foot clearance where on street parking occurs both sides of road; drought-tolerant parkway landscaping; street trees as approved by the City Arborist; driveway apron designed to meet Title 24 requirements; curbs; gutters; two-way access ramp; slurry seal entire width of road along entire subject property frontage; underground utilities; connection to City water main, City sewer main, and City storm drainage system; supply and install City residential standard dome street lights as required by the City Street Light Master Plan; install electrical pedestal meter to service street lights (one for every three new lights); provide directional/regulatory traffic control signs as directed by Public Works; storm drain stenciling; and provide adequate positive drainage from site. Where tree roots are the cause of the damage, the roots are to be pruned under the direction of the City Arborist. The public improvement plans shall be prepared by a registered civil engineer or licensed architect and reviewed and signed by the City Engineer.

13. **Off-Site Public Micheltorena Street Improvement Plans.** The Owner shall submit C-1 public improvement or building plans for construction of improvements along the property frontage on Micheltorena Street. The C-1 plans shall be submitted separately from plans submitted for a Building permit. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following: 6-foot wide sidewalk and 6-foot wide parkway; drought-tolerant parkway landscaping; driveway apron modified to meet Title 24 requirements; curbs; gutters; two-way access ramp(s); slurry seal the entire width of the street along subject property frontage; underground service utilities; connection to City water and sewer mains; public drainage improvements with supporting hydrology report for drainage pipe, curb drain outlets, slot/trench drain, drop inlet, detention, erosion protection (provide off-site storm water BMP plan), etc.), including removal of existing drain outlet at the northwest corner of Micheltorena and California Streets; supply and install one residential dome standard street light(s), consistent with the City Street Light Master Plan, at the Corner of Micheltorena and California Streets; coordinate with City staff to retire light standard on existing utility pole, preserve and/or reset survey monuments and contractor stamps, supply and install directional/regulatory traffic control signs, storm drain stenciling pollution prevention interceptor device, off-site biofilter/swale sized per drainage calculations, new street trees and tree grates as approved by the City Arborist; and provide adequate positive drainage from site. Existing private sewer laterals serving the property shall be repaired before new dwellings are occupied. Any existing sewer laterals identified to be abandoned, shall be disconnected at the sewer mainline connection. A licensed plumber shall verify if the property requires a backwater valve. If existing lateral already has a backwater valve, then it shall be inspected. The building plans, drainage calculations, and hydrology

report shall be prepared by a registered civil engineer or licensed architect. Any work in the public right of way requires a public works permit.

14. **Off-Site Public California Street Improvement Plans.** The Owner shall submit C-1 public improvement or building plans for construction of improvements along the property frontage on California Street. The C-1 plans shall be submitted separately from plans submitted for a Building permit. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following: 7-foot wide sidewalk and 5-foot wide parkway; drought-tolerant parkway landscaping; driveway apron modified to meet Title 24 requirements; remove and replace concrete curbs with sandstone curbs where sandstone curbs are prevalent and as recommended by the Architectural Board of Review; gutters; two-way access ramp(s); asphalt concrete; concrete pavement on aggregate base; slurry seal the entire width of the street along subject property frontage; underground service utilities; connection to City/private water and sewer mains; public drainage improvements with supporting hydrology report for drainage pipe, curb drain outlets, slot/trench drain, drop inlet, detention, erosion protection, storm drain manhole (provide off-site storm water BMP plan), etc.); supply and install one residential dome standard street light(s), consistent with the City Street Light Master Plan, in the vicinity of the proposed new driveway; coordinate with City staff to retire light standard on existing utility pole, preserve and/or reset survey monuments and contractor stamps, supply and install directional/regulatory traffic control signs, storm drain stenciling pollution prevention interceptor device, off-site biofilter/swale sized per drainage calculations, new street trees and tree grates as approved by the City Arborist and provide adequate positive drainage from site. Existing private sewer lateral(s) serving the property shall be repaired before new dwelling(s) is occupied. Any existing sewer lateral(s) identified to be abandoned, shall be disconnected at the sewer mainline connection. A licensed plumber shall verify if the property requires a backwater valve. If existing lateral already has a backwater valve, then it shall be inspected. The building plans, drainage calculations, and hydrology report shall be prepared by a registered civil engineer or licensed architect. Any work in the public right of way requires a public works permit.

Condition for Five-Lot Final Map:

15. **Off-Site Public Grand Avenue Street Improvement Plans.** The Owner shall submit building plans for construction of improvements along the property frontage on Grand Avenue. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following: 6-foot wide sidewalk and 4-foot wide parkway; drought-tolerant parkway landscaping; driveway aprons modified to meet Title 24 requirements; unused driveway aprons removed and replaced with appropriate curb, gutter and sidewalk; curbs; gutters; two-way access ramp(s); asphalt concrete; concrete pavement on aggregate base; slurry seal the entire width of the street along subject property frontage; underground service utilities; connection to City water and sewer mains; public drainage improvements with supporting hydrology report for drainage pipe, curb drain outlets, slot/trench drain, drop

inlet, detention, erosion protection (provide off-site storm water BMP plan), etc.); preserve and/or reset survey monuments and contractor stamps; supply and install directional/regulatory traffic control signs and storm drain stenciling; pollution prevention interceptor device; off-site biofilter/swale sized per drainage calculations, new street trees and tree grates as approved by the City Arborist and provide adequate positive drainage from site. Existing private sewer lateral(s) serving the property shall be repaired before new dwelling(s) is occupied. Any existing sewer lateral(s) identified to be abandoned, shall be disconnected at the sewer mainline connection. A licensed plumber shall verify if the property requires a backwater valve. If existing lateral already has a backwater valve, then it shall be inspected. The building plans, drainage calculations, and hydrology report shall be prepared by a registered civil engineer or licensed architect. Any work in the public right of way requires a public works permit.

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

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

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

3. **Storm Drain Operation and Maintenance Plan Required.** The Owner shall provide an Operations and Maintenance Procedure Plan (describing replacement schedules for pollution absorbing filters, etc.) for the operation and use of the storm drain system. The Plan shall be approved by the Creeks Division, Building and Safety Division, and the Public Works Department.

F. **Community Development Requirements Prior to Building or Public Works Permit Application/Issuance.** The following shall be finalized prior to, and/or submitted with, the application for any Building or Public Works permit:

1. **Project Environmental Coordinator Required.** Submit to the Planning Division a contract with a qualified representative for the Owner, approved by the Planning Division, to act as the Project Environmental Coordinator (PEC). The PEC shall be responsible for assuring full compliance with the provisions of the Mitigation Monitoring and Reporting Program (MMRP) to the City. The contract shall include the following, at a minimum:

   a. The frequency and/or schedule of the monitoring of the mitigation measures.

   b. A method for monitoring the mitigation measures.

   c. A list of reporting procedures, including the responsible party, and frequency.

   d. A list of other monitors to be hired, if applicable, and their qualifications.

The PEC shall have authority over all other monitors/specialists, the contractor, and all construction personnel for those actions that relate to the items listed in the MMRP, including the authority to stop work, if necessary, to achieve compliance with mitigation measures.

2. **Construction Site Monitor.** Construction contractors shall designate a monitor for the dust control program. The monitor's work schedule shall include holiday and weekend periods when work at the project site may not be in progress. The name and telephone number of such persons shall be provided to the Santa Barbara County APCD prior to the issuance of a grading permit. (AQ-1k)

3. **Neighborhood Notification Prior to Construction.** At least twenty (20) days prior to commencement of demolition or construction activities, the contractor shall provide written notice to all property owners, businesses, and residents within 450 feet of the project area. Surrounding area homeowners associations shall also be notified, and notices describing planned development activities shall be posted at the access locations to the project site. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, required noise and air quality conditions applied to the project, the name and phone number of the Project Environmental Coordinator (PEC), Construction Site Monitor, and Contractors, site rules and Conditions of Approval pertaining to construction activities (including noise and air quality conditions, and any additional information that will assist the Building Inspectors, Police Officers and the public in addressing problems that may arise during construction. The language of the notice and the mailing list shall be reviewed and approved by the Planning Division prior to being distributed. An affidavit signed by the person(s) who compiled the mailing list shall be submitted to the Planning Division. (N-1b)

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

5. **Solid Waste Management Plan.** A solid waste management plan identifying measures for reuse, source reduction, and recycling shall be developed for construction and operation of the project, and submitted to the City's Environmental Analyst and the County's Solid Waste Division for review and approval prior to building permit issuance. *(PS-1)* (SW-1a)

6. **Archaeological Monitoring Contract.** Submit to the Planning Division a contract with an archaeologist from the most current City Qualified Archaeologists List for monitoring during all ground disturbing activities associated with the project, including, but not limited to, grading, excavation, trenching vegetation or paving removal and ground clearance in the areas identified in the Phase 1 Archaeological Resources Report prepared for this site by Larry Wilcoxon, dated 1992. The contract shall be subject to the review and approval of the Planning Division.

The archaeologist's monitoring contract shall include the following provisions: If cultural resources are encountered or suspected, work shall be halted or redirected by the archaeologist immediately and the Planning Division shall be notified. The archaeologist shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List, preparation of further site studies and/or mitigation.

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

If the discovery consists of possible prehistoric or Native American artifacts or materials, the Owner shall retain a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization. *(C-1 – C-4)* (CUL-1a, CUL-1c, CUL-1d, and CUL-1e)

7. **Park Commission Tree Removal Approval.** Submit to the Planning Division verification of approval from the Park Commission for the removal of two (2) street trees with a trunk diameter greater than four (4) inches at a point twenty-four (24) inches above the ground.

8. **Arborist's Monitoring.** Submit to the Planning Division a contract with a qualified arborist for monitoring of all work subject to the approved Tree Preservation and Relocation Plan during construction. The contract shall include a schedule for the arborist's presence during demolition, grading, and construction activities, and is subject to the review and approval of the Planning Division.

9. **Earthwork, Foundation, and Structural Design.** The applicant shall implement all recommendations specified in the geology report prepared by URS (February 26, 2004). These recommendations include:

   a. Foundation and earthwork elements of the final design documents (i.e., plans, specifications, and cost estimate) shall be based on a geotechnical investigation tailored to meet the specific requirements of this project. The investigation shall include a sufficient number of borings or other subsurface explorations to allow evaluation of the geotechnical conditions in the area of proposed construction. The results of the investigation shall be presented in a report prepared under the supervision of a qualified geotechnical engineer.

b. Due to the potential for groundwater seepage at higher elevations in the older alluvium, all below-grade earth-retaining walls shall be designed to resist hydrostatic pressure and to prevent infiltration of water into interior building spaces.

c. Seismic design of all proposed structures shall be in accordance with the currently adopted model building code or more restrictive recommendations made by the project structural engineer and agreed to by the City. Existing structures that will be incorporated into the proposed development shall be re-evaluated for compliance with current seismic design requirements.

d. All foundations shall be supported on firm native soil or approved, properly compacted fill material. For planning purposes, it is assumed that all structural fill will be compacted to at least 95% relative compaction per ASTM D1557.

e. Overexcavation will be required in areas where foundations or structural fill would otherwise be supported on existing unengineered fill or soft/loose native soil. The actual depth of overexcavation will depend on building locations, pad elevations, and foundation depths. However, for planning purposes, average overexcavation depths of five feet and two feet may be assumed in areas of unengineered fill or soft/loose native soil, respectively.

f. Existing fill consisting of nonexpansive granular soil should be usable for structural fill if cleaned of deleterious material and properly recompacted.

g. All site grading activities related to structures or pavement, in addition to the compaction of all fill material, shall be observed and tested by a representative of the geotechnical engineer of record for the project. *(G-1)* (GEO-1a)

10. **Soils Report.** Submit to the Building and Safety Division a soils report.

11. **Building Demolition Hazardous Materials Management**. The applicant shall conduct a comprehensive survey of buildings to be demolished for hazardous materials, including sampling and analytical testing of all suspect lead and asbestos-containing materials, and materials that may contain mercury and PCBs. A plan shall identify measures for materials handling to minimize exposure to workers, the public, or environment, and proper disposal/recycling recommendations. Certified removal contractor(s) shall prepare a work plan for the removal of all identified hazardous materials prior to the issuance of a demolition permit for City approval. At minimum, the plan shall address the following hazardous material management elements:

a. Identification of suspect materials.

b. Survey and assessment of the existing buildings.

c. Scope of work development for hazardous material removal.

d. Hazardous material removal and disposal.

e. Quality control.

f. Post Remediation Sampling and Assessment. *(H-1)* (HAZ-1a)

12. **Hazardous Material Removal Certification.** Prior to the issuance of a demolition permit for the proposed project, the project applicant/contractor shall provide to the Planning Department a certification indicating that surveys of the buildings to be demolished have been conducted by appropriately licensed personnel to detect the presence of asbestos, lead-based paint, mercury and PCBs. It shall also be certified that all identified asbestos, lead-based paint, mercury and PCB materials have been removed from the project site in accordance with applicable local, state, and federal regulations. The certification shall identify the contractor(s) that conducted the surveys and material removal work, the transporter that removed the materials from the site, and the recycling/disposal facilities that accepted the waste material. (HAZ-1b)

13. **Potential Lead-based Paint Contamination.** If areas with concentration of lead paint or dust that exceed applicable threshold standards are identified in any on-site building, soil adjacent to the building(s) shall be tested for the presence of lead. The location and number of samples shall be determined by the Santa Barbara County Fire Department – Protection Services Division. If necessary, lead-related soil contamination shall be remediated to the satisfaction of the Protection Services Division prior to the issuance of a demolition permit for the proposed project. (HAZ-1c)

14. **Hazardous Materials Safety.** Measures to protect workers and neighbors, contain exposure, provide for proper disposal, and remediate from any hazardous material contamination shall be implemented in accordance with local, state, and federal regulations. (HAZ-1d)

15. **Soil Remediation.** Adherence to the URS Remediation Work plan for Diesel Contaminated Soil dated April 20, 2004 as conditioned by direction and requirements provided by the County Fire Department, Protection Services Division, relating to remediation activities for the underground tanks shall occur prior to new residential construction on the property. Additional Fire Department conditions include:

    a. Following removal of the USTs and appurtenant facilities, verification soil samples shall be collected, at a minimum, below the former UST locations (two samples/tank), below each dispenser, and below all pipeline joints and at any location where stained soil or petroleum odors are observed. The report containing the results of the remediation and verification work shall be submitted to the County Fire Department, Protection Services Division, within 60 days after the completion of site work.

    b. Following removal of contaminated soil, a workplan shall be submitted to the County Fire Department, Protection Services Division, for a minimum of one boring to be placed at the location of the formerly contaminated area to document that groundwater is greater than 50 feet below the contaminate soils. If water is encountered within 50 vertical feet of the former contamination, a workplan shall be submitted to the County Fire Department with recommendations to determine the local groundwater gradient and to verify the

absence of UST related groundwater contamination at the site. The workplan shall be submitted to the County Fire Department no later than 30 days after completion of soil removal activities.

c. UST removal permits shall be obtained from the County Fire Department, Protection Services Division, prior to initiation of site work. Notify the County Fire Department at least 72 hours prior to any beginning site work. *(H-2)* (HAZ-2a)

16. **Bus Stop Improvement Bond.** Prior to the occupancy of the proposed project, the project applicant shall submit to the City of Santa Barbara Public Works Department Transportation Division, Public Improvement securities in an amount sufficient to provide bus stop improvements and as outlined in a separate Cost Estimate Summary (including but not limited to shelters, benches, trash receptacles, and required road improvements) submitted to Public Works staff for both sides of Salsipuedes Street. The amount of the securities shall be reviewed and approved by the City and MTD. After providing the securities to the City, if it has been determined within a one-year period that bus stop improvements adjacent to the project site are not warranted, the securities shall be released. (TRF-6a)

17. **General Construction Activity Permit.** In addition to the Erosion/Sedimentation Control Plan required under Condition G.5 below, prior to the issuance of a demolition, grading, or building permit for the proposed project, the applicant or project developer shall comply with the requirements of the State General Permit for Storm Water Discharges Associated with Construction Activity. Compliance shall include providing the City with a copy of the Notice of Intent to obtain coverage under the NPDES Construction General Permit, and a copy of the subsequent Waste Discharge Identification Number issued by the RWQCB. Compliance with the General Permit also requires the preparation of a SWPPP that identifies how potential water quality impacts associated with demolition, grading, and construction operations will be minimized and controlled. A copy of the SWPPP shall be kept at the project site and be available for City review. (WQ-1a)

18. **Recorded Affordability Covenant.** Submit to the Planning Division a copy of an affordability control covenant that has been approved as to form and content by the City Attorney and Community Development Director, and recorded in the Office of the County Recorder, which includes price restrictions as specified in Section B.5. above.

19. **Letter of Commitment for Pre-Construction Conference.** The Owner shall submit to the Planning Division a letter of commitment that states that, prior to disturbing any part of the project site for any reason, except for hazardous materials and underground storage tank removal, and after the Building permit has been issued, the General Contractor shall schedule a conference to review site conditions, construction schedule, construction conditions, archaeological procedures, and environmental monitoring requirements. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, the assigned Building Inspector,

the Planning Division, the Property Owner, the Archaeologist, the Architect, the Arborist, the Landscape Architect, the Biologist, the Geologist, the Project Engineer, the Project Environmental Coordinator, the Contractor and each subcontractor. *(C-3)*

20. **Final Planning Commission Resolution Submittal.** The final Planning Commission Resolution shall be submitted, indicating how each condition is met with drawing sheet and/or note references to verify condition compliance. If the condition relates to a document submittal, describe the status of the submittal (e.g., Final Map submitted to Public Works Department for review), and attach documents as appropriate.

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

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

2. **Pre-Construction Conference.** Prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, archaeological procedures, arborist monitoring, and other environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Building Division, Planning Division, the Property Owner Archaeologist, Architect, Arborist, Landscape Architect, Biologist, Geologist, Project Engineer, Project Environmental Coordinator, Mitigation Monitors, Contractor and each Subcontractor. (CUL-1b)

3. **Mitigation Monitoring and Reporting Requirement.** Note on the plans that the Owner shall implement the Mitigation Monitoring and Reporting Program (MMRP) for the project's mitigation measures, as stated in the Environmental Impact Report for the project.

4. **Erosion Control Plan.** The applicant or project developer shall prepare an erosion control plan that is consistent with the requirements outlined in the *Procedures for the Control of Runoff into Storm Drains and Watercourses* and the Building and Safety Division *Erosion/Sedimentation Control Policy* (2003). The erosion control plan shall specify how the required water quality protection procedures are to be designed, implemented, and maintained over the duration of the development project. A copy of the erosion control plan shall be submitted to the Community Development and Public Works Departments for review and approval, and a copy of the approved plan shall be kept at the project site. At a minimum, the Plan shall include the following elements:

   a. Minimize the area of bare soil exposed at one time (phased grading) and schedule grading to occur during the dry season.

   b. Install silt fences, sand bags, waddles, silt devices or other BMPs where necessary around the project site to prevent offsite transport of sediment.

   c. Bare soils shall be protected from erosion by applying heavy seeding, within five days of clearing or inactivity in construction.

d. Construction entrances shall be stabilized immediately after grading and frequently maintained to prevent erosion and control dust.

e. Establish fuel and vehicle maintenance staging areas located away from all drainage courses, and design these areas to control runoff.

f. Maintain and wash equipment and machinery in confined areas specifically designed to control runoff. Thinners or solvents should not be discharged into sanitary or storm sewer systems. Washout from concrete trucks should be disposed of at a location not subject to runoff and more than 50 feet away from a storm drain, open ditch or surface water.

g. Storm drain inlets shall be protected from sediment-laden waters by use of inlet protection devices such as gravel bag barriers, filter fabric fences or other approved materials and/or systems. Sediment control measures shall be maintained for the duration of the project development period and until graded areas have been stabilized by structures, long-term erosion control measures or landscaping.

h. Construction entrances and exits shall be stabilized using gravel beds, rumble plates, or other suitable measures to prevent sediment from being tracked onto adjacent roadways. Any sediment or other materials tracked off site shall be removed the same day using dry cleaning methods.

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

- De-Watering Operations
- De-silting Basins
- Potable Water Irrigation
- Paving and Grinding
- Sandbag Barriers
- Spill Prevention/Control
- Solid Waste Management
- Storm Drain Inlet Protection
- Stabilize Site Entrances and Exits
- Illicit Connections and Illegal Discharges
- Water Conservation
- Stockpile Management
- Liquid Wastes
- Street Sweeping and Vacuuming
- Concrete Waste Management
- Sanitary/Septic Waste Management
- Vehicle and Equipment Maintenance
- Vehicle and Equipment Cleaning
- Vehicle and Equipment Fueling *(W-1)* (WQ-1b)

5. **Prepare a Structural Crack Survey and Video Reconnaissance.** Prior to the issuance of demolition permits, the applicant or its designee shall prepare a structural crack survey and video reconnaissance of neighboring structures whose occupants wish to participate in the survey. The purpose of the survey shall be to document the existing condition of neighboring structures within 100 feet of the project site property line and more than 20 years old. After each major phase of project development (demolition, grading and construction), a follow-up structural crack survey and video reconnaissance of neighboring structures shall be conducted to determine whether any new cracks or other structural damage consistent with project-related vibrations have occurred. The City and project applicant shall review the results of both pre- and post-construction surveys to determine whether any new structural damage resulted from project-related construction activities. The project applicant shall be responsible for the cost of repairing damage to structures resulting from project-related construction activities. (N2-a)

6. **Post-Construction Erosion Control and Water Quality Plan.** Provide an engineered drainage plan that uses the existing natural drainage patterns and leads towards improvement of the quality and/or rate of water run-off conditions from the site. The Owner shall install bioswales, catch basins, storm drainage interceptors or clarifiers on the Real Property, or other measures specified in the Erosion Control Plan, to intercept all sediment and minimize storm water pollutants of concern from the parking lot areas and other improved, hard-surfaced areas prior to discharge into the public storm drain system, including any creeks. All proposed interceptors or clarifiers shall be reviewed and approved by the Public Works Department and the Building and Safety Division. Maintenance of these facilities shall be provided by the Owner, as outlined in Condition I.B.12, above, which shall include the regular sweeping and/or vacuuming of parking areas where interceptors and clarifiers are located and a catch basin cleaning program.

7. **Technical Reports.** All recommendations of the technical reports, as approved by the Building and Safety Division, shall be incorporated into the construction plans.

8. **Fire Sprinkler System.** A fire sprinkler system shall be provided, as required by the Fire and Building Codes.

9. **Fire Alarm System.** A fire alarm system shall be provided pursuant to City requirements.

10. **High Fire Hazard Construction.** High fire hazard construction requirements shall be met.

11. **Emergency Evacuation Plan.** Provide an emergency evacuation plan subject to approval by the Fire Department.

12. **Green Building Techniques.** Owner shall design project to strive to meet Santa Barbara County Built Green Two-Star Standards.

13. **Trash Enclosure Provision.** A trash enclosure with adequate area for recycling containers shall be provided on the Real Property and screened from view from

surrounding properties and the street. Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five (5) feet of combustible walls, openings, or roofs, unless protected with fire sprinklers.

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

15. **Project Directory.** A project directory, (including map and parking directional signs) listing all units on-site shall be indicated on the project plans. This directory shall be placed in a location or locations approved by the Fire Department, shall meet current accessibility requirements, and is subject to Sign Committee Approval.

16. **Private Road/Driveway Improvements.** The proposed private road/driveway shall be constructed to the standards provided in the Subdivision Design and Improvement Standards or the Zoning Ordinance Standard (§28.90.001), as appropriate, and as approved by the Public Works Director or the Chief Building Official, as appropriate.

17. **Tandem Parking Space Assignment.** The proposed parking plan for the Workforce Housing project shall be revised to indicate that each pair of proposed tandem parking spaces are to be assigned to the same residential unit. (TRF-2a)

18. **Bicycle Parking Spaces.** The site plan for the proposed project shall be revised to provide secure bicycle parking facilities for at least 33 bicycles. If feasible, enclosed (i.e., bike locker) facilities shall be provided. The required bicycle parking facilities shall be distributed throughout the project site. (TRF-3a)

19. **Sandstone Curb Recycling.** Any existing sandstone curb in the public right-of-way that is removed and not reused shall be salvaged and sent to the City Corporation Annex Yard.

20. **Storm Drain Markings.** Stenciled information shall be printed on all curb storm drains warning of the direct connection to the creek and ocean. *(W-2)* (WQ-2a)

21. **Site Runoff.** All project runoff waters from areas such as the access roads, roofs, or driveways shall be captured on-site and conducted, via the proposed permanent erosion control systems, to prevent increased site runoff. *(W-3)* (WQ-2b)

22. **Pedestrian and ADA Circulation.** The internal circulation of the project shall be revised to provide at least one access connection between the northern and southern portions of the project site to the extent required by California Title 24 Accessibility standards. (TRF-5a)

23. **Utilities.** Provide individual water meter, electric meter, gas meter, and sewer lateral for each residential unit. Service lines for each unit shall be separate until a point at least five feet (5') outside the building foundation.

24. **Water-Conserving Fixtures.** All plumbing fixtures shall be water-conserving devices in new construction, subject to the approval of the Water Resources Management Staff.

25. **Project Site Perimeter Barrier.** To minimize construction noise exposures resulting from prolonged demolition, grading and construction activities at the project site, a temporary solid fence or similar barrier constructed of material approved by the City shall be provided along the project site property line at the following locations when demolition, grading and exterior construction operations are occurring:

    a. Micheltorena Street Between California and Salsipuedes Streets.

    b. California Street between Micheltorena Street and the northernmost boundary between project Development Areas 1 and 4.

    c. Arrellaga Street between Salsipuedes Street and the driveway onto the project site at the terminus of Arrellaga Street.

    The noise barrier shall be designed by a licensed engineer and shall be at least eight feet in height. The noise barrier requires the issuance of a building permit. All gates in the barrier shall be provided with approved sound blocking or absorbing material. (N-1c)

26. **Conditions on Plans/Signatures.** The final Planning Commission Resolution shall be provided on a full size drawing sheet as part of the drawing sets. Each condition shall have a sheet and/or note reference to verify condition compliance. If the condition relates to a document submittal, indicate the status of the submittal (e.g., Final Map submitted to Public Works Department for review). A statement shall also be placed on the above sheet as follows: The undersigned have read and understand the above conditions, and agree to abide by any and all conditions which is their usual and customary responsibility to perform, and which are within their authority to perform. (AQ-1m)

    Signed:

    _____
    Property Owner Date

    _____
    Contractor Date License No.

    _____
    Architect Date License No.

    _____
    Engineer Date License No.

H. Construction Implementation Requirements. All of these construction requirements shall be carried out in the field for the duration of the project construction.

1. **Hazardous Materials Safety.** Measures to protect workers and neighbors, contain exposure, provide for proper disposal, and remediate from any hazardous material contamination shall be implemented in accordance with State regulations. *(H-4)*

2. **Construction Notification to Neighbors.** At least twenty (20) days prior to commencement of construction, the contractor shall provide written notification to

property owners and residents within 450 feet of the project area, to surrounding area homeowners associations, and posted at the access to construction site. The notice shall provide a construction schedule, required noise and dust control conditions applied to the project, and the name and telephone number of the Project Environmental Coordinator and Construction Site Monitor who can address questions and problems that may arise during construction. *(N-2)* (AQ-1k)

3. **Construction Dust Complaints.** The site development contractor shall provide a phone line that can be used by project area residents to register dust-related complaints at the project site. The phone line shall be answered between the hours of 8 a.m. and 5 p.m., and recorded by an answering machine at other times. The phone number and an explanation of what the phone number is for shall be posted at construction site entrances located on Arrellaga, Salsipuedes, Micheltorena, and California Streets. The phone number of the Santa Barbara APCD shall also be posted. The contractor shall be responsible for implementing feasible dust control measures in a timely manner in response to complaints that are received. A log shall be kept at the project site to document complaints that are received and actions implemented in response to individual complaints. (AQ-1l)

4. **Demolition/Construction Materials Recycling.** Recycling and/or reuse of demolition/construction materials shall be carried out to the extent feasible, and containers shall be provided on site for that purpose. All construction/demolition waste generated by the Workforce Housing project shall be salvaged for reuse or be transported to an appropriate off-site recycling facility. Indicate on the plans the location of 40 yd. rolloff container for collection of demolition/construction materials. (SW-1b)

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

6. **Construction Related Traffic Routes.** Truck traffic related to the construction and related traffic controls will be limited to the routes specified by the City of Santa Barbara and agreed upon during the contractor's detailed noise mitigation plan. The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods. Temporary traffic control measures, such as but not limited to appropriate signage, flag-persons, barriers, etc shall also used to minimize construction-related traffic conflicts. Truck traffic through residential neighborhoods shall be as limited as possible, subject to approval by the Public Works Director. *(N-5d & T-1)* (N-1n & TRF-7a)

7. **Construction Equipment Air Quality Controls.** The following measures shall be carried out to reduce diesel particulate and ozone precursor emissions:

a. **Diesel Engines.** Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be utilized to the maximum extent feasible. (AQ-2a)

b. **Engine Size.** The engine size of construction equipment shall be the minimum practical size. (AQ-2b)

c. **Equipment Use Management.** The number of pieces of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. (AQ-2c)

d. **Equipment Maintenance.** Construction equipment shall be properly maintained per the manufacturer's specifications. (AQ-2d)

e. **Engine Timing.** Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. (AQ-2e)

f. **Catalytic Converters.** Catalytic converters shall be installed on gasoline-powered equipment. (AQ-2f)

g. **Diesel Emission Reduction.** Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by the EPA or California shall be installed, if available. (AQ-2g)

h. **Diesel Equipment Replacement.** Diesel powered equipment shall be replaced by electric equipment whenever feasible. (AQ-2h)

i. **Minimize Employee Trips.** Construction worker trips shall be minimized by requiring carpooling and by providing for lunch opportunities on-site. (AQ-2i)

j. **Low VOC Coatings.** Low volatile organic compound (VOC) architectural coatings shall be used whenever feasible. (AQ-2j)

k. **Low Sulfur Fuel.** All diesel-powered equipment shall use ultra-low sulfur diesel fuel when available. (AQ-2k)

l. **Bio-diesel.** To the extent feasible, diesel-powered construction equipment and vehicles used on site shall be fueled using bio-diesel fuels. (AQ-2l)

8. **Haul Routes.** The haul routes for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Public Works Director.

9. **On-Site Vehicle Speed Control.** On-site vehicle speeds shall be limited to 15 miles per hour or less. (AQ-1d)

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

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

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

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the Chief of Building and Safety to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out night construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number. *(N-1 & N-5b)* (N-1a)

11. **Construction Activity Scheduling.** Demolition, grading and construction activities in each proposed project site development areas shall be scheduled to minimize the occurrence of simultaneous construction operations that have the potential to result in excessive noise generation. For example, concrete breaking demolition activities should not occur in more than one development area at a time. (N-1l)

12. **Minimize Equipment Use.** Equipment use for demolition, grading and construction activities shall be minimized, and the simultaneous operation of equipment within a proposed project development area shall be limited to the extent possible. (N-1m)

13. **Delivery and Storage of Materials and Equipment.** All deliveries of material and equipment will occur on-site within the construction barricades and only during the hours specified by the City on weekdays. The queuing of construction vehicles outside the site specified hours will be strictly prohibited. Vehicles delivering materials and equipment to the site shall be operated in strict conformance with regulations established by the United States Department of Transportation and all State and Local requirements. The vehicles shall all utilize mufflers and other devices to minimize noise levels. All materials and equipment will be stored on-site and within the confines of the construction barricades. *N-5c)*

14. **Construction Equipment Mufflers and Shields.** All construction equipment used on the site, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices. Sound control devices and techniques,

such as noise shields and blankets, shall be employed as needed to reduce the level of noise to surrounding residents. *(N-3)* (N-1d)

15. **Construction Staging Areas.** Only designated and City-approved construction equipment and material staging areas shall be used. All staging areas shall be located a minimum of 50 feet from the perimeter of the project site. *(N-4)* (N-1e)

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

    a. During construction, free parking spaces for construction workers and construction equipment shall be provided on-site or off-site in a location subject to the approval of the Public Works Director. If parking is provided off-site, a shuttle service between the parking area and the project site shall be provided.

    b. Storage or staging of construction materials and equipment within the public right-of-way is prohibited except within the extension of Salsipuedes Street. (TRF-4a)

17. **Water Sprinkling During Grading.** During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving, or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. At a minimum, this shall include wetting down disturbed areas in the late morning and after work is completed for the day. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

    Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph. Increased watering frequency shall be required whenever necessary to prevent visible dust emissions from leaving the project site. Disturbed areas must also be kept moist during weekends and days when no construction activities are occurring. (AQ-1a & 1b)

18. **Stockpiled Material.** Stockpiles of soil and demolition material shall be located as far from the perimeter of the projects site as possible. Stockpiles shall be kept covered, moist, or treated with soil binders to prevent dust emissions from leaving the project site. (AQ-1c)

19. **Dust Emissions From Loading.** Stockpiled soil and demolition material shall be sprayed with water prior to and during loading into transport vehicles or containers. The amount of water applied shall be sufficient to prevent visible dust emissions from leaving the project site. (AQ-1e)

20. **Wind Erosion Control.** After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind erosion of soil. This may be accomplished by:

    a. Seeding and watering until grass cover is grown;

    b. Spreading soil binders;

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

    d. Other methods approved in advance by the Air Pollution Control District. (AQ-1i)

21. **Covered Truck Loads.** Trucks transporting fill material to and from the site shall be covered from the point of origin. (AQ-1f)

22. **Construction Noise and Vibration Complaints.** The site development contractor shall provide a phone line that can be used by project area residents to register complaints about noise and vibration at the project site. The phone line shall be answered between the hours of 8 a.m and 5 p.m., and recorded by an answering machine at other times. The phone number and an explanation of what the phone number is for shall be posted at construction site entrances located on Arrellaga, Salsipuedes, Micheltorena and California Streets. The contractor shall be responsible for implementing feasible noise and vibration control measures in a timely manner in response to complaints that are received. A log shall be kept at the project site to document complaints that are received and actions implemented in response to individual complaints. *(N-5a)* (N-1f)

23. **Noise Complaint Resolution.** In response to verified complaints regarding excessive construction-related noise, the City may require the applicant/project developer to implement a noise monitoring program. The noise monitoring program shall be designed and conducted to ensure that feasible and appropriate noise reduction and control measures are identified and implemented so that construction-related noise levels at sensitive receptors (residences) adjacent to the project site do not exceed the following levels.

    a. Noise exceeding 70 dBA shall not occur for than five minutes at a time, nor for more than 15 minutes per hour.

    b. Noise exceeding 75 dBA shall not occur for more than one minute at a time, nor for more than five minutes per hour.

    c. Noise exceeding 85 dBA shall not occur for more than 1 minute per hour.

    The results of all required noise monitoring, along with a description of actions implemented to conform with the above noise standards, shall be provided to the City Planning Department. Noise monitoring at receptor locations may be required until it has been demonstrated to the satisfaction of the Planning Department that effective

noise abatement and control measures have been implemented and the noise standards described above have been achieved. (N-1g)

24. **Delivery and Storage of Materials and Equipment**. All deliveries of material and equipment will occur on-site within the construction site barricades and only on weekdays during the hours specified by the City. Construction vehicles shall not be allowed to queue outside the project site before the specified hours. Vehicles delivering materials and equipment to the site shall be operated in strict conformance with regulations established by the United States Department of Transportation and all State and Local requirements. The vehicles shall all use mufflers and other devices to minimize noise levels. All materials and equipment shall be stored on-site and within the confines of the construction barricades. *(N-5c)* (N-1h)

25. **No Worker Access to the Neighborhood**. All workers will be required to park on-site (i.e. behind the construction barricades or in designated off-site parking areas that are outside of the entire residential area surrounding the site. Workers will also be required to remain in designated on-site areas during all breaks and workers will not be permitted to gather off-site during the course of proposed demolition and construction. *(N-5e)*

26. **Radios and Alarms.** No radios, music playback equipment, musical instruments, or automobile or truck alarms shall be permitted on the project site. *(N-5f)* (N-1i)

27. **Vehicle Noise**. Except as otherwise required by law for backing up or emergencies, all vehicle horns shall remain silent. *(N-5g)* (N-1o)

28. **Limitations on Catering Trucks**. Catering trucks providing service to workers at the site will be required to park within the site at all times. Catering trucks shall not be permitted to park on the street nor to sound their horns near or within the site. *(N-5h)* (N-1j)

29. **Loitering.** Loitering of any kind will not be permitted at any gate, on the jobsite or any street, whether before, during or after work hours, on weekdays or on weekends. *(N-5i)*

30. **Limited Site Access.** Access to the site shall be limited to areas approved by the City of Santa Barbara. The gate(s) shall incorporate the same method of noise shielding as the required site perimeter barriers and shall be kept closed except for vehicle passage. *(N-5j)* (N-1p)

31. **Portable/Stationary Equipment**. When portable or stationary equipment, such as but not limited to generators, air compressors and wood sawing stations are required on the project site, the equipment shall be located as far from the project boundaries as possible. If it is necessary to locate portable/stationary equipment within 200 feet of the project perimeter, methods to provide noise shielding for that equipment shall be implemented. This may include but is not limited to: providing a three or four sided enclosure which is lined with a sound absorbing material between the equipment and the property line, or locating the equipment so that noise shielding is provided by existing or new structures located on the project site. *(N-5k)* (N-1k)

32. **Expeditious Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible to minimize areas exposed to wind erosion. Additionally, building pads shall be installed as soon as possible after grading unless seeding or soil binders are used, as directed by the Building Inspector. (AQ-1j)

33. **Gravel Pads.** Gravel pads shall be installed at all vehicle access points to the project site to minimize tracking of dirt or mud onto public roads. (AQ-1g)

34. **Street Sweeping.** Arrellaga, Micheltorena, Salsipuedes, and California Streets shall be inspected daily throughout the project development period to determine if there are project-related accumulations of mud, dirt or silt on the roads. Affected road segments shall be cleaned of such mud, dirt, or silt by the use of a street sweeper or watering truck. (AQ-1h)

35. **Construction Best Management Practices (BMPs).** Construction activities shall address water quality through the use of BMPs, as approved by the Building and Safety Division and the Regional Water Quality Control Board (California Storm Water Best Management Practices Handbooks).

36. **Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractors and Project Environmental Coordinator's (PEC) name, contractors and PEC's telephone number, work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval.

37. **Tree Protection.** All trees not indicated for removal on the site plan shall be preserved, protected and maintained, in accordance with the Tree Protection Plan and any related Conditions of Approval.

38. **Tree Protection.** Notes on the grading plan that specify the following:

    a. No grading shall occur under the driplines of the existing tree(s).

    b. A qualified Arborist shall be present during any excavation adjacent to or beneath the dripline of the tree(s) which (is) (are) required to be protected.

    c. All excavation within the dripline of the tree(s) shall be done with hand tools.

    d. Any roots encountered shall be cleanly cut and sealed with a tree-seal compound.

    e. No heavy equipment, storage of materials or parking shall take place under the dripline of the tree(s).

    f. Any root pruning and trimming shall be done under the direction of a qualified Arborist.

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

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

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

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

3. **Fire Hydrant Replacement.** Replace existing nonconforming type fire hydrant(s) with commercial-type hydrant(s) described in Standard Detail 6-003.1 Paragraph 2 of the Public Works Department Standard Details.

4. **Backwater Valve and Backflow Devices.** Provide approved backwater valves and backflow devices placed on the property side of consumer's service pursuant to Santa Barbara Municipal Code Section 14.20.120.

5. **Manholes.** Raise all sewer and water manholes on easement to final finished grade.

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

7. **Existing Street Trees.** Submit a letter from a qualified arborist, verifying that the existing street tree(s) have been properly pruned and trimmed.

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

9. **Archaeological Monitoring Report.** A final report on the results of the archaeological monitoring shall be submitted to the Planning Division within 180 days of completion of the monitoring or prior to the issuance of the Final Inspection, whichever is earlier. (CUL-1f)

10. **Tree Preservation Monitoring Contract.** As required under Condition I.C.4.d above, evidence of a contract with a qualified arborist shall be submitted for annual review and reporting of the status of the preserved and relocated trees on-site, consistent with the

Tree Preservation and Relocation Plan. If any such trees die within the first five years of occupancy, they shall be replaced as outlined in said Plan. (BIO-1b)

11. **Mitigation Monitoring Report.** Submit a final construction report for mitigation monitoring.

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

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

NOTICE OF TENTATIVE SUBDIVISION MAP (INCLUDING NEW CONDOMINIUMS AND CONDOMINIUM CONVERSIONS) TIME LIMITS:

The Planning Commission's action approving the Tentative Map shall expire two (2) years from the date of approval. The subdivider may request an extension of this time period in accordance with Santa Barbara Municipal Code §27.07.110 or the provisions of the California Subdivision Map Act.

DUDEK
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Santa Barbara Office: 805.963.0651
621 Chapala Street Fax 805.963.2074
Santa Barbara, CA 93101

May 7, 2004

City of Santa Barbara
Planning Commission
P. O. Box 1990
Santa Barbara, CA 93102-1990

REGARDING: SANTA BARBARA COTTAGE HOSPITAL FOUNDATION WORKFORCE HOUSING PROJECT (MST#2003-00827) 601 EAST MICHELTORENA STREET, SANTA BARBARA, CA

Members of the Planning Commission,

Thank you for the opportunity to present for the Commission's consideration the Santa Barbara Cottage Hospital Foundation Workforce Housing Project proposed at 601 E. Micheltorena Street. Santa Barbara Cottage Hospital Foundation is requesting approval of the proposed project which would consist of demolition of the existing St. Francis Hospital buildings, and construction of 115 new residential condominium units. 81 (70%) of the units would be sold to Cottage Hospital employees at prices within the City's structure of affordable units and 34 units (30%) would be sold at market rates. The discretionary applications requested for the proposed project are:

- Tentative Subdivision Map (TSM) for creation of five (5) lots; 4 of which would be zoned R-2 and one that would be zoned C-O; and a one lot subdivision of the C-O zoned lot for the construction of 115 new condominiums;
- Amendment of the Zone Boundary to adjust the C-O/R-2 boundary to align consistently with the proposed property lines and to create conforming R-2 residential lots;
- Lot Area Modification for residential bonus density on a lot in the C-O Zone;
- Front Yard Setback Modifications to allow structural improvements in the required front yard setback on California Street and the proposed public Salsipuedes Street extension;
- Interior Yard Setback Modifications to allow structural improvements in the required interior yard setback immediately adjacent to the proposed R-2 Zone boundary;
- Distance Between Buildings Modifications; and
- Design Review by the Architectural Board of Review (ABR) for a new multiple-family residential development.

Santa Barbara Cottage Hospital Foundation
Workforce Housing Project
Planning Commission
May 7, 2004

The proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project is located on approximately 7.39 acres of land bound by Grand Avenue on the north, Micheltorena Street on the south, California Street on the east and Arrellaga Street on the west. It is comprised of six (6) separate parcels (027-270-30 and 027-270-30 (A), 027-270-16, 027-270-17, 027-270-18, and 027-270-19). Approximately 5.94 acres of the site have a Zoning designation of C-O while approximately 1.45 acres of the site have a Zoning designation of R-2. The four (4) parcels along Grand Avenue (the northern portion of the property) are zoned R-2 (Two-Family Residence Zone), while the larger, remaining parcel (the southern portion of the property) is zoned C-O (Medical Office Zone). Three (3) of the existing R-2 lots fronting Grand Avenue are presently non-conforming with the minimum lot size/slope density requirements of the R-2 zone. As described in more detail below, the project would involve an Amendment to the C-O/R-2 zone boundary which would align the boundary with the proposed property lines to eliminate the potential of creating split-zoning of the proposed lots on the site, and to ensure that all of the newly created lots conform to the street frontage and lot area requirements, including slope density, of the Zoning Ordinance.

The proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project would remove the existing St. Francis Hospital buildings totaling approximately 189,000 square feet of hospital-related buildings and replace them with 115 residential units. Approval of a Tentative Map in conjunction with an Amendment of the zone boundary is requested to create five (5) conforming lots; one lot zoned C-O, which would be subject to a one-lot subdivision for construction of 115 condominium units; and 4 (four) remaining lots entirely zoned R-2, which would be of a size and configuration consistent with the requirements of the R-2 zone.

Within the lands zoned R-2, the existing Villa Riviera facility would be maintained on a single parcel of approximately 31,500 square feet. The remaining lands zoned R-2 would be divided into three (3) legal, conforming R-2 lots of approximately 10,500 square feet each, based on slope density. No new development is proposed on the three (3) 10,500 square foot R-2 lots as part of the proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project (existing units on these lots would be removed). It is anticipated that these lots would be sold to support the affordability of the proposed work-force housing units. The proposed amendment to the zone boundary was initiated by the City Council on April 13, 2004.

As previously mentioned, the project would add a total of 115 residential units to the City's housing stock, 81 (70%) of which would be sold to Cottage Hospital employees at prices within the City's structure of affordable units, and the remaining 34 units (30%) would be sold at market rates. The proposed residential density and unit mix represent a valuable addition to the City's overall affordable and market rate housing stock. The proposed residential density may be permitted for affordable residential units with City approval under State Bonus density law, and would be consistent with the variable

density and bonus density provisions of the City's Zoning Ordinance. The residential units would be provided as follows:

10	one-bedroom units (approximately 655-810 square feet [net] each)
67	two-bedroom units (approximately 990 square feet [net] each)
38	three bedroom units (approximately 1,105-1,340 square feet [net] each)

Total proposed on-site parking is 265 spaces, including 11 parking spaces for the Villa Riviera, which meets the parking requirements as provided by the City's Zoning Ordinance. Parking for the proposed Santa Barbara Cottage Hospital Foundation Workforce Housing Project is proposed as follows:

- 1 ½ parking spaces for 1-bedroom units
- 2 parking spaces for 2 and 3-bedroom units
- 1 space per four (4) units for guest parking

The Traffic and Parking study prepared by ATE for the proposed project has found that the parking demand for the residential development would be adequately accommodated on-site by the proposed parking plan, and that no traffic impacts on neighboring streets will result from the proposed development. The project includes several features that would serve to improve circulation in the project area for various transportation options including new pedestrian/bicycle corridors throughout the site, a new public street and parkway dedication connecting Salsipuedes and Arrellaga Street, and various other street frontage improvements, including plans to remove a driveway at the California/ Micheltorena Street intersection and one from the mid-block of Micheltorena, designed to improve overall circulation at the site. Furthermore, the development would include a shuttle program provided by either MTD, if feasible, or provided by Cottage Hospital, which would run from the project site to Cottage Hospital.

The proposed residential units will consist of one (1), two (2) and three (3) story structures. Existing grading and infrastructure is proposed to be used to the maximum extent feasible. Grading is estimated at 20,300 cubic yards cut, 16,100 cubic yards fill, and 11,500 cubic yards of over-excavation for the building pads. Cut and fill is anticipated to be balanced on-site (when considering calculations for clearing and grubbing, shrinkage and subsidence). The project has been designed to utilize existing site topography to create the various "terrace" neighborhoods, and the project will provide for an overall lower scale of development on the site than what presently exists through the provision of two neighborhood parks, lower scale structures, and providing a mix of subterranean parking structures, garage locations and designs.

The requested approvals and modifications are required to allow Cottage Hospital to provide a master planned, 70% affordable housing project for their employees. The majority of the requested front yard setbacks occur along the Salsipuedes Street extension to Arrellaga Street, for which a new City street and parkway dedication is proposed to be

constructed to City standards. Front yard setbacks along California Street are requested only for entry porches to the residential units fronting these streets. The entirety of the noted interior yard setback modifications are requested for units along the property line immediately adjacent to the proposed C-O/R-2 boundary. Because these units would be constructed adjacent to the residentially zoned R-2 lots, the Zoning Ordinance requires a minimum interior yard setback of 10 ft., or ½ the height of the structure, whichever is greater. These units would be constructed with a minimum 10 ft. interior yard setback from the property line, which is greater than the 6 ft. interior yard setback required in the R-2 zone for new residential structures. Finally, a number of building separation modifications are requested as necessary to accommodate the proposed residential density.

The requested front and interior yard setback and distance between building modifications are necessary to secure the proposed residential density in combination with accommodating the proposed open space areas (private and semi-public), adequate vehicular access and parking, and pedestrian access corridors on the site. Approval of the modifications will allow the Cottage Hospital Foundation to secure a 70% affordable housing project that is appropriate for the site, and accommodate a new public street dedication, and a number of open space and pedestrian access elements, while continuing to meet the intent of the Ordinance of providing adequate separation between buildings and privacy for neighboring development.

In addition to contributing 81 new residential units to the City's affordable housing stock, and 34 market units to the City's limited housing stock, the proposed project includes a number of elements that would serve to benefit the City. As described above, the project includes a new public street and parkway dedication for the Salsipuedes Street extension to Arrellaga Street. The project would also provide a new public bikeway/pedestrian access easement along the Arrellaga-California Street driveway connection. Additionally, the project includes a number of semi-public open space and pedestrian corridors to which neighborhood residents and general members of the public would have access to.

On behalf of the Santa Barbara Cottage Hospital Foundation, I would like to thank the Commission for its time and consideration, and respectfully request the Commission's support of the requested approvals for the Santa Barbara Cottage Hospital Foundation Workforce Housing Project.

Sincerely,

Kenneth E. Marshall

Kenneth E. Marshall, AICP
Senior Environmental Planner

EXHIBIT C

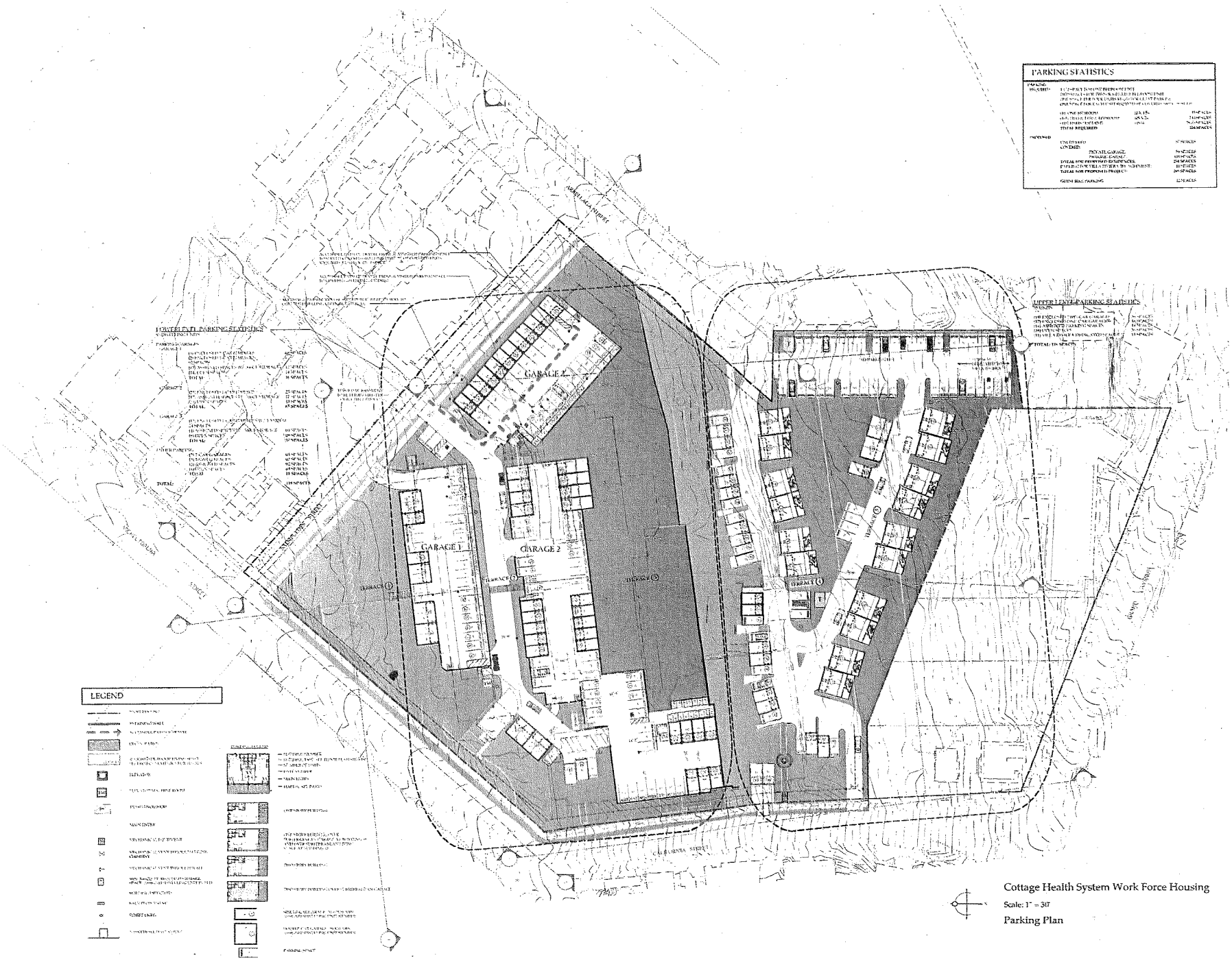
CEARNAL ARCHITECTS
ARCHITECTURE INTERIOR DESIGN

Proposed project for:
Cottage Health System
Santa Barbara Cottage Hospital Foundation
601 East Micheltorena St.
Work Force Housing

SUBMITTALS
COMMENTS
SITE PLAN
DRAWN BY
CHECKED BY
SCHEMATIC
DESIGN DEVELOPMENT
CONSTRUCTION DOCUMENTS
PROJECT DATA
REVISIONS

A1.11

SHEET

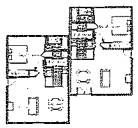


CEARNAL ARCHITECTS
ARCHITECTURE
INTERIOR DESIGN

Proposed project for:

Cottage Health System
Santa Barbara Cottage Hospital Foundation
601 East Micheltorena St.
Work Force Housing

A1.12



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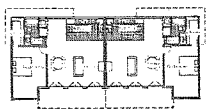

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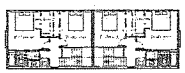

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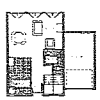

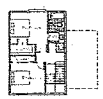

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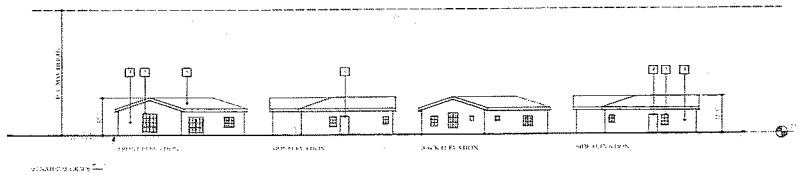
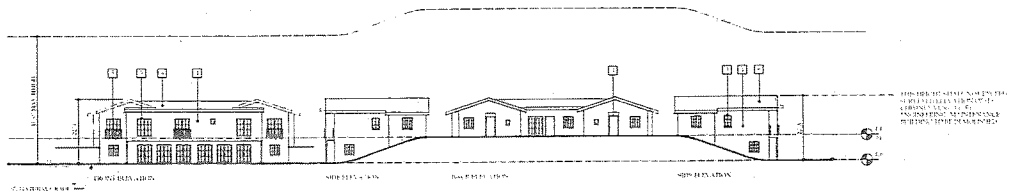
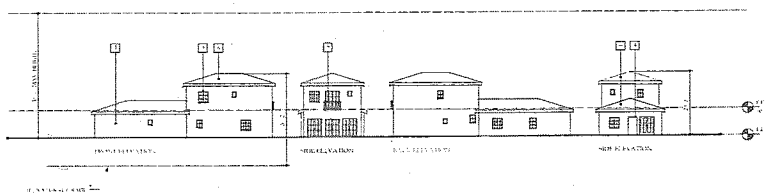
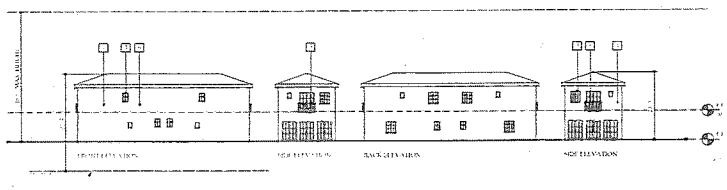
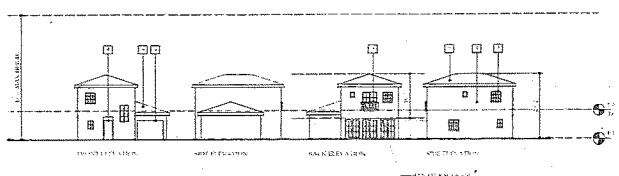








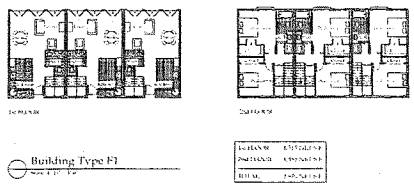


MATERIALS

CEARNAL ARCHITECTS

Proposed project for
Cottage Health System
Santa Barbara Cottage Hospital Foundation
601 East Micheltorena St.
Work Force Housing

A2.1



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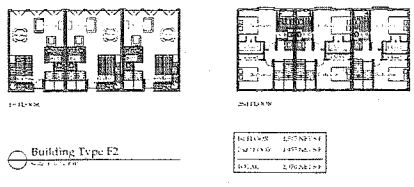

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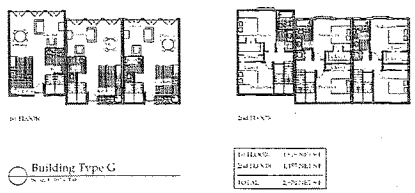

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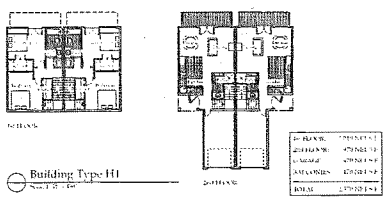

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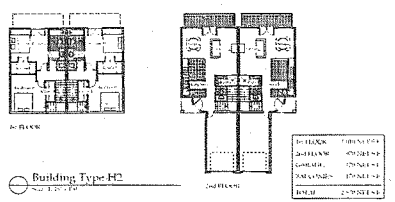

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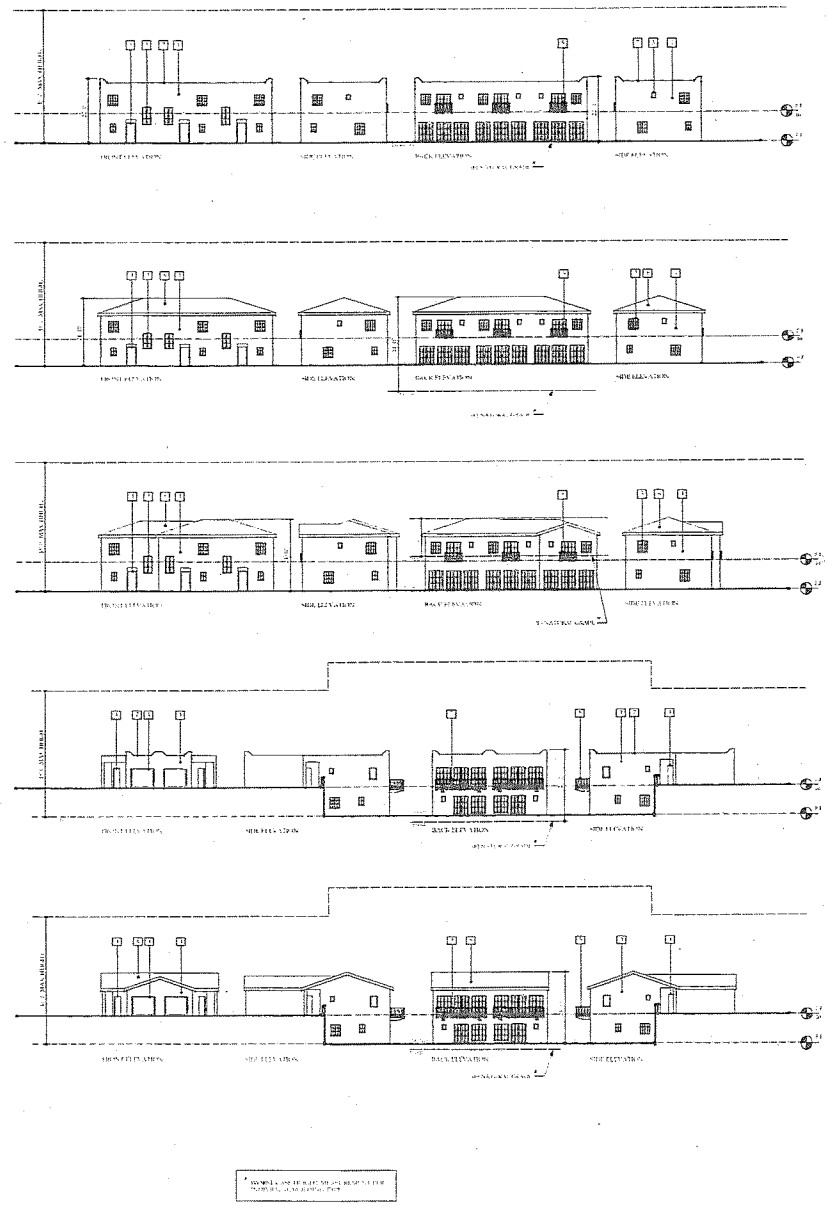

MATERIALS

CEARNAL ARCHITECTS INCORPORATED

ARCHITECTURE INTERIOR DESIGN

Proposed project for:

Cottage Health System
Santa Barbara Cottage Hospital Foundation
601 East Micheltorena St.
Work Force Housing

CONTENTS

DRAWN BY

CHECKED BY

SUBMITTALS

ISSUE DATE

REVISIONS

A2.2

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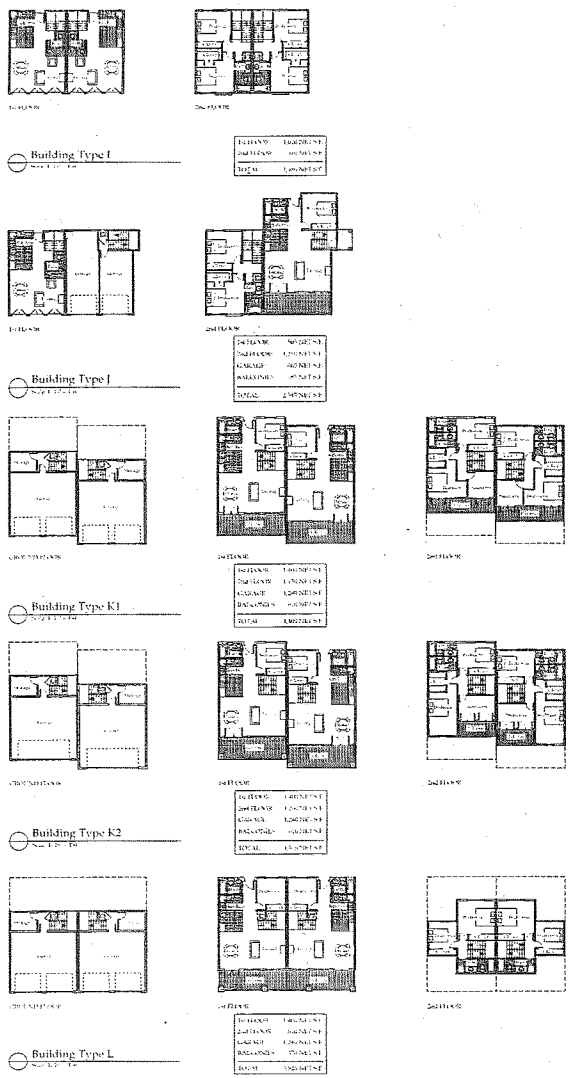

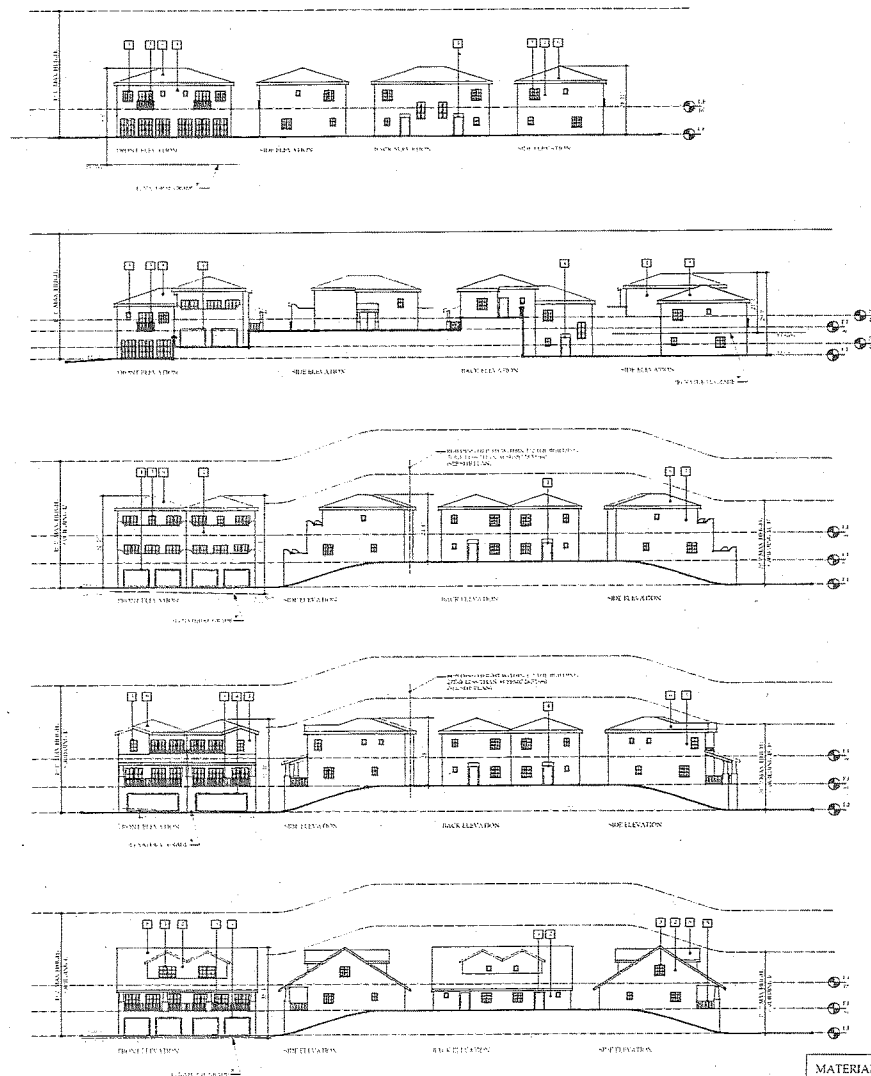

MATERIALS

CEARNAL ARCHITECTS INCORPORATED

ARCHITECTURE INTERIOR DESIGN

Proposed project for:

Cottage Health System
Santa Barbara Cottage Hospital Foundation
601 East Micheltorena St.
Work Force Housing

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UNIT PLANS, ELEVATIONS

DRAWN BY

CHECKED BY

SUBMITTALS

DATE

PROJECT NO.

REVISIONS

A2.3

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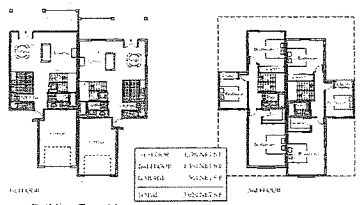

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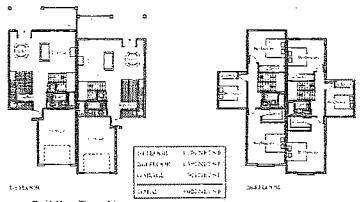

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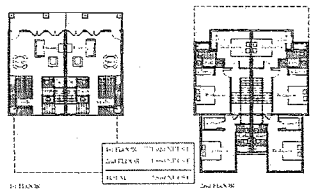

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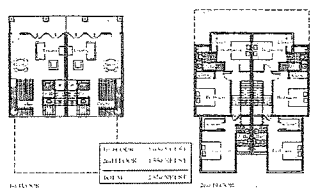

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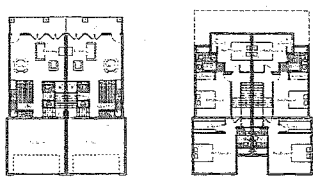

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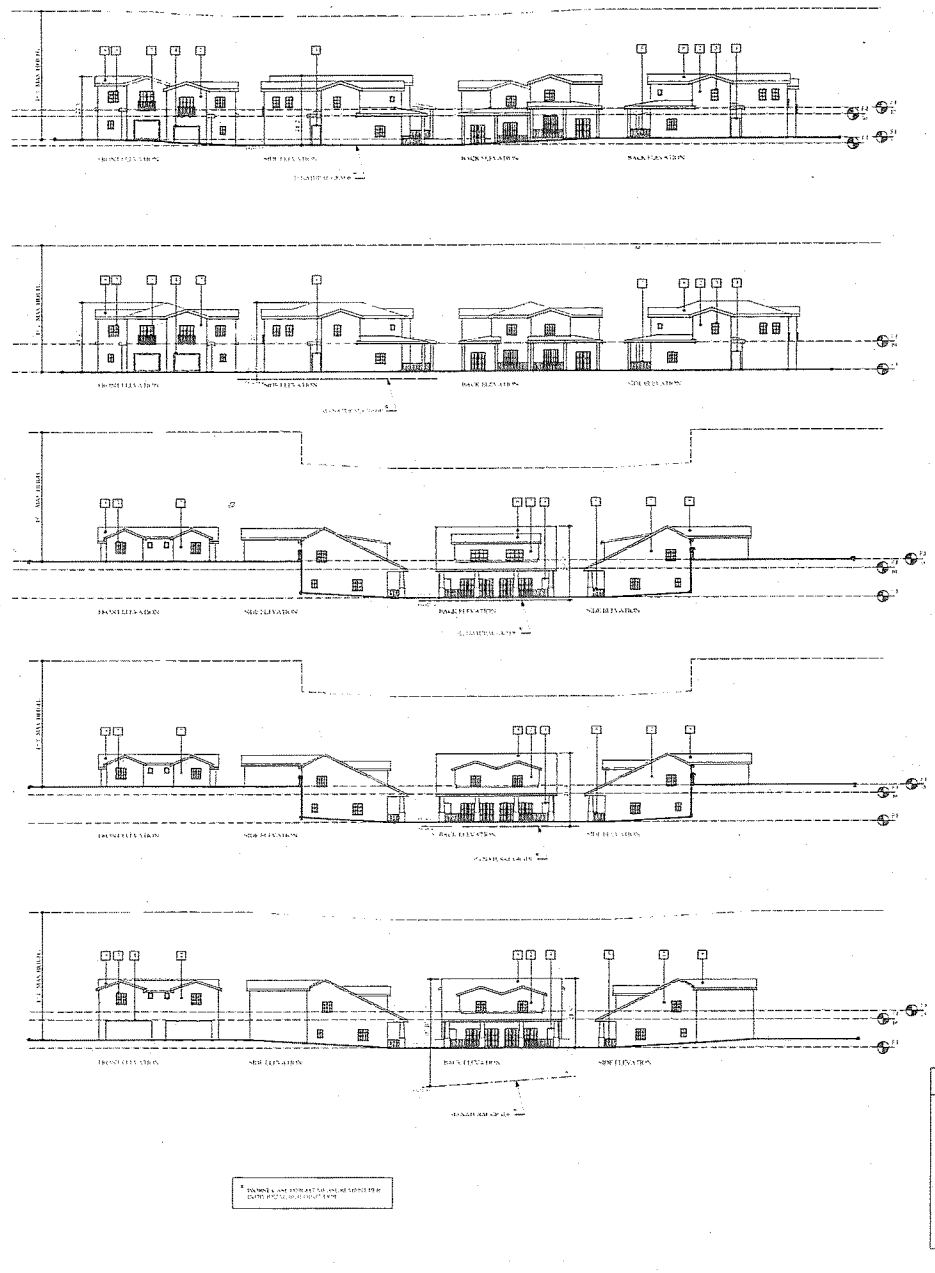


MATERIALS

CEARNAL ARCHITECTS

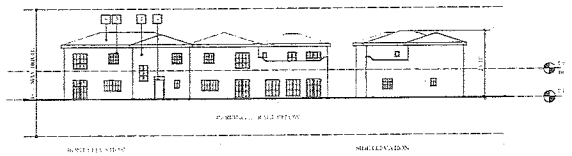
ARCHITECTURE INTERIOR DESIGN

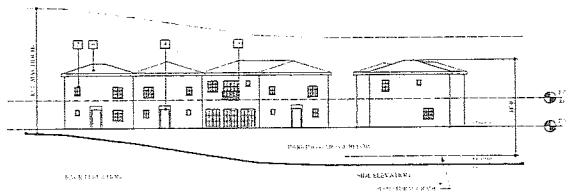
Proposed project for:

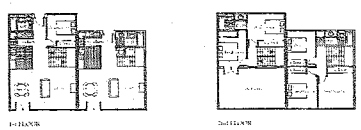
Cottage Health System
Santa Barbara Cottage Hospital Foundation
601 East Micheltorena St.
Work Force Housing

A2.4

Building Type Q







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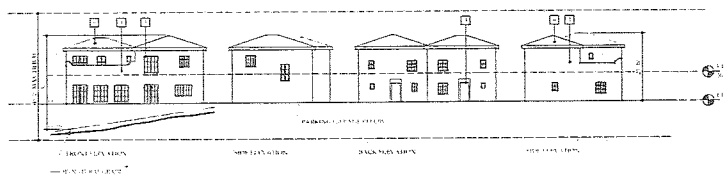

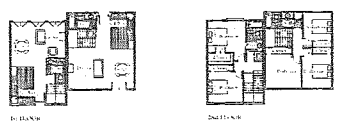

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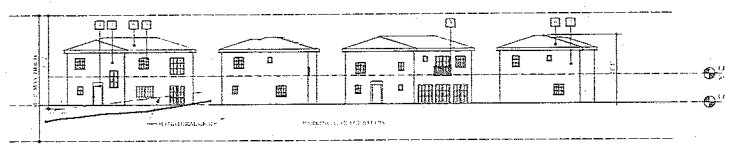
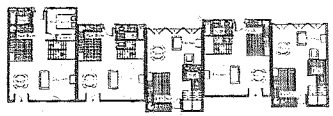


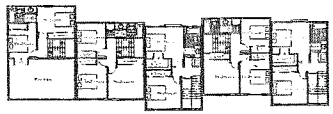
MATERIALS

CEARNAL ARCHITECTS

Proposed project for:
Cottage Health System
Santa Barbara Cottage Hospital Foundation
601 East Micheltorena St.
Work Force Housing

A2.5





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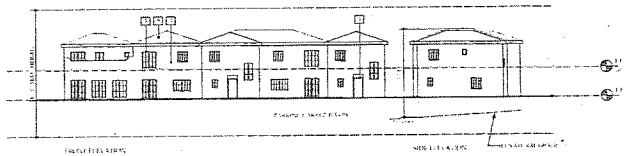

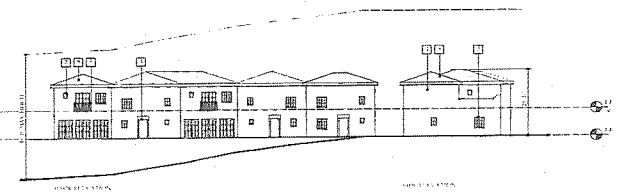

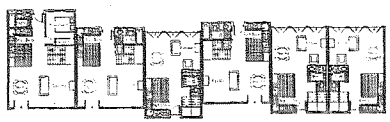

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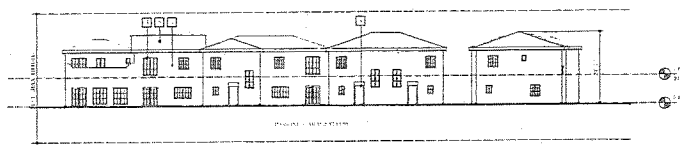


MATERIALS

CEARNAL
ARCHITECTS
INCORPORATED
ARCHITECTURE
INTERIOR DESIGN

Proposed project for
Cottage Health System
Santa Barbara Cottage Hospital Foundation
601 East Micheltorena St.
Work Force Housing

A2.6

ARCHITECTURAL BOARD OF REVIEW
MINUTES

Monday, March 8, 2004 **David Gebhard Public Meeting Room: 630 Garden Street** **3:00 P.M.**

BOARD MEMBERS: RICHARD SIX, Chair, Present
STEPHANIE CHRISTOFF, Vice-Chair, Present; left at 5:52 p.m.
BRUCE BARTLETT, Present; left at 5:17 p.m.; returned at 6:14 p.m.
DERRIK EICHELBERGER, Present; left at 3:21 p.m.; returned at 4:50 p.m.; left at 5:04 p.m.; returned at 5:17 p.m.; left at 8:20 p.m.
STELLA LARSON, Present at 5:58 p.m.
JAMES LECRON, Present at 4:48 p.m.; left at 7:37 p.m.; returned at 7:57 p.m.
CHRISTOPHER MANSON-HING, Present
CHRISTINE PIERRON, Present; arrived at 4:48 p.m.

CITY COUNCIL LIAISON: HELENE SCHNEIDER, Absent
PLANNING COMMISSION LIAISON: WILLIAM MAHAN, Absent
STAFF: JAIME LIMÓN, Design Review Supervisor, Absent
SUZANNE JOHNSTON, Planning Technician I, Present
ELIA ZAVALA, Recording Secretary, Present

CONCEPT REVIEW - NEW ITEM

1. **601 E MICHELTORENA ST** C-O Zone

Assessor's Parcel Number: 027-270-030
Application Number: MST2003-00827
Agent: Ken Marshall
Architect: Brian Cearnal
Owner: Santa Barbara Cottage Hospital Foundation

(The proposed St. Francis Residential Project is located on a 5.94-acre site that is bounded by Grand Avenue on the north, Micheltorena Street on the south, California Street on the east and Arrellaga Street on the west. The proposed St. Francis Residential Project would remove the existing St. Francis Hospital buildings, totaling approximately 189,000 square feet, and replace them with 115 residential condominiums that would be occupied by Cottage Hospital Employees. of the 115 residential condominiums, ten (10) one-bedroom units, sixty-five (65) two-bedroom units, and forty (40) three-bedroom units are proposed. Existing grading and infrastructure, such as the existing parking structures and retaining walls, would be used to the maximum extent feasible. The applications required to carry out this project are expected to be a Tentative Subdivision Map, Final Map and Lot Merger, Rezone to adjust the C-O/R-2 zone line to follow the proposed property lines, and Lot Area Modification.)

(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT, PLANNING COMMISSION APPROVAL FOR A TENTATIVE SUBDIVISION MAP, LOT MERGER, LOT AREA MODIFICATION, AND CITY COUNCIL APPROVAL FOR THE REZONE.)

(3:21)

Brian Cearnal, Architect, Ron Biscarro, Cottage Hospital, Katie O'Reiley-Rogers, Landscape Architect, and Jessica Grant, Associate Planner, present.

Staff Comment: Ms. Grant stated that this project has undergone three neighborhood meetings and a concept review by the Planning Commission in December 2003. The Bungalow Neighborhood Association and the applicants have submitted a request for a

rezone of the project site. The rezone request will be scheduled before the City Council in about one month.

Public comment opened at 3:55 p.m.

Joseph Rution read a letter into the record noting that the Bungalow Haven Neighborhood Association has filed a formal request for rezone of the property upon which this is project is proposed.

Public comment closed at 3:57 p.m.

Motion: Continued indefinitely to the Planning Commission with the following comments: 1) The project is very well conceived and is successful in its overall use and concept. SITE: 2) The Board appreciates the movement for more open space as requested by the Planning Commission, such as the public space adjacent to the neighborhood. 3) The front-pocket park of terrace one should visually look more connected to the street by softening and enhancing the significant existing retaining wall. 4) Consider meandering the straight pedestrian access walkways between Grand Avenue and the project site. 5) Acknowledge the secondary pedestrian accesses and consider paseos. 6) Have an obvious connection of the pedestrian walkways to the shuttle/bus stop. 7) The perimeter green spaces should: a) be visually open and appear like front yards; b) keep the pattern of the neighborhood on the front areas; c) not be fenced off; and d) not turn their back to the neighborhood's view. MASSING: 8) The Board appreciates the breaking-up of the massing along the perimeters but would like to see more to ensure that the massing patterns are similar to adjacent residential patterns across the street. 9) Consider reducing the massing along the perimeter to a more residential scale. 10) There was concern on the linearity of the three and two and one-half story units facing terrace one; consider softening or adding variations such as moving units back or articulating the walls. 11) The massing along Salsipuedes Street is acceptable as it reflects the existing commercial across the street. 12) The consistent rooflines should be differentiated to follow the neighborhood. 13) The Board appreciates placing the massing and simplicity on the center of the project and the variation and enhancements on the exterior.
STYLE: 14) The Board supports some architectural mix but would like to see more bungalow scale and style. 15) When Spanish architecture is used, a quirky Spanish-like bungalow style should be used similar to that found in the neighborhood. 16) A Subcommittee was established for the project, composed of Bartlett, Manson-Hing, and Six-alternate.

Action: Christoff/Bartlett, 4/0/0. Eichelberger stepped down.

CEARNAL ANDRULAITIS LLP
ARCHITECTURE & INTERIOR DESIGN

May 31, 2006

Irma Unzueta
City of Santa Barbara Planning
P.O. Box 1990
Santa Barbara, CA 93102

Re: Cottage Hospital Workforce Housing Project
Reuse Analysis

Dear Irma,

As you have requested, the following outlines our analysis, that was done in early 2003, regarding the reuse potential of the St. Francis Hospital buildings for the Workforce Housing Project.

We started by analyzing the adaptability of each of the existing buildings onsite for conversion to housing units. Because of residential light and ventilation requirements pursuant to the California Building Code, along with practical and structural constraints effecting layout of units, over half of the buildings on the St. Francis site would be extremely difficult and inefficient to utilize for residential uses. It became clear to us early on that the central plant, the maintenance building, the large1973 addition to the front of the hospital and the 1984 surgery wing addition would not lend themselves to residential adaptation. Additionally, the sister's convent, although recently constructed in the 80's, was so "cut up" into dormitory rooms and oddly configured for communal living that it was not easily adaptable. 93,000 sq. ft. would not be adaptable and consequently would have to be demolished (See Fig 2A & 2B).

Although not Historic due to all of the modifications and additions built over time, the original 1927 structure (See Fig. 1) as well as the 1953 addition would be the only viable candidates for reuse. The total building area that could be reused is approximately 65,000 square feet. An early plan prepared in 2003 (See Fig. 3) shows our first concept for reuse with new units built around the 1927 & 1953 structures. Parking for the reuse units would be provided on surface lots along the front and rear of the building. This same approach was identified as a project alternative in the Environmental Impact Report.

We then set out to see what kind of unit layout would work in the existing buildings. The most obvious layout was to utilize the existing structural grid and exiting/corridor system and to build flats at each floor (See Fig. 4). These units would essentially be constructed as "tenant improvements" within the gutted shell of the existing building. All of the units would be served by an interior double loaded corridor and would be long and narrow. A typical two-bedroom flat is shown in Fig. 5. Windows would be limited to only one side, compromising natural ventilation. Only the south facing units on the second, third and fourth floors would have direct sunlight and views (less than half of the potential reuse units). Every effort would be made to utilize the existing fenestrations. Any modification of the façade, such as facilitating required outdoor living space

via the addition of balconies, or the addition of new or enlarged windows, would be architecturally inappropriate and structurally problematic (See Fig. 6).

We then looked at a reuse layout where we would do away with the existing internal corridor system, breaking the building up into units running north south, and creating a circulation system along the north side. This would allow one-bedroom flats to be accessed from grade on the parking lot side and two-bedroom town houses above to be accessed off a corridor or exterior exit balcony from the second floor (See Fig. 7 & 8). Although this layout yielded windows on 2 sides with approximately the same number of units, there were several problems associated with it. First, the stair penetrations for the townhouses were found to be extremely problematic for the existing structural system and would compromise the floor diaphragm between the second and third floor. In addition, the existing window fenestrations did not lend themselves to this layout and would result in additional structural and aesthetic compromises created by modifying the facade. This alternative layout was rejected early on as being too structurally invasive.

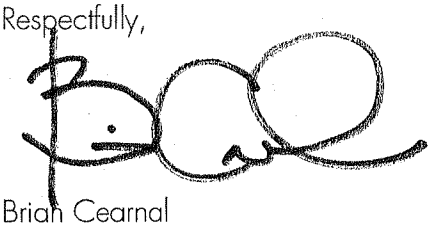
As we progressed in consideration of the reuse scenario, we realized the huge visual impact of the north face of the hospital building on all of new units which would be built behind in the existing parking lot areas (See Fig. 9). Essentially, this "visual dam" decimated the extraordinary view and south facing potential of the majority of the site. An additional visual impact would be the large surface parking lot behind the existing building.

Finally, to understand the relative cost of reuse vs. new construction, we estimated the cost of constructing 40 units in both a new and reuse scenario. In summary, the estimated cost of constructing 40 units in the existing buildings of the former hospital would be approximately $11.3 M, while the cost of developing 40 units would be approximately $12.8 M. While there may theoretically be a cost advantage, remodel costs tend to be underestimated due to latent conditions. Given that the project as proposed is anticipated to cost at least $40 M, the potential cost advantage is only 3-4% of the overall project cost and therefore not a significant factor.

There has never been any question that some of the buildings on the St. Francis site could be reused for residential purposes. However, when we compared the reuse project with an all-new construction project, the advantages of a new project became clear. Not only was the quality of the living units in the new project superior, but it also resulted in the majority of the parking spaces being underground and out of sight. In addition, the new project resulted in reduced visual impact to the neighborhood and architecture that was more compatible with that neighborhood. Finally, when the view potential for the entire site was considered along with the relatively similar costs of either scenario, we concluded that the better project, looking out over the long term (50 plus years) was to create a new housing project designed to be compatible in terms of size, bulk and scale with its surrounding neighborhood. Based upon our analysis, the Cottage Hospital Housing Task Force and Board of Directors made the decision to pursue the project as currently proposed and to not attempt to reuse the buildings onsite.

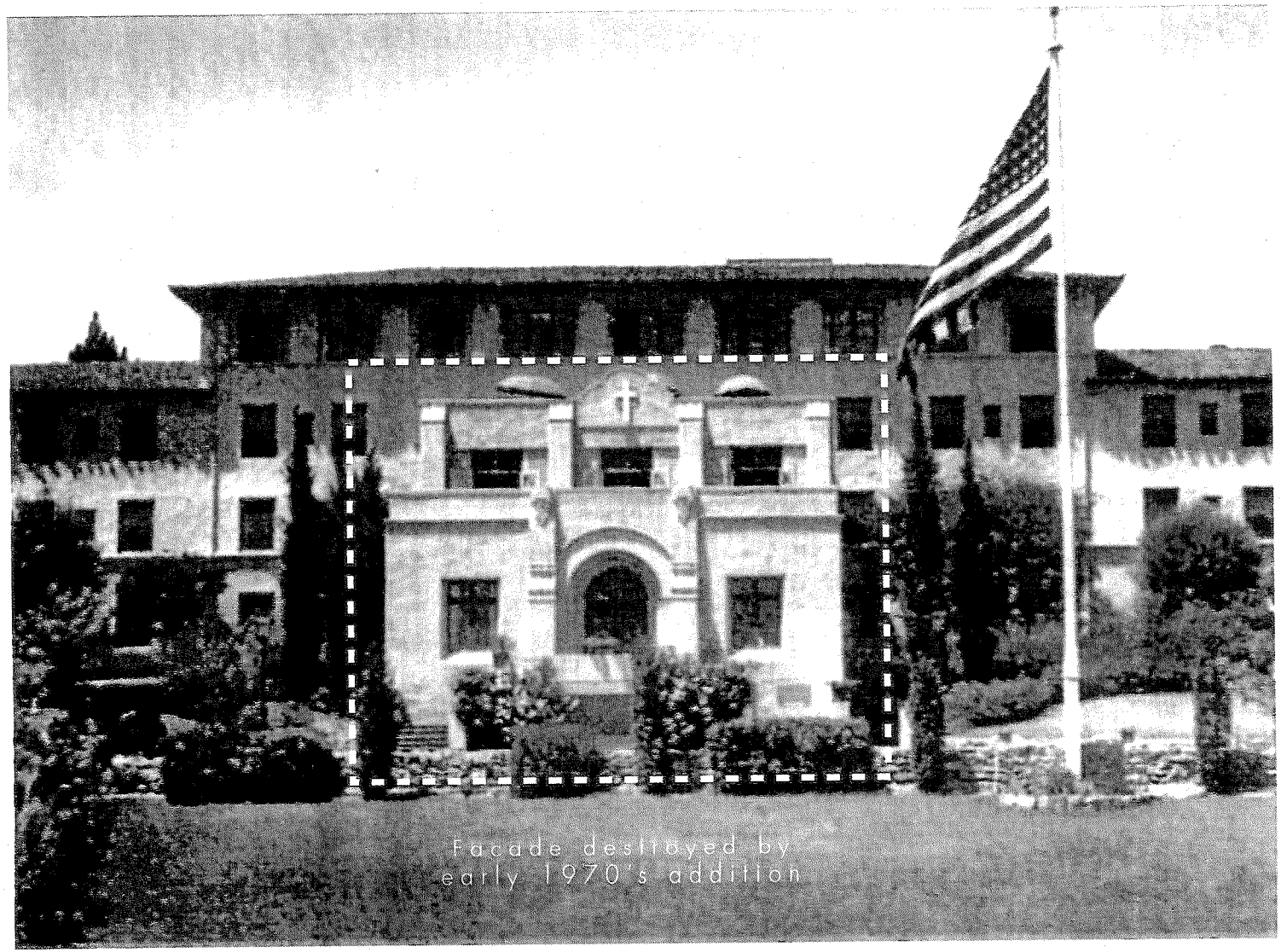
We hope this gives you an understanding of our thought process and approach to the reuse of the buildings on the St. Francis campus. If you have any questions or need any additional information, please do not hesitate to contact us.

Respectfully,



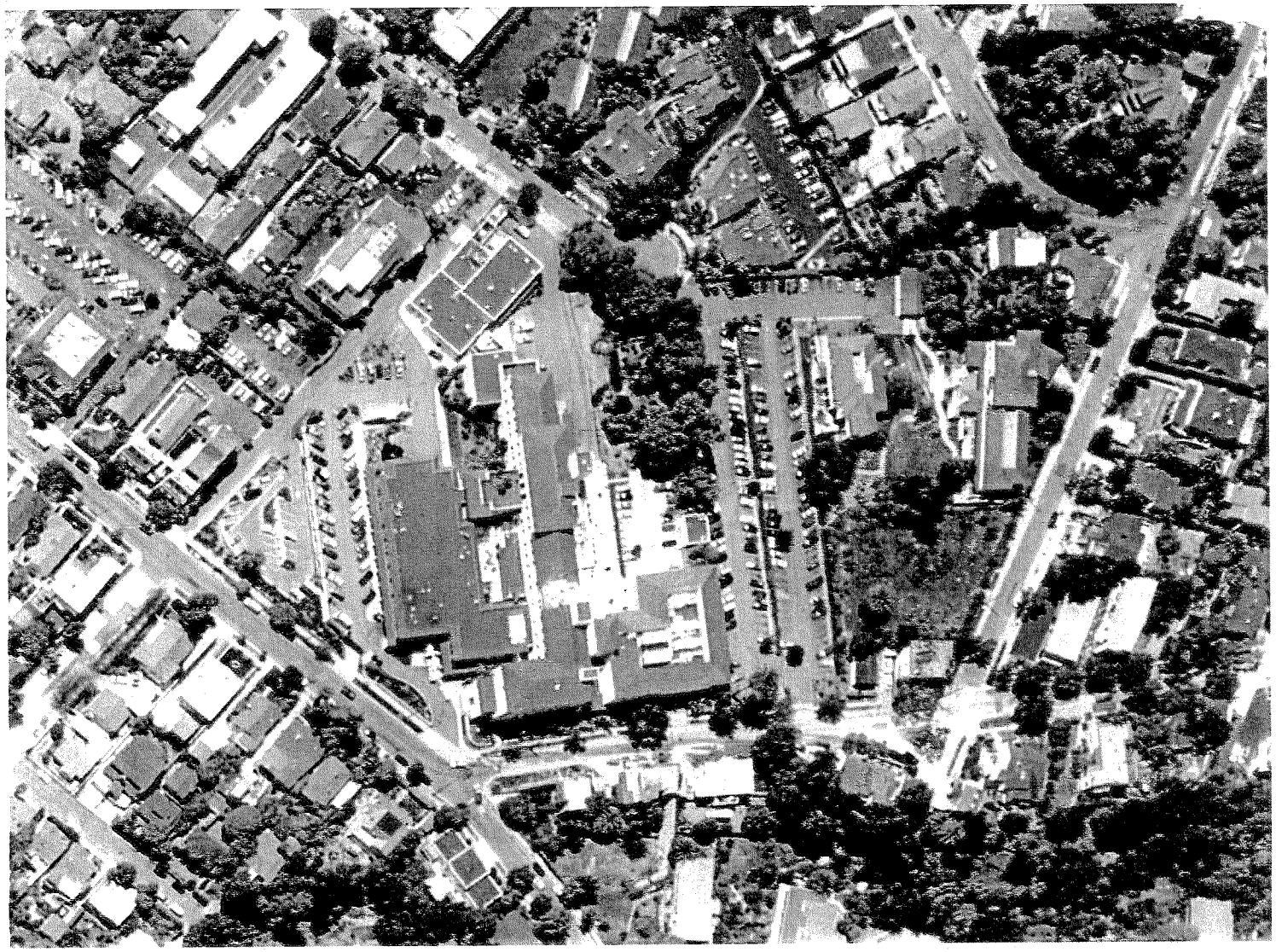
Brian Cearnal
Partner
Cearnal Andrulaitis LLP

FIGURE 1



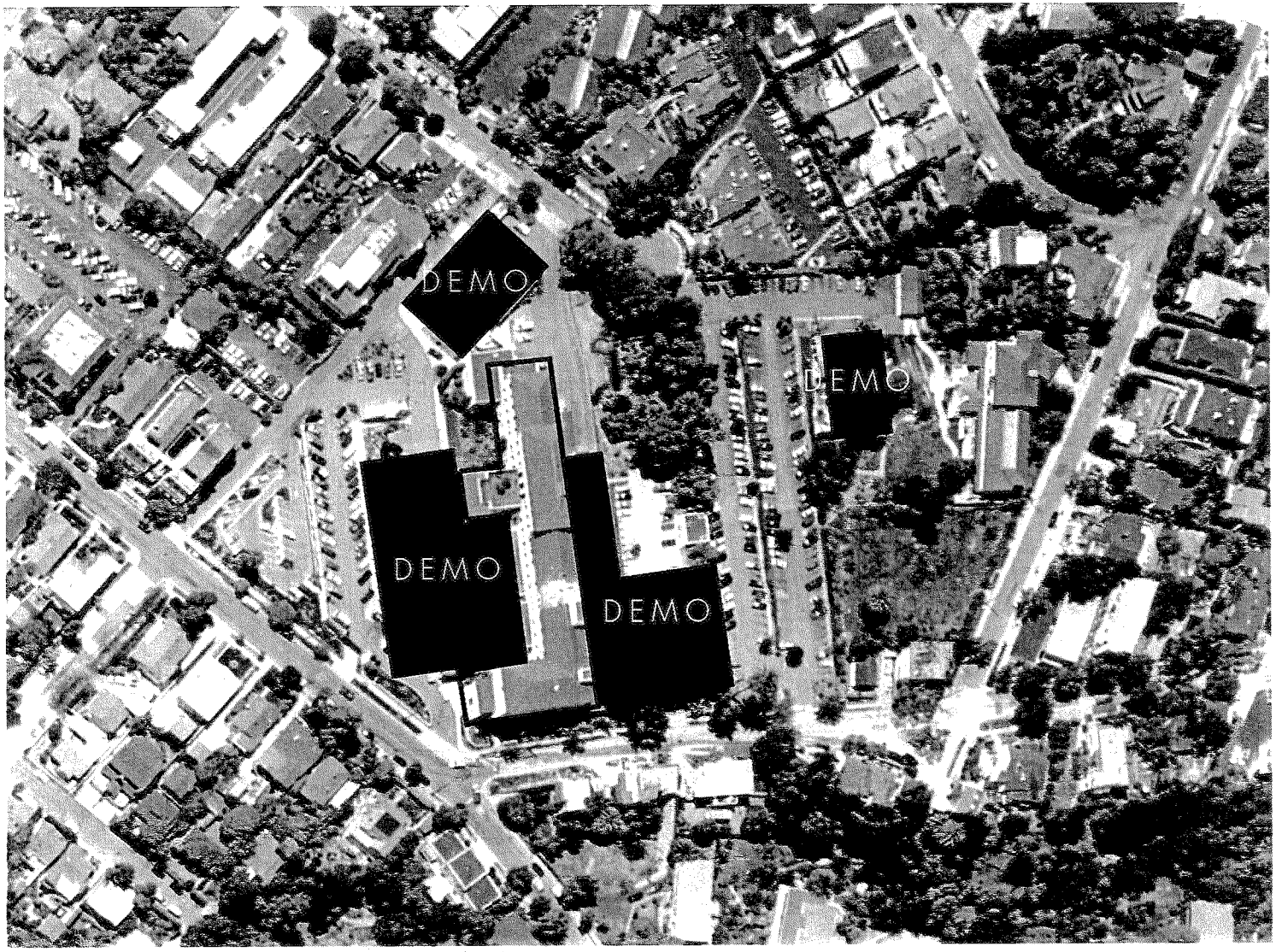
Hospital - 1927

FIGURE 2A



Aerial View

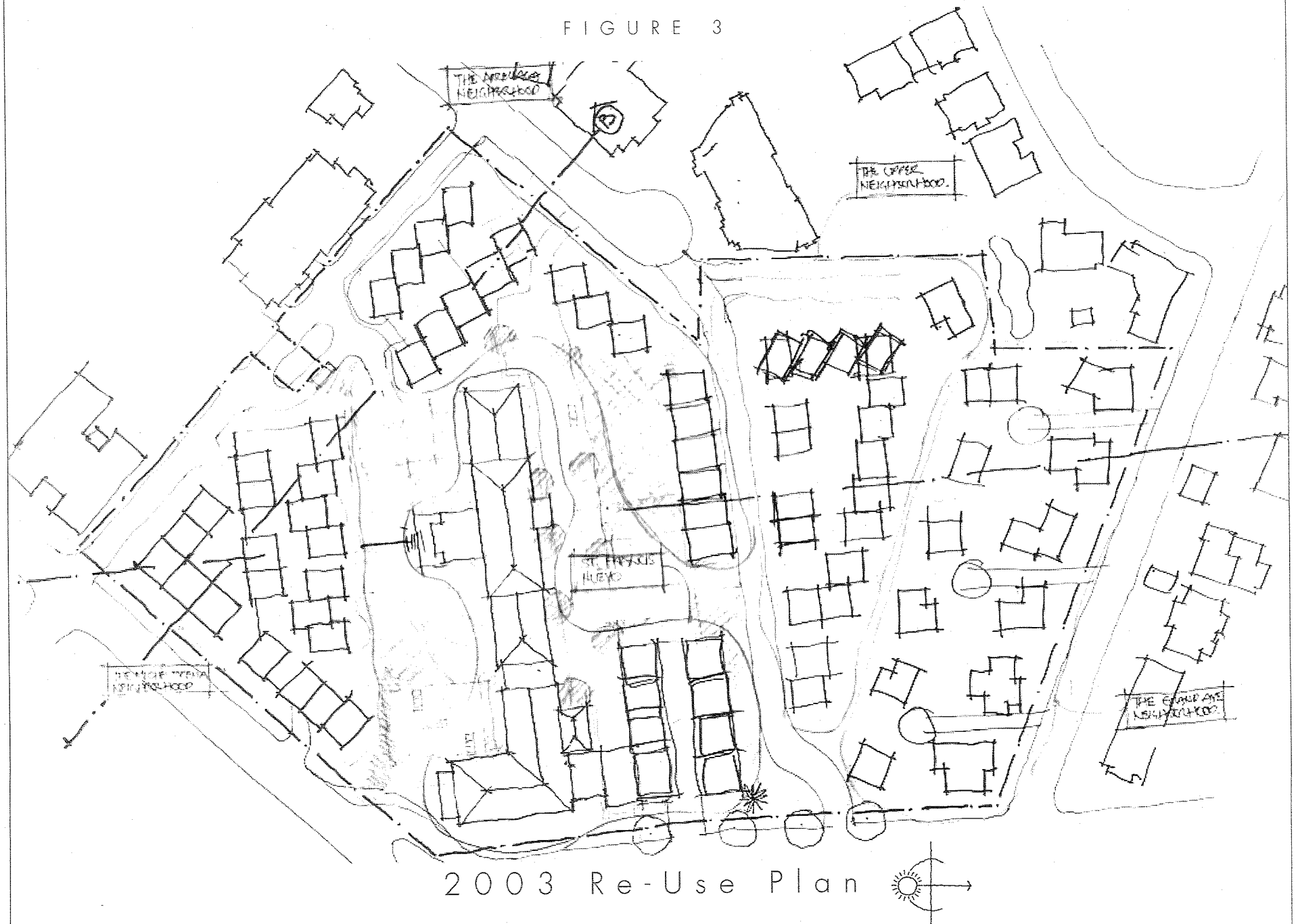
FIGURE 2B



65,000 TO REMAIN
93,000 TO BE DEMO

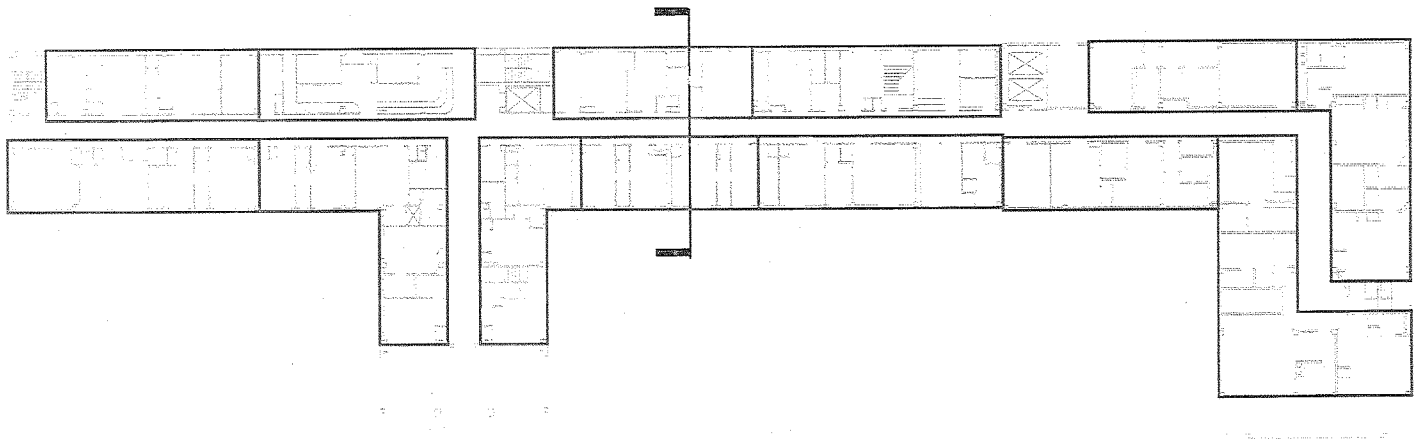
Aerial View

FIGURE 3

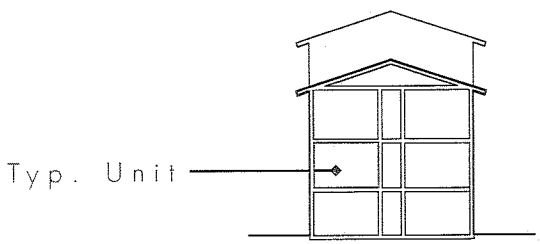


2003 Re-Use Plan

FIGURE 4

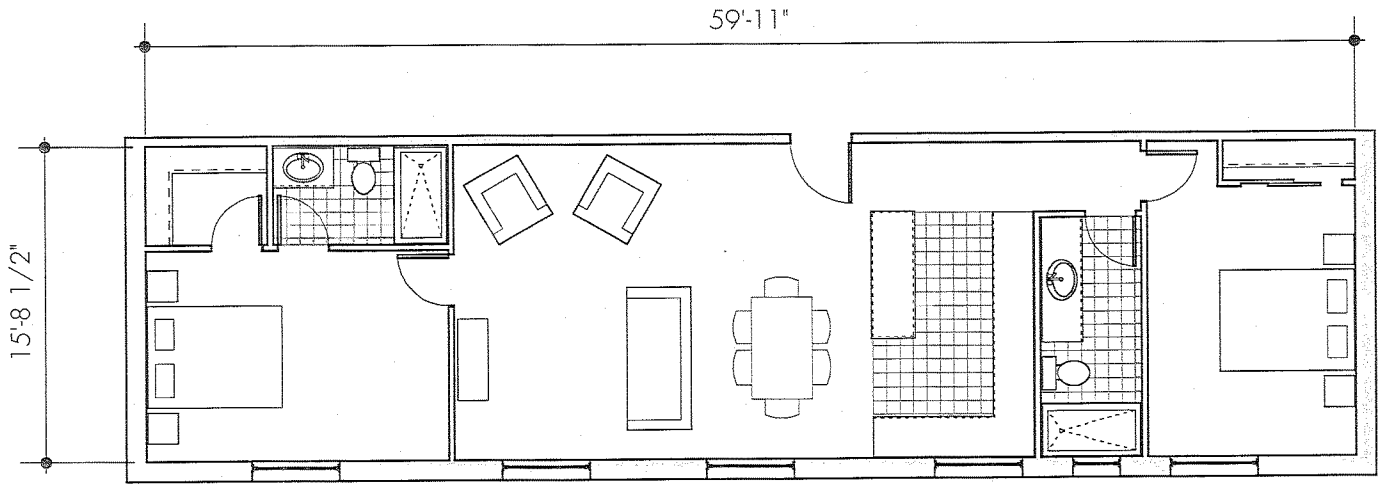


Typical Floor Plan w/ Flats



Section

FIGURE 5



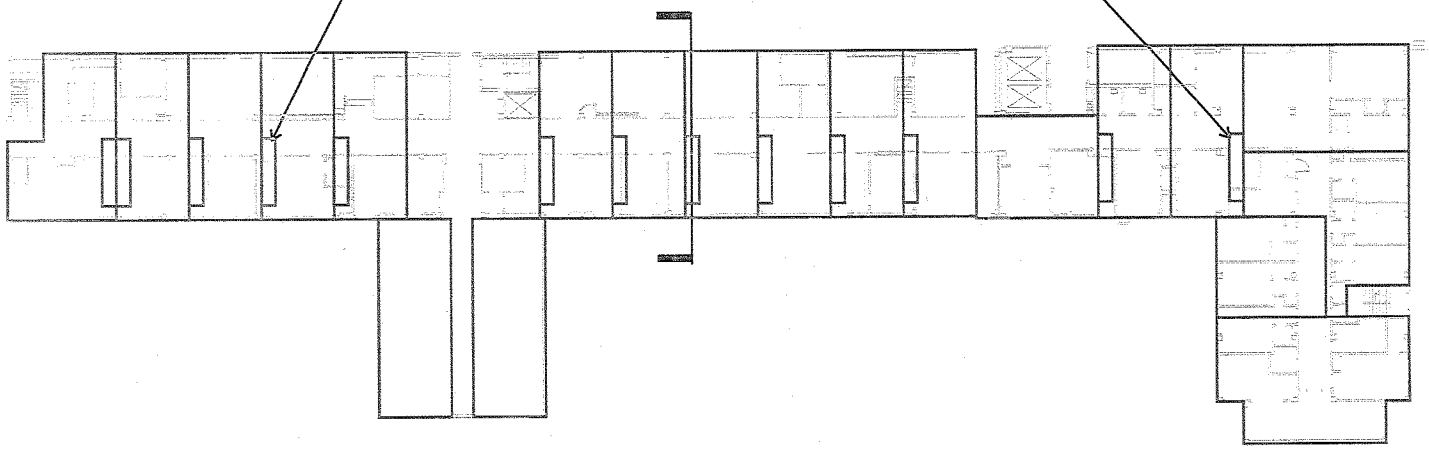
Typical 2 Bdrm Unit

940 Sq.Ft.

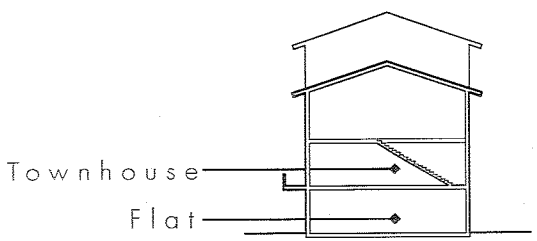
FIGURE 6

Hospital Today

FIGURE 7

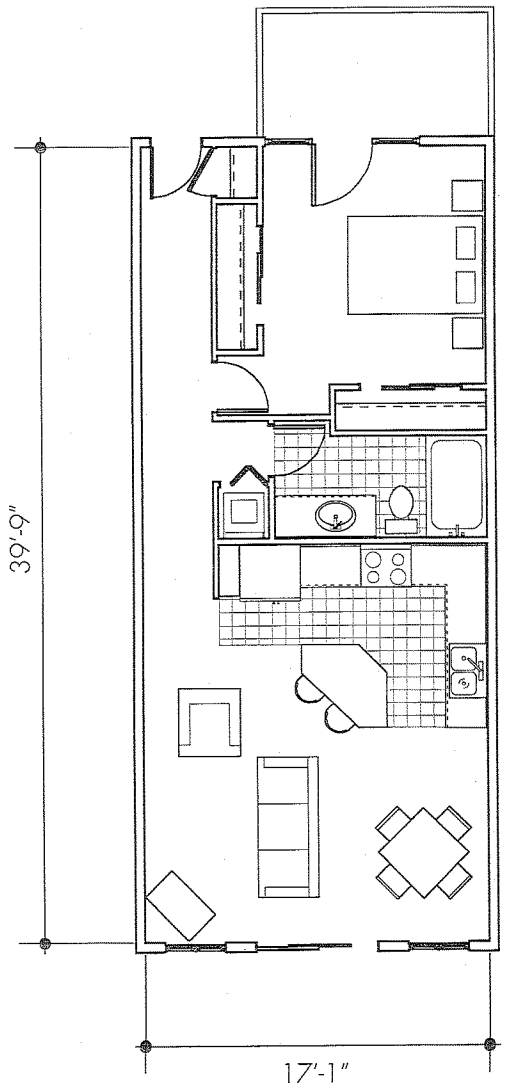


Alternate Flat/Townhouse Layout



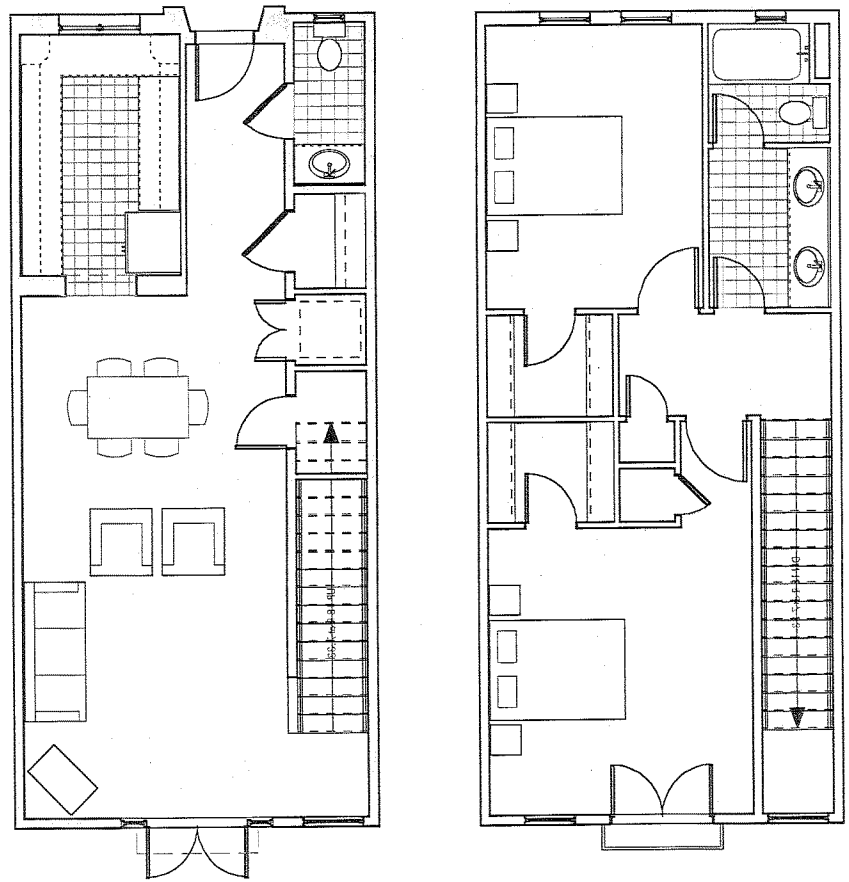
Section

FIGURE 8



Typical 1 Bdrm Flat

680 Sq.Ft.



Typical 2 Bdrm Townhouse

1,263 Sq.Ft.

FIGURE 9

North Side of Hospital