City of Santa Barbara
California

PLANNING COMMISSION
STAFF REPORT

REPORT DATE: May 2, 2013

AGENDA DATE: May 9, 2013

PROJECT ADDRESS: 601 E. Micheltorena Street (MST2003-00827)
Cottage Hospital Workforce Housing Project ("Bella Riviera")

TO: Planning Commission

FROM: Planning Division, (805) 564-5470
Renee Brooke, AICP, Senior Planner RLB
Allison De Busk, Project Planner ALD

I. PURPOSE

The purpose of this hearing is to provide the Planning Commission with a final update on the status and effectiveness of construction related mitigations and monitoring for the Bella Riviera Housing Project located at 601 E. Micheltorena Street. This update was required every six months per the project's conditions of approval. Construction updates were previously given in November 2010, June 2011, November 2011 and July 2012. The current update covers a period of more than six months so that it could also serve as the final update for the project. No formal action on the project will be taken during this discussion item.

II. PROJECT DESCRIPTION / BACKGROUND

The project consists of the demolition of the former St. Francis Hospital complex and construction of 115 residential condominiums and 265 parking spaces. The project was approved by the Planning Commission on September 21, 2006, and by the City Council on appeal on December 19, 2006. The Final Maps for the project were approved by City Council in September 2010.

An Environmental Impact Report (EIR) was prepared to analyze this project, and the mitigation measures identified therein were incorporated into the project's conditions of approval.

The project schedule, as completed, was as follows:

- Site Preparation (asbestos removal, sound wall construction, tree relocation/removal, installation of construction trailer, etc) – March through May 2010
- Demolition – May through December 2010
- Construction – started January 2011, completed March 2013 (approximately 27 months)
    - Phase 1 ("Upper Park") Occupancy granted June 5, 2012 (15 units)
    - Phase 2 ("Lower Park") occupancy granted October-December 2012 (68 units)
    - Phase 3 ("Central Park") occupancy granted November-December 2012 (32 units)

Vicinity Map – 601 E. Micheltorena Street

III. MONITORING – MITIGATION MEASURES AND CONDITIONS OF APPROVAL

Related to construction, there were several key issues on which the project's mitigation measures and conditions of compliance focused. These included noise, traffic, dust, archaeological resources, and tree protection. A Project Environmental Coordinator (PEC) was hired to ensure project compliance with all applicable conditions of approval throughout the construction process. A detailed final report from the PEC is included as Exhibit A.

A. Noise

A perimeter fence was erected at the site to minimize construction noise impacts on adjacent residents and businesses. This fence was removed in phases as the project neared completion, subject to confirmation that elimination of the fence would not result in significant noise-related impacts. Noise complaints were more frequent during the demolition phase of the project, and declined as construction progressed. Overall, the noise-related conditions (limiting construction hours, perimeter fence, limitations on staging and queuing areas, etc.) were successful in minimizing impacts to neighbors. However, they required on-going monitoring to ensure they were adhered to.

B. Traffic/Truck Operations

Truck operations were one of the more difficult areas to enforce, and represented a majority of the complaints received by the PEC. Conditions of approval (haul route, limitations on staging and queuing, restrictions on hours of construction-related truck trips, etc.) were included to minimize construction-related traffic impacts. It should be noted that some conditions of approval addressed both noise- and traffic-related impacts. A revised Haul Route was implemented to better distribute trips through the neighborhood and to address conflicts with truck turning movements. Truck operations were the primary source of the infractions and violations issued to the contractor by the PEC. Generally, the infractions were not generated by any repeat offenders, but by the cumulative effect of all subcontractors working on-site. The PEC Final Report contains additional information on how truck operation issues were addressed. The added measures put in place to minimize truck traffic impacts were generally successful. The tight construction site and absence of on-site areas for deliveries and staging, especially as project construction progressed, posed significant challenges related to construction traffic. Added efforts by the contractor to manage truck traffic, along with continual monitoring by the PEC, helped to minimize adverse impacts to neighbors, but it was an on-going issue.

C. Air Quality/Dust

Dust was another on-going issue; however, adherence to the conditions of approval (construction equipment controls, reduced vehicle speeds on site, watering disturbed areas, covered truck loads, street sweeping, etc.) minimized adverse impacts. Increased watering and street sweeping was often required to minimize dust at the site. The conditions of approval were generally effective in minimizing air quality and dust impacts, but required on-going monitoring to ensure they were adhered to.

D. Archaeological Resources

Western Points Archaeology served as the archaeological monitor for the project and provided weekly reports summarizing on-site monitoring. No significant prehistoric archaeological resources were found during construction; however, a small trash dump area was discovered (southwest corner of site), which contained items dating from the 1930's to 1950's. None of the materials identified in the refuse concentration were of cultural resource significance.

E. Tree Protection

The project was to preserve 41 trees in place and relocate 84 trees on-site. An Arborist was hired to ensure that the provisions of the Tree Protection and Replacement Plan were adhered to during construction. The Arborist monitored tree relocation (both on-site and in temporary off-site locations) and construction work near trees proposed to be preserved in place. The final count shows that 38 trees were preserved in place and 46 trees were relocated on-site. The primary reason for removing a preserved tree was due to declining health. For the trees proposed to be relocated on-site that were not relocated, the primary reasons were site constraints (e.g. tree too big for identified planter area) or declining health of the tree. Replacement trees were required for all trees not retained or relocated.

IV. ANALYSIS

The Environmental Impact Report (EIR) prepared for the project identified several construction-related impacts as significant based primarily on the length of the construction period (estimated as 67 weeks), but also due to the site being located in the middle of a primarily residential neighborhood. The EIR estimated a total of 16,920 truck trips total for the project, which results in an average of 50 daily trucks during the 67-week construction period. The EIR identified the following aspects of construction as having impact levels as noted below:

construction noise	Class I (significant and unavoidable)
noise from construction traffic	Class II (potentially significant, mitigable)
vibration during construction	Class II (potentially significant, mitigable)
dust during construction	Class II (potentially significant, mitigable)
neighborhood parking impact during construction	Class II (potentially significant, mitigable)
construction equipment emissions	Class III (less than significant)
construction traffic	Class III (less than significant)

The actual construction period was more than twice as long as estimated in the EIR; however, the number of daily truck trips was closer to 12 per day, approximately 1/4 of what was estimated in the EIR. This means that the construction project was less traffic-intensive than anticipated on a daily basis, but stretched out over a longer time period.

The majority of the neighborhood complaints were due to noise, dust and truck operations. The majority of the infractions/violations issued by the PEC were of condition of approval H-5 (Construction-Related Truck Trips)[1], which is a standard condition of approval for larger projects. Many of the infractions and almost all of the violations of condition H-5 were due to trucks arriving prior to 9:00 a.m. There were also infractions and one violation of condition H-6 (Construction Related Traffic Routes)[2]. This condition addresses noise (Class I impact) and traffic impacts (Class III impact).

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[1] **H-5.** "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. Queuing of construction vehicles may be allowed in an off-site location outside of residential neighborhoods acceptable to the transportation Operations Engineer."

[2] **H-6.** "Truck traffic related to the construction and related traffic controls will be limited to the routes specified by the City 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…shall also be 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…"

V. CONCLUSION

Overall, the mitigation measures and conditions of approval were effective in minimizing construction impacts to neighbors. Several conditions required that additional measures be implemented on-site based on changing circumstances or unforeseen issues/conflicts. This required diligence by the PEC and cooperation from the contractors. Compliance with the many construction-related conditions applicable to this project was not easy for the contractor; it proved very time consuming for the contractor as well as the PEC. Without the on-going monitoring by the PEC, the effectiveness of the conditions would have been greatly reduced.

Exhibit:

A. Final Construction Report for Mitigation Monitoring for Bella Riviera Workforce Housing Project, prepared by John T. Cuykendall and dated April 11, 2013 (excluding Attachments)

DUDEK

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

April 11, 2013

DELIVERED VIA E-MAIL

City of Santa Barbara
Ms. Allison DeBusk, Community Development
630 Garden Street
Santa Barbara, CA 93101

Subject: ***Final Construction Report for Mitigation Monitoring of Bella Riviera Workforce Housing Project, located at 601 E. Micheltorena Street.***

Dear Ms. DeBusk:

The Santa Barbara City Council (under Resolution 06-103) approved redevelopment of the former St. Francis Hospital property by the Villa Riviera Real Estate Co. (VRE) to construct the 115 unit Bella Riviera project consisting of residential condominiums for employees of the Cottage Health System (workforce) and members of the general public (market).

As part of the granted approvals, the Community Development Department required a number of Conditions of Approval, which included the following Project Condition F-1 that required a Project Environmental Coordinator (PEC) be retained by the property owner. The PEC would be responsible for assuring full compliance with the provisions of the Mitigation Monitoring and Reporting Program to the City.

F-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.

EXHIBIT A

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.
e. Submittal of weekly reports during demolition, excavation, grading and footing installation and biweekly reports on all other construction activity regarding MMRP compliance by the PEC to the Community Development Department.

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.

VRE engaged the services of DUDEK to act as the Project Environmental Coordinator for the project. The PEC would be responsible for preparing and implementing a Demolition and Construction Monitoring Program prior to and during construction.

Pursuant to Project Condition F-1, the PEC prepared a Contractor and Subcontractor Demolition and Construction Monitoring Program. This program was included in a Contractor and Subcontractor Notification packet pursuant to Project Condition F-4 that required the owner to notify the contractor and all subcontractors of the site rules, restrictions, and Conditions of Approval (see attached Contractor and Subcontractor Notification packet). As part of the packet, it was explained that any violations of the site rules, restrictions, and conditions of approval would result in the following:

Minor infractions of project conditions resulted in a verbal warning, with repeated minor infractions resulting in the issuance of a violation. Any violation of project conditions resulted in a write-up of the transgression on a special Violation Form, which was required to be signed by the General Contractor and Project Director and submitted to the City.

Punitive actions resulting from repeated infractions and/or gross violations included the shutting down of construction work for one full day and/or other appropriate actions, such as the levy of fines to the contractor/subcontractor for specific project violations.

PEC monitoring of the project's compliance with project conditions of approval occurred throughout site preparation, demolition, and construction phases of the project. The method employed for monitoring the project conditions included either: once for the "one-time" conditions or periodic spot checks for the conditions which require more than a one-time check. The frequency of required monitoring efforts was based on proper condition compliance. If a development phase proceeded without incident, on-site monitoring was scaled back; however, if incidents occurred during a development phase, on-site monitoring was increased.

Implementation and compliance of the project conditions was documented in daily field logs, which were attached and summarized in weekly reports that summarized construction progress for the week as well as the project's success/failure in complying with the required conditions of approval. The weekly reports were distributed each week to the project team and City staff.

Archaeological and Arborist Monitors

As noted in Project Condition F-1 (d) above and pursuant to Project Conditions F-6 and F-8, two additional monitors (archaeologist and arborist) were required.

Project Condition F-6 required a contract with a City qualified archaeologist to conduct archaeological monitoring during all ground disturbing activities associated with the project, including, but not limited to, grading, excavation, trenching, and vegetation or paving removal and ground clearance. VRE engaged the services of Western Points Archaeology (WPA) to act as the Archaeological Monitor for the project.

WPA conducted site monitoring during site preparation, demolition, and earthwork (excavation/trenching/grading) phases of the Bella Riviera project. WPA provided weekly reports that summarized on-site monitoring. These weekly reports were attached and summarized in the PECs weekly report.

Project Condition F-8 required a contract with a qualified arborist for monitoring all work subject to the approved Tree Protection and Replacement Plan during all phases of development. VRE engaged the services of a DUDEK ISA certified Arborist to act as the Arborist Monitor for the project.

The Arborist monitor provided both one-time spot checks and periodic site inspections to evaluate the trees identified to be preserved in place and/or relocated. The Arborist

monitor documented each site inspection with a Site Observation Report, which summarized the monitoring evaluation and actions conducted during the site inspection. The Site Observation Reports were attached and summarized in the PEC's weekly reports.

This Final Construction Report provides a summary of the last three (3) years of environmental monitoring during site preparation, demolition, and construction of the Bella Riviera.

The report is broken down into the following sections:

- Site Preparation
- Demolition
- Construction

Each section provides a brief discussion of the construction activities and environmental monitoring performed during that phase of the project, including a summary of any complaints, reported infractions and/or violations issued.

The report also includes a final summary analysis of the Architectural Board of Review (ABR) approved Tree Protection and Replacement Plan, a summary of the neighborhood meetings, and a discussion regarding the effectiveness of the project conditions of approval.

Site Preparation (March 2010 - May 2010)

The site preparation phase of the project commenced in March 2010 and took approximately two (2) months to complete. This phase of the project involved asbestos removal (including removal and salvage of clay roof tiles), sound wall construction, tree relocation/removal, and installation of the construction trailer.

Environmental monitoring commenced on March 8, 2010 to coincide with construction of the perimeter soundwall and the removal/relocation of trees as noted on the ABR approved Tree Protection Plan dated January 2010.

The environmental monitoring activities conducted during this phase of the project were mostly associated with archaeological monitoring during drilling for approximately 300 8-inch wide steel pipe columns *(see Figures 1 and 2).* Periodic arborist monitoring was

conducted during limited vegetation removal to accommodate the perimeter sound barrier installation and the boxing and relocation of existing trees to the onsite and offsite nurseries *(see Figures 3 and 4).* PEC monitoring also occurred periodically during this phase of the project to ensure compliance with all project conditions of approval, including Project Condition H-4, which required the removal of the Mission roof tiles from existing buildings to be demolished to be saved and re-used in the new construction. A total of 160 pallets, each containing on average 280 roof tiles were salvaged during site preparation, approximately 45,000 roof tiles *(see Figure 5)*.

Summary of Monitoring – Site Preparation

Environmental monitoring performed during this phase of the project involved archaeological, arborist, and PEC monitoring. No prehistoric or historic archaeological resources were identified during installation of the soundwall and the boxing and removing of existing trees onsite (Archaeological Monitoring Report, dated November 2010). No damage to existing trees identified on the ABR approved Tree Protection Plan to be preserved and/or relocated were observed by the arborist monitor during this phase of the project (see Site Observation Report No. 1, dated April 5, 2010).

The PEC received two complaints, one questioning the effectiveness of the soundwall to reduce noise levels and one notifying the PEC of graffiti on the newly constructed and painted soundwall. One infraction of the project conditions of approval was issued by the PEC during this phase of the project. The infraction was due to noise generating activity occurring prior to 8:00 a.m., which is prohibited per the project conditions of approval. No additional complaints or infractions of the project conditions of approval were observed or reported to the PEC during this phase of the project. Appendix A to this document provides a summary table of the complaints and infractions during the Site Preparation phase of the project.

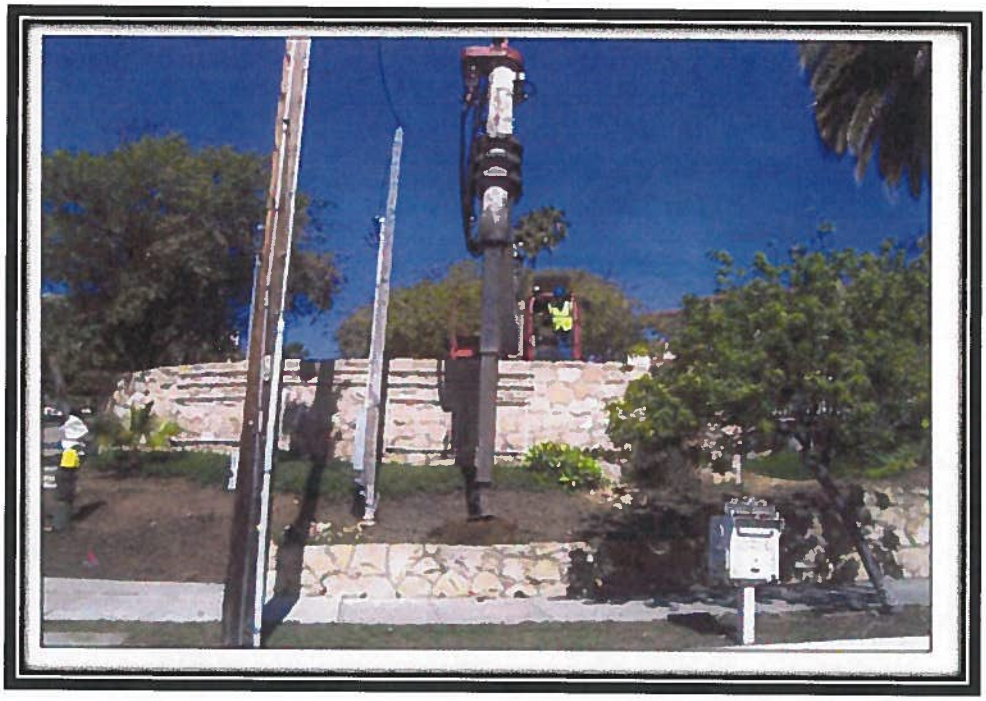

Figure 1: Soundwall Construction - drilling for 8" wide steel pipe columns

Figure 2: Soundwall Construction – welding steel brackets/attaching horizontal 4x4 boards

Figure 3: Tree Relocation – boxing a tree to be relocated

Figure 4: Tree Relocation – relocating palm to onsite nursery.

Figure 5: Salvaged Mission roof tiles

Demolition (May 2010 – November 2010)

Demolition activities commenced on May 17, 2010 and ended six (6) months later on November 19, 2010. Prior to the commencement of demolition activities, pursuant to Project Conditions F-4 and G-2, the PEC presented and provided a copy of the above described and attached Contractor and Subcontractor Notification packet to representatives of the demolition contractor (Standard Industries) and each subcontractor, including representatives from various City departments during a mandatory pre-demolition conference held on May 5, 2010. The packet included a signature page that was required to be signed and returned by all contractors and subcontractors, ensuring acknowledgement of the site rules, restrictions, and conditions of approval.

Demolition activities included the demolition and removal of all existing hospital buildings, including building slabs, walls, footings, and underground passageways *(see Figures 6 and 7)*. Pursuant to Project Condition H-4, a minimum of 95% of all demolition materials by weight, except hazardous materials, were to be recycled and/or reused. Demolition debris was segregated onsite by type prior to being hauled offsite for reuse or recycling to City certified facilities. A total of 30,341 tons of demolition debris was hauled offsite, of which, 29,823 tons (over 98%) was recycled. This exceeded the 95% recovery rate as required under Condition H-4.

Figure 6: Demolition of north wing of main hospital building.

Figure 7: Demolition of main hospital building.

Environmental monitoring conducted during this phase of the project increased significantly due to increased activity at the project site. The archaeologist monitor was onsite more frequently during all ground disturbance activities associated with demolition of the existing buildings and foundations. PEC monitoring also increased substantially due to increased complaints from neighbors regarding noise, dust, and truck-related traffic.

Summary of Monitoring – Demolition

Environmental monitoring included archaeological, arborist, and PEC monitoring during this phase of the project.

Archaeological Monitoring

Archaeological monitoring occurred whenever ground disturbances occurred during demolition of the former St. Francis Medical Center buildings. The archaeological monitoring procedures conducted in association with ground disturbances included examination of exposed walls and floors in trenches, vertically cut wall profiles and progressive depths of excavated soil floor exposures as building foundations were excavated and removed. Also evaluated were soil spoils from various types of backdirt piles for the presence or absence of archaeological items or soil deposits, whether prehistoric or historic in nature. Soils in backdirt spoil piles were selectively troweled to enhance the cultural resources monitoring observations. No prehistoric or historic archaeological resources were identified during demolition and removal of existing buildings and foundations (Archaeological Monitoring Report, dated November 2010).

Arborist Monitoring

Arborist monitoring occurred periodically to evaluate the condition of preserved and relocated trees. Although no damage to existing trees was identified by the arborist monitor during this phase of the project, some of the relocated trees were beginning to shows some signs of decline, but most were noted to be in good to fair condition (Site Observation Report No. 2).

PEC Monitoring

PEC monitoring progressively increased during this phase of the project in response to ongoing noise, dust, and truck-related infractions and complaints. Initially, the PEC

conducted random site inspections one to two times per week, but gradually increased site inspections to 3-5 times per week to ensure compliance with the project conditions of approval. The PEC received on average six complaints per month during this phase of the project. The complaints consisted of 12 noise/related, 6 dust-related, 10 truck-related, and 6 miscellaneous complaints. Six (6) verbal warnings/infractions were issued to the demolition contractor for non-compliance of project conditions of approval regarding noise, dust control, and truck operations. Appendix B provides a summary of the complaints and specific infractions issued during the Demolition phase of the project.

The three recurring issues of noise, dust, and truck operations during the demolition phase of the project are discussed further below.

Noise

The project was approved with several conditions of approval intended to reduce demolition/construction noise to the maximum extent feasible. These conditions included restricting construction hours; minimizing construction traffic through neighborhoods; limitations on staging, queuing, simultaneous equipment use and material delivery; requiring mufflers and constructing a perimeter sound barrier. Generally, the noise – related project conditions were relatively successful in minimizing noise impacts to the surrounding neighborhood. However, when necessary, modifications to the project conditions were made to address specific neighborhood concerns. For instance, the break-up of concrete in the early morning hours was directed to be delayed until after 9:00 a.m. in response to a majority of the noise-related complaints resulting from excessive noise generated from this activity prior to 9:00 a.m.

Dust Control

The project conditions of approval included several measures to address air pollution and dust, including construction equipment controls, reduced on-site vehicle speeds, watering disturbed areas, covered truck loads, and street sweeping. Dust complaints received during this phase of the project averaged one per month. To address these concerns, increased watering was implemented at the site; each excavator was required to have a water hose monitor on duty, which required an increase from one water truck to three onsite water trucks. In addition, plastic sheeting was applied to all window openings in the former multi-story hospital building to minimize dust exiting through the

windows and formal street sweeping was increased from one day per week to three days per week.

Truck Operations

The project conditions of approval included several measures to address truck-related operations, including implementation of a mandatory haul route to minimize demolition/construction traffic through neighborhoods; limitations on staging and queuing of trucks; and restrictions on the hours of operation for truck activities. To address complaints with truck turning movement conflicts and concerns from area residents to better distribute truck traffic around the project site, the approved haul route was revised to allow use of Olive Street between Micheltorena Street and Arrellaga Street as an alternate for large trucks. This revision allowed large trucks to avoid the tight turning radius caused by the landscaped bulb-outs at the Garden St./ Arrellaga St. intersection, which forced trucks to encroach into oncoming traffic to make the turn. In addition, the haul route revision facilitated increased distribution of truck traffic between the neighborhood streets near the project site. The truck – related project conditions were relatively successful in minimizing truck traffic impacts to the surrounding neighborhood.

Construction (January 2011 – March 2013)

Construction activities commenced on January 3, 2011 and ended twenty-seven (27) months later on March 29, 2013. Prior to the commencement of construction activities, pursuant to Project Conditions F-4 and G-2, the PEC presented and provided a copy of the attached Contractor and Subcontractor Notification packet to representatives of the construction contractor (SL Residential) and each subcontractor, including representatives from various City departments during a mandatory pre-construction conference held on November 11, 2010. The packet included a signature page that was required to be signed and returned by all contractors and subcontractors, ensuring acknowledgement of the site rules, restrictions, and conditions of approval.

Construction activities included mass grading/excavation to prepare building and associated facility foundations, trenching to install underground utility lines, development of 115 residential condominiums, retaining walls, underground podium parking garages, a surface parking lot, tot-lot/parks, landscaping, and street improvements *(see Figures 8, 9, 10, and 11)*.

Figure 8: Excavation for podium parking structure within southeast corner of site.

Figure 9: Loading and relocating excess soil onsite

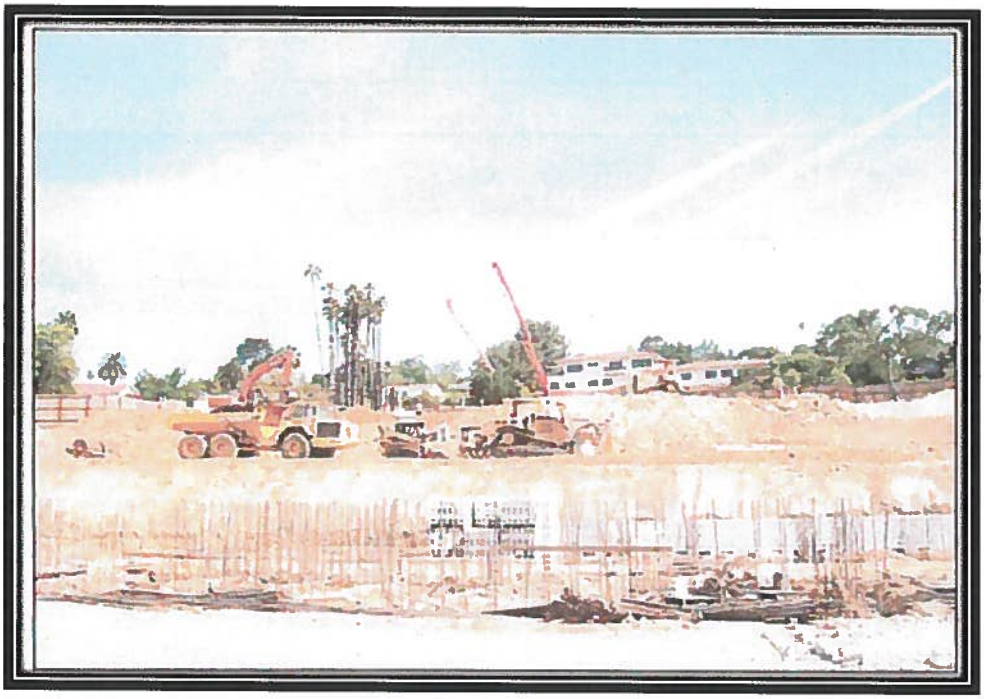

Figure 10: Construction of parking podium structure in southern portion of site.

Figure 11: Trenching for sewer and water utility lines along Salsipuedes Street.

Environmental monitoring conducted during this phase of the project increased considerably due to a significant increase in the number of subcontractors working at the project site. The archaeologist monitor was onsite more frequently during the large scale earthmoving and trenching activities for the building foundations and storm drainage, water, and sewer lines on and off site. PEC monitoring increased due to the number of subcontractors on site and complaints from neighbors regarding noise, dust, and truck-related operations.

Summary of Monitoring – Construction

Environmental monitoring included archaeological, arborist, and PEC monitoring during the construction phase of the project.

Archaeological Monitoring

Archaeological monitoring occurred whenever ground disturbances occurred during grading and trenching activities on site (see Figures 6, 7, 8, and 9). The archaeological monitoring procedures conducted in association with grading and trenching included examination of exposed walls and floors in trenches, plus vertically cut wall profiles and progressive horizontal cut depths of soil exposures during grading and mass pit areas to prepare building foundations. Also evaluated were soil spoils from various types of backdirt piles in utility trenching locations to detect presence or absence of archaeological features or items, whether prehistoric or historic in nature. Soils in localized backdirt spoil piles were selectively troweled to enhance the cultural resources monitoring observations. No prehistoric or historic archaeological resources were identified during grading and trenching activities. However, a trash dump area was identified, but consisted primarily of discarded water heaters, sinks, commodes, utility pipe segments, and broken glass bottles. None of the materials identified in the trash area were of cultural resource significance (Archaeological Monitoring Report, dated June 2011).

Arborist Monitoring

Arborist monitoring continued to occur periodically during this phase of the project. The primary activity involved quarterly evaluations of the preserved and relocated trees onsite and offsite. Trees exhibiting signs of decline were noted and monitored for recovery. Trees determined to be in poor condition and not likely to recover were recommended to be removed and replaced at the appropriate tree replacement ratios

pursuant to Project Conditions C-2 and C-4. Only one tree designated to be preserved onsite was identified by the arborist monitor as being damaged by construction activity (substantial root removal from trenching for utility lines), which required it to be removed and replaced at the appropriate tree replacement ratio (see attached Arborist Site Observation Reports No. 3 thru No. 8).

A more complete discussion of the preserved and relocated trees is provided below under *Tree Protection Plan* in this report.

PEC Monitoring

PEC monitoring gradually increased during this phase of the project in response to ongoing noise, dust, and truck-related infractions and complaints. PEC monitoring increased from 3-5 site inspections per week to two site inspections per day during a majority of the construction phase to improve compliance with the project conditions of approval and minimize impacts to adjacent neighbors.

The PEC received on average 3 complaints per month over the 27-month construction phase of the project. The complaints consisted of 17 noise/related, 23 dust-related, 22 truck-related, and 27 miscellaneous complaints. Eighty-one (81) verbal warnings/infractions were issued to the construction contractor for non-compliance of project conditions of approval, which resulted in 15 violations being issued to the contractor during the 2+ year construction phase of the project. This averaged to approximately 3 infractions per month and 1 violation every two months. It is important to note that most of the verbal warnings/infractions issued during the construction phase did not originate from complaints, but were infractions observed and reported by the PEC.

Truck operations were the primary source of the infractions and violations issued to the contractor during this phase of the project. The infractions were not the result of any one particular subcontractor being a repeat offender, but the cumulative effect of all subcontractors working onsite. Appendix C provides a summary of the complaints and specific infractions issued during the construction phase of the project.

The recurring issue of truck operations during the construction phase of the project is discussed further below.

Truck Operations

As construction activity moved from the grading phase to the actual development phase of the project, the number of subcontractors working onsite increased significantly. This resulted in a considerable increase in the number of delivery trucks coming and going from the project site. During the peak construction period between November 2011 and June 2012, an average of 255 trucks per month arrived at the project site. This in turn resulted in several truck operations and traffic control issues/conflicts around the perimeter of the site. In particular, trucks queuing on city streets, delivery trucks arriving early to the project site, and trucks not adhering to the approved haul route.

To address the ongoing issue with truck operations, particularly as each new subcontractor commenced work at the project site, a number of new procedures/measures were implemented to improve truck operations compliance and reduce traffic conflicts around the site.

Specific measures implemented included the following:

- Follow-up weekly contractor and subcontractor meetings were held to review project conditions of approval and compliance.
- The haul route maps were revised and distributed to subcontractors and trucking companies. Purpose of the revised maps was to further clarify the haul route and truck operation restrictions.
- New truck delivery request forms were prepared and provided to each subcontractor.
- New master delivery schedule was maintained by the contractor to better coordinate deliveries, with the goal to avoid trucks being forced to queue on the street.
- Hand held traffic (stop/slow) paddles were purchased and located at each entrance gate. The paddles were used by subcontractors to improve traffic control around the site during delivery of materials.
- Contractor purchased six (6) two-way radios that were distributed to employees onsite to assist in monitoring and coordinating truck activity around the perimeter of the site.

In addition, the contract between the contractor and property owner provided for the imposition of $1,000 fines on the contractor for each violation of truck hours of operations. As a result, a total of $7,000 in fines were issued to the contractor during the construction phase. Despite the additional measures and fines, infractions and

violations continued to occur, albeit not as frequently. As a result, an additional measure was implemented to improve truck operations compliance and reduce traffic conflicts around the project site. The specific measure required the contractor to employ two permanent monitors stationed at the north and south end of Salsipuedes Street between Arrellaga Street and Micheltorena Street to better coordinate truck and vehicle traffic around the project site. This measure further reduced the number of infractions and complaints from neighbors. However, the tight construction site and absence of on-site areas for deliveries continued to pose challenges for the contractor to avoid periodic traffic conflicts during the long construction period.

These added measures were relatively successful in minimizing truck traffic impacts to the surrounding neighborhood, which was evident by the average of less than one truck-operations complaint per month during the construction phase of the project.

Tree Protection Plan

Pursuant to Project Conditions C-3 and C-4, a tree protection, relocation and replacement plan was required to be prepared and approved by the City. The tree protection plan was approved by the City in January 2010 and identified trees to be preserved, removed or relocated.

Project Conditions C-2 and C-4(d)(6) provided measures to be taken during grading and construction to protect trees identified to be preserved and required tree replacement ratios for any trees slated for preservation, but inadvertently damaged or lost due to or during construction activities.

The 2010 Tree Protection Plan identified a total of 41 trees to be preserved in place and 84 trees to be relocated onsite. However, over the 3-year project development period, a number of the trees identified on the Tree Protection Plan to remain in place or relocated were subsequently removed or not used in the Final Landscape Plan.

The primary reason for removing any preserved trees was due to a tree's declining health, which was based upon an assessment by the arborist monitor. Many of the larger relocated trees not incorporated into the Final Landscape Plan were due to final site planning considerations (e.g., tight site constraints) and a determination that these trees were not suitable for relocation.

All changes to the disposition of the preserved and relocated trees were presented to and approved by City staff and/or the City's ABR.

The final tally of trees identified on the City approved January 2010 Tree Protection Plan that remained in place or relocated onsite as part of the Final Landscape Plan are identified in the Table 1 below.

Table 1
Preserved and Relocated Trees

	Identified on January 2010 Tree Protection Plan	Incorporated into Final Landscape Plan
Preserved Trees	41	38
Relocated Trees	84	46

Pursuant to Project Conditions C-2 and C-4, a total of 123 additional trees were incorporated into the Final Landscape Plan as required replacement trees (3:1 tree replacement ratio) for the removal of 3 trees identified to remain in place and 38 trees designated to be relocated but not used onsite.

Neighborhood Meetings

Pursuant to Project Condition F-3, neighborhood meetings were to be held every six months in order to keep interested parties and surrounding neighbors abreast of the demolition and construction phases and schedule. Over the last 3 years, the following seven (7) neighborhood meetings were held:

February 5, 2010: Initial meeting to explain the project, site plan and initial construction (site preparation), such as the sound wall and tree relocation. Approximately 10 individuals attended.

March 17, 2010: Meeting covered the proposed schedule for demolition and future construction and conditions of approval, particularly related to the haul route and construction hours. Approximately 15 individuals attended.

October 14, 2010: Meeting covered the anticipated construction schedule (including underground utility work), review of applicable conditions (including hours, haul routes, dust and erosion control, recycling, sound and vibration control, tree relocation, and

archaeological monitoring), and discussion of hazardous material remediation related to the underground storage tank. Approximately 20 individuals attended.

April 14, 2011: Meeting provided an overview of construction activities to date, a summary of upcoming phases for the next 6 months and a review of environmental monitoring. Approximately 10 individuals attended. The primary concern raised by area residents was whether or not the surrounding streets would be re-paved following completion of the offsite utility work, which has damaged the streets. It was communicated to the residents that the streets would be re-surfaced at the end of the project.

October 20, 2011: Meeting provided an overview of construction activities to date, a summary of upcoming construction activity and a review of environmental monitoring. Approximately 2 individuals attended.

April 19, 2012: Meeting provided an overview of construction activities to date, a summary of upcoming construction activity and a review of environmental monitoring. Approximately 7 individuals attended. The primary issue raised by residents was the potential for increased noise with removal of portions of the soundwall. The residents were informed that prior to the City approving the removal of any portion of the soundwall, a noise assessment is prepared to determine if it is acceptable from a noise perspective to remove the portion of the soundwall, and if any alternative noise mitigation measures are necessary (e.g., chain link fence w/ noise blankets).

November 28, 2012: Meeting provided a final 6-month project update on construction activity and environmental monitoring. Approximately 13 individuals attended. The primary concern raised by attendees was that new residents of the Bella Riviera project and their guests were now parking on the street in front of their residences. The neighbors requested that the Bella Riviera homeowners and guests park within the Bella Riviera property and inquired about implementing City permit parking in the area. It was explained to the neighbors that City permit parking is primarily targeted for mixed use areas in the City where employees may take up much needed residential parking. The City has been reluctant to establish permit parking in residential areas; however, limited or timed parking has been used in some residential areas. The Bella Riviera HOA Manager, Geoff McFarland assured adjacent residents that he would continue to monitor the situation and address it at their next monthly HOA meeting. He also provided his name and contact information to the attendees, so that they may contact him directly should they have any questions or concerns.

Although the neighborhood meetings were lightly attended, for those in attendance, it did provide an opportunity for those residents to be informed of the ongoing demolition and construction activities and schedule, provide an update on monitoring activities/issues, and address specific concerns of the neighbors in attendance.

Effectiveness of the Project Conditions of Approval

The Bella Riviera project was approved with over 150 project conditions of approval, of which approximately 70 project conditions required ongoing monitoring (see attached Project Conditions of Approval). Over the course of the last three years of monitoring, the project conditions of approval proved fairly effective in minimizing neighborhood impacts from demolition and construction activities associated with development of the Bella Riviera project.

The primary and recurring issues within the neighborhood involved noise, dust, and truck operations. These issues required constant monitoring and in certain instances implementation of additional measures to improve compliance with the project conditions of approval to further reduce impacts to the surrounding neighborhood.

The following provides a brief summary of specific noise, dust, and truck operations conditions of approval and their effectiveness in minimizing impacts to the surrounding neighborhood.

Noise Project Conditions

The project was conditioned to erect a temporary perimeter noise barrier (soundwall) pursuant to Project Condition G-24. The soundwall was to be a minimum of 8' in height and the sound attenuation goal was to reduce noise from ground-level demolition/construction activities by approximately 5-10 dBA. The soundwall, however, did not effectively reduce noise from demolition/construction operations that occurred at a height that was near or above the height of the barrier. With the varied terrain of the project site, a significant amount of the demolition/construction activities occurred at or above what ended up being a 12-foot high soundwall, causing temporary noise impacts, particularly to those neighbors south of the site.

Although Project Condition H-12 limited simultaneous use of equipment to reduce noise, an additional measure was implemented at the project site to further mitigate noise

impacts to adjacent neighbors, particularly for those neighbors to the south. The measure prohibited the break-up of concrete prior to 9:00 a.m. and after 4:00 p.m. This measure along with Project Condition H-12, proved fairly effective in minimizing temporary noise impacts from demolition and construction activities, particularly along the southern project boundary.

Project Condition H-10 regulated construction hours. This measure proved effective in minimizing noise impacts to the adjacent neighborhood and its residents. However, this same project condition proved problematic in completing certain construction activities (e.g. large concrete pours) at the project site. Project Condition H-10 restricted noise generating construction activity at the project site between the hours of 8:00 a.m. and 5:00 p.m. The large concrete pours required 10-12 hours to complete, and as a result, requests were submitted to and granted by the City to allow a temporary waiver of the strict application of the permitted hours for construction activity, which allowed the concrete pumper to arrive at the site at 7:00 a.m. to set-up. As a condition of approving the waiver request, neighbors were notified in advance via a mailed notice as to the temporary allowance for noise generating construction activity to occur outside the normal hours of operation.

Overall, the noise project conditions of approval proved effective in minimizing noise impacts on the surrounding neighborhood, which attributed to the less than one noise complaint averaged per month over the three year project development period.

Dust Control Project Conditions

The dust control project conditions of approval included reduced on-site vehicle speeds, watering disturbed areas, covered truck loads, and street sweeping to minimize visible dust on and off site.

Project Condition H-17 required water sprinkling during grading. This condition was effective in minimizing visible dust from leaving the project site. However, due to the large scale nature of the project and substantial amount of demolition required prior to grading, additional measures, as noted above, were implemented to increase watering at the site. These measures included requiring each excavator to have a designated water hose monitor on duty, which required an increase from one water truck to three water trucks onsite. In addition, all window openings in the former multi-story hospital building were sealed with plastic to minimize dust exiting the windows and drifting offsite. Watering vehicle access areas proved to be a constant challenge to balance

applying sufficient water to minimize visible dust kicked up by trucks without over watering, whereby trucks would then track mud onto City streets. Formal street sweeping was gradually increased from one day per week to three days per week, and when warranted to five days per week.

Overall, the dust control project conditions of approval proved effective, but required constant monitoring, to prevent visible dust emissions from leaving the project site.

Truck Operations Project Conditions

The project conditions of approval included a number of measures to address truck-related operations, including restrictions on the hours of operation for truck activities, implementation of a mandatory haul route to minimize demolition/construction traffic through neighborhoods, and limitations on staging and queuing of trucks.

Project Conditions H-5, H-13, and H-24 restricted construction related truck trips between the hours of 9:00 a.m. - 4:00 p.m. to avoid peak traffic hours within the City. These project conditions prohibited construction related trucks being on City streets prior to 9:00 a.m. and after 4:00 p.m. Compliance with this project condition proved challenging due to the number of subcontractors working onsite. Initially, the contractor relied upon each subcontractor to comply with these project conditions; however, this proved ineffective. The contractor was subsequently required to maintain a master delivery schedule to better coordinate deliveries, which helped reduce instances where trucks arrived early to the site and/or were forced to queue on City streets.

These same project conditions limiting when materials may be delivered created problems for the large concrete pours that required 8-12 hours to complete. The amount of concrete needed to be poured could not be accomplished within the restricted 9:00 a.m. - 4:00 p.m. operating time. As a result, requests were made for an exception to Project Conditions H-5, H-13, and H-24 in order to allow the delivery of concrete outside the normal hours of operation for truck-related trips. As a condition of approving the waiver request, neighbors were notified in advance via a mailed notice as to the temporary allowance for the delivery of materials to occur outside the normal hours of operation for truck-related operations.

Project Conditions H-6 and H-8 required that a truck hauling route be prepared, reviewed, and approved by the City. Although the haul route was approved by the City, it had to be modified to address turning movement conflicts between large delivery

trucks and vehicles created by the City's recently constructed bulb-outs at certain intersections. Haul route maps were prepared and distributed to the contractor and all subcontractors so that these maps may accompany all orders for materials to ensure the trucking companies/drivers were provided and made aware of the required haul route to and from the project site. Although most of the truck drivers adhered to the approved haul route, it required constant monitoring and reminding to ensure compliance with the haul route.

Overall, the truck operations project conditions of approval and additional measures implemented proved effective, but required constant monitoring, to minimize truck operations conflicts around the project site. Despite the number of violations issued for truck-related infractions during development of Bella Riviera, the less than one truck-operations complaint averaged per month over the three year project period, is evidence that the measures were effective.

Miscellaneous Project Conditions of Approval

The tree protection measures included preparation of a tree protection and relocation plan and tree replacement ratios for any trees slated for preservation/relocation, but inadvertently damaged or lost due to or during construction activities. Although the tree protection plan was fully implemented at the project site as required, a number of the relocated trees were not used due to declining health from the stress of the relocation process. The property owner felt that the cost of boxing and storing many of the relocated trees, which were non-specimen trees, was a great waste of time and money, as evidenced by the loss of the large oak tree that cost thousands of dollars to box and relocate. The property owner felt it would have been more cost effective to simply purchase new, healthy trees, which would look better on the site.

Project Conditions C-2 and C-4 requiring tree replacement ratios should be revised to eliminate ambiguity. The applicable tree replacement ratios appear to contradict each other and should be clarified to more clearly state what type (e.g., removed, remain in place, or relocated trees) of tree triggers the applicable tree replacement ratio.

Thank you for the opportunity to provide you with this environmental monitoring service.

Should you have any questions or require additional information concerning the Final Construction Monitoring Report, please do not hesitate to contact me at (805) 963-0651, ext. 3533, or by e-mail at jcuykendall@dudek.com.

Sincerely,

John T. Cuykendall
Project Environmental Coordinator

cc: Ron Biscaro, VP Housing & Real Estate Development, Cottage Health Systems
Dave Burke, Principal, Burke Advisors

Appendix A: Monitoring Summary – Site Preparation
Appendix B: Monitoring Summary – Demolition
Appendix C: Monitoring Summary – Construction

Attachments:
Contractor and Subcontractor Notification Packet
Western Points Archaeology, Archaeological Monitoring Report, dated November 2010
Western Points Archaeology, Archaeological Monitoring Report, dated June 2011
Dudek Arborist Site Observation Reports No. 1 through No. 8
City Resolution 06-103 - Project Conditions of Approval

APPENDIX A

Bella Riviera Workforce Homes

SITE PREPARATION
(March 2010 – May 2010)

Summary of Complaints and Infractions/Violations

NOISE-related Complaints

Date	Name	Concern
4/17/10	Stephen Fountain	Soundwall does not effectively reduce noise.
5/12/10	Mike Dunn	Loud noise between 1:00 a.m. and 3:00 a.m.

Total: 2 noise-related

DUST-related Complaints

Date	Name	Concern
None	--	--

Truck Operation-related Complaints

Date	Name	Concern
3/22/10	Julie Doane-Allman	How will haul route be monitored?

Total: 1 truck-related

Miscellaneous Complaints

Date	Name	Concern
3/18/10	KC Wash	No Security onsite.
4/1/10	Stephen Fountain	Construction activity on City observed holiday
4/30/10	Stephen Fountain	Graffiti on soundwall

Total: 3 misc.-related

Summary of Non-Compliance

Date	Action	Infraction	Comments
March 12, 2010	Verbal Warning to Schipper Construction	Construction Hours/Noise (Condition H-10)	Noise generating activity prior to 8:00 a.m.

Total: 1 Verbal Warning/Infraction

APPENDIX B

Bella Riviera Workforce Homes

DEMOLITION
(May 2010 – November 2010)

Summary of Complaints and Infractions/Violations

NOISE-related Complaints

Date	Name	Concern
6/25/10	Gary Hoffman	Noise generating activity prior to 8:00 a.m.
8/23/10	Gary Hoffman	Excessive noise after 8:00 a.m.
8/23/10	Bob Siebel	Excessive noise after 8:00 a.m.
10/29/10	Stephen Fountain	Noise associated with break-up of concrete
11/3/10	Stephen Fountain	Noise associated with break-up of concrete
11/5/10	Stephen Fountain	Noise associated with break-up of concrete
11/10/10	Stephen Fountain	Noise associated with break-up of concrete
11/10/10	Matthew Rideout	Noise associated with break-up of concrete
11/11/10	Stephen Fountain	Noise associated with break-up of concrete
11/11/10	Maureen Brown	Noise associated with break-up of concrete
11/12/10	Stephen Fountain	Noise associated with break-up of concrete
11/15/10	Stephen Fountain	Noise associated with break-up of concrete

Total: 12 noise-related

DUST-related Complaints

Date	Name	Concern
6/24/10	Anonymous	Dust exiting through 4th floor window openings
7/13/10	Bob Siebel	Dust plumes when loading debris into trucks
7/19/10	Gary Hoffman	Dust being transmitted offsite
8/20/10	Bob Siebel	Dust being transmitted offsite
9/15/10	Anonymous	Dust exiting through window openings of building
10/14/10	Charlie DeWild	Truck traffic creating dust

Total: 6 dust-related

Truck Operation-related Complaints

Date	Name	Concern
5/18/10	Alan	Confirm trucks not using Cathedral Oaks Road
6/7/10	Shella Demond	Hauling trucks operating prior to 9:00 a.m.
7/21/10	Shella Demond	Hauling truck turning movement conflicts
8/20/10	Bob Siebel	Trucks queuing on Arrellaga Street
8/23/10	Gary Hoffman	Trucks queuing on Arrellaga Street
9/2/10	Anonymous	Truck parked on Salsipuedes St – Not assoc. w/ project
9/23/10	Kathleen Bagg	Trucks using Olive St.

Truck Operation-related Complaints

Date	Name	Concern
10/4/10	Danielle Siano	Requests distribution of trucks–not all on Micheltorena
11/4/10	Charlie Dewild	Requests distribution of trucks–not all on Micheltorena
11/19/10	Charlie Dewild	Requests distribution of trucks–not all on Micheltorena

Total: 10 truck-related

Miscellaneous Complaints

Date	Name	Concern
7/14/10	e-mail	Graffiti on soundwall
7/21/10	Cesar Trujillo	No street lighting along Micheltorena Street
7/27/10	Cesar Trujillo	No street lighting along Micheltorena Street
7/27/10	Stephen Fountain	Rats on his property
8/3/10	Roger Frieland	Rats on his property
9/27/10	Charlie DeWild	Street sweeper creating dust

Total: 6 misc.-related

Summary of Non-Compliance

Date	Action	Infraction	Comments
June 7, 2010	Verbal Warning to Standard Industries	Truck Operating Hours (Condition H-5)	Hauling trucks operating outside permitted hours of operation (prior to 9:00 a.m.)
June 25, 2010	Verbal Warning to Standard Industries	Construction Hours/Noise (Condition H-10)	Noise generating activity prior to 8:00 a.m.
August 24, 2010	Verbal Warning to Standard Industries	Truck Queuing (Condition H-5)	Trucks queuing on Arrellaga Street
September 7, 2010	Verbal Warning to Standard Industries	Visible Dust Emissions (Condition H-19)	Inadequate dust control measures in place (hose monitors)
September 23, 2010	Verbal Warning to Standard Industries	Covered Truck Loads (Condition H-21)	Hauling truck leaving project site uncovered
September 28, 2010	Verbal Warning to Construction Manager	Truck Operating Hours (Condition H-5)	Hauling trucks operating outside permitted hours of operation

Total: 6 Verbal Warnings/Infractions

APPENDIX C

Bella Riviera Workforce Homes

CONSTRUCTION
(December 2010 – March 2013)

Summary of Complaints and Infractions/Violations

NOISE-related Complaints

Date	Name	Concern
1/25/11	Gary Hoffman	Noise generated from offsite utility work
2/23/11	Gary Hoffman	Excessive Noise from offsite utility work
3/16/11	Kate Hoffman	Noise associated with steel plates
4/11/11	Jack Bianchi	Noise associated w/ steel plates and offsite utility work
4/27/11	Stephen Fountain	Noise associated earthwork activity
4/28/11	Jack Bianchi	Noise associated with steel plates
4/28/11	Shirley Campbell	Noise associated with steel plates
9/9/11	Resident	Noise generated after hours – concrete activity
10/4/11	Jack Bianchi	Noise generated after hours – concrete activity
11/4/11	Area resident	Consistent vibration at 2 a.m.
1/10/12	Gary Hoffman	Drywall delivery truck arriving early to site.
1/11/12	Gary Hoffman	Concern w/ noise generated outside soundwall.
1/17/12	Gary Hoffman	Concrete truck arriving at 7:00 a.m.
2/29/12	Neighbor	Hammering prior to 8:00 a.m.
3/7/12	Stephen Fountain	Gas Company crews working at 7:30 a.m.
5/7/12	Margaret Bianchi	Construction crews arriving early generating noise.
9/1/12	Neighbor	Noise from landscaping crews working on Saturday

Total: 17 noise-related

DUST-related Complaints

Date	Name	Concern
1/5/11	unknown	Dust associated with soil remediation activities.
1/24/11	Shirley Campbell	Dust migrating over soundwall
3/16/11	Kate Hoffman	Dust associated with offsite utility work
4/12/11	Jack Bianchi	Dust associated with offsite utility work
4/13/11	Stephen Fountain	Dust associated with offsite utility work
4/28/11	Stephen Fountain	Dust from stockpiled soils
5/3/11	Cheryl Fontana	Dust associated with offsite utility improvements
5/16/11	Shirley Campbell	Dust migrating over soundwall
6/1/11	Stephen Fountain	Dust from stockpiled soils
7/27/11	Shirley Campbell	Dust migrating over soundwall
9/6/11	Bob Siebel	Dust in underground parking lot from offsite work
9/29/11	Resident	Dust associated with street sweeper
10/31/11	Shirley Campbell	Excessive dust deposited on their property.
1/27/12	Shirley Campbell	Dust coming from vehicle access areas.
5/18/12	Stephen Fountain	Inadequate watering of stockpiled soil.
5/23/12	Stephen Fountain	Inadequate watering of stockpiled soil.
5/24/12	Stephen Fountain	Inadequate watering of stockpiled soil.
6/5/12	Stephen Fountain	Inadequate watering of stockpiled soil.
6/20/12	Stephen Fountain	Inadequate watering of soil.

DUST-related Complaints

Date	Name	Concern
6/22/12	Stephen Fountain	Inadequate watering of stockpiled soil.
6/27/12	Stephen Fountain	Inadequate watering of soil along street.
8/31/12	Stephen Fountain	Concern w/ dust from cutting red bricks.
12/5/12	Stephen Fountain	Concern w/ dust drifting offsite from stone cutting.

Total: 23 dust-related

Truck Operations-related Complaints

Date	Name	Concern
1/20/11	Charlie Dewild	Distribution of truck trips to adjacent streets
4/22/11	Charlie Dewild	Distribution of truck trips to adjacent streets
4/26/11	Charlie Dewild	Distribution of truck trips to adjacent streets
5/4/11	Charlie Dewild	Distribution of truck trips to adjacent streets
6/21/11	Gary Hoffman	Truck queuing on Arrellaga Street
7/6/11	Gary Hoffman	Opposed concrete truck operating waiver
7/7/11	Cliff Magnes	Truck not following haul route
7/14/11	Resident	Truck parked on Olive Street, left trailer
8/2/11	Cliff Magnes	Truck not following haul route
11/17/11	Gary Hoffman	No traffic control present, private access restricted due to trucks blocking street.
1/5/12	Gary Hoffman	No traffic control present, private access restricted due to trucks blocking street.
1/6/12	1311 Garden Street Resident	High volume of truck activity on Garden Street, debris spilled from trucks.
1/11/12	Gary Hoffman	Concern with the level of truck activity on Arrellaga Street.
5/24/12	Len Van Nostrand	Trucks queuing on Arrellaga St and using private driveway to turnaround.
6/11/12	Len Van Nostrand	Trucks queuing on Arrellaga St and using private driveway to turnaround.
6/27/12	Stephen Fountain	Trucks queuing on Micheltorena St.
7/12/12	Len Van Nostrand	Trucks using private driveway to turnaround.
7/16/12	Physician	Concern w/ trucks using private driveway.
9/6/12	Stephen Fountain	Concern w/ diesel fume exhaust from trucks.
9/20/12	Physician	Concern w/ trucks using private driveway.
11/20/12	Physician	Concern w/ trucks using private driveway.
11/27/12	Jan Winford	Trucks parking on Grand Avenue.

Total: 22 Truck Operations-related

Miscellaneous Complaints

Date	Name	Concern
12/10/10	unknown	Graffiti on soundwall.
1/25/11	Gary Hoffman	No notification of pending construction activity
1/28/11	Dr. Geiler	Construction activity along Salsipuedes St and safety of his patients
2/2/11	unknown	Graffiti on construction signs
3/21/11	Cherie Rae	Pooled water onsite and removal of old retaining wall

Miscellaneous Complaints

Date	Name	Concern
4/10/11	unknown	Graffiti on soundwall
4/13/11	Stephen Fountain	Concern with height of stockpiled soil
4/19/11	Stephen Fountain	Concern with height of stockpiled soil
7/8/11	Gary Hoffman	Arrellaga Street gate not closed
8/3/11	Cesar Trujillo	Construction workers parking on Micheltorena St.
8/11/11	Gary Hoffman	Construction workers parking on Arrellaga St.
8/22/11	Charlie Dewild	Gravel/debris dropped from concrete trucks on Mich St
9/2/11	Stephen Fountain	Concern that stockpiled soil not watered
3/21/11	Cherie Rae	Pooled water onsite and removal of old retaining wall
4/10/11	unknown	Graffiti on soundwall
4/13/11	Stephen Fountain	Concern with height of stockpiled soil
4/19/11	Stephen Fountain	Concern with height of stockpiled soil
7/8/11	Gary Hoffman	Arrellaga Street not closed
8/3/11	Cesar Trujillo	Const. workers parked on Micheltorena St.
8/11/11	Gary Hoffman	Const. workers parked on Arrellaga St.
8/22/11	Charlie Dewild	Gravel/debris dropped on Micheltorena St.
9/2/11	Stephen Fountain	Stockpiled soil not being watered
11/5/11	Area residents	Temporary fence blown down by wind.
1/12/12	Jan Winford	Villa Riviera employees parking on Grand Avenue.
6/27/12	Jan Winford	Construction workers parking on Grand Aveune.
11/27/12	Jan Winford	Concern w/ water meter box placed in parkway.
1/21/13	Dr. Thompson	On behalf of employee re: car damage

Total: 27 misc-related

Summary of Non-Compliance
CONSTRUCTION
(December 2010 – March 2013)

Date	Action	Infraction	Comments
January 26, 2011	Verbal Warning to SL Residential	Haul Route (Condition H-6)	Dump truck not following approved haul route (TLC)
January 31, 2011	Verbal Warning to SL Residential	Construction Hours/Noise (Condition H-10)	Noise generating activity prior to 8:00 a.m. (Damar Construction)
February 14, 2011	Verbal Warning to SL Residential	Truck Queuing (Condition H-5)	Truck queuing on Arrellaga Street (Queuing of trucks prohibited) (Damar Construction)
February 28, 2011	Verbal Warning to SL Residential	Construction Hours/Noise (Condition H-10)	Subcontractor working after 5 p.m. (TLC)
March 7, 2011	Verbal Warning to SL Residential	Delivery of Materials (Condition H-5)	Delivery of building materials outside permitted hours (prior to 9:00 a.m.)
March 7, 2011	Verbal Warning to SL Residential	Haul Route (Condition H-6)	Delivery truck not following approved haul route (TLC)
March 15, 2011	Verbal Warning to SL Residential	Erosion Control (Condition H-33)	Gravel pads not in place at entrance where hauling trucks operating (Damar)
April 5, 2011	Verbal Warning to SL Residential	Street Sweeping (Condition H-34)	Dirt tracked offsite/not cleaned up (Damar)
April 12, 2011	**VIOLATION to SL Residential**	Street Sweeping (Condition H-34)	Accumulated dirt/dust not cleaned up at the end of the work day. Violation issued due to repeated infractions of Condition H-34
April 14, 2011	Verbal Warning to SL Residential	Truck Queuing (Condition H-5)	Truck queuing on Garden Street prior to 9:00 a.m. (Damar)
April 21, 2011	Verbal Warning to SL Residential	Haul Route (Condition H-6)	Cement truck not following approved haul route (TLC)
April 25, 2011	Verbal Warning to SL Residential	Covered Loads (Condition H-21)	Dump truck not covered transporting soil from site (TLC)
April 27, 2011	Verbal Warning to SL Residential	Covered Loads (Condition H-21)	Dump truck not covered transporting soil from site (TLC)
May 16, 2011	**VIOLATION to SL Residential**	Truck Queuing (Condition H-5)	Truck queuing on Arrellaga St and operating prior to 9 a.m. Fourth infraction of project condition H-5, resulted in violation.
June 1, 2011	Verbal Warning to SL Residential	Water Access Areas (Condition H-17)	Contractor not periodically watering vehicle access roads to reduce visible dust
June 3, 2011	Verbal Warning to SL Residential	Construction Hours/Noise (Condition H-10)	Concrete truck and boom truck operating past 4:00 p.m.

Summary of Non-Compliance
CONSTRUCTION
(December 2010 – March 2013)

Date	Action	Infraction	Comments
June 14, 2011	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Truck queuing on Micheltorena St.
June 21, 2011	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Delivery truck at site prior to 9:00 a.m.
June 23, 2011	**VIOLATION to SL Residential**	Truck Operations (Condition H-5)	Truck queuing on Micheltorena St. Fourth infraction of project condition H-5, resulted in violation.
July 20, 2011	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Truck queuing on Garden St. and operating prior to 9 a.m.
July 27, 2011	Verbal Warning to SL Residential	Construction Hours/Noise (Condition H-10)	Subcontractor operating pettibone lift w/ back-up alarm past 5 p.m.
August 1, 2011	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Truck queuing on Garden St. and operating prior to 9 a.m.
August 1, 2011	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Truck delivering equipment prior to 9 a.m.
August 2, 2011	**VIOLATION to SL Residential**	Truck Operations (Condition H-5)	Truck queuing on Garden St. and operating prior to 9 a.m. Fourth infraction of project condition H-5, resulted in violation.
August 2, 2011	**VIOLATION to SL Residential**	Haul Route (Condition H-6)	Delivery truck not following approved haul route. Fourth infraction of project condition H-6, resulted in violation.
August 25, 2011	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Truck delivering concrete prior to 8:00 a.m.
September 14, 2011	Verbal Warning to SL Residential	Erosion Control (Condition H-33)	Rumble plates not installed at all access gates
September 15, 2011	Verbal Warning to SL Residential	Truck Queuing (Condition H-5)	Trucks queuing on City streets
September 15, 2011	Verbal Warning to SL Residential	Haul Route (Condition H-6)	Bottom dump trucks not following approved haul route
September 16, 2011	Verbal Warning to SL Residential	Truck Queuing (Condition H-5)	Trucks queuing on City streets
September 28, 2011	Verbal Warning to SL Residential	Haul Route (Condition H-6)	Delivery truck not following haul route
October 20, 2011	**VIOLATION to SL Residential**	Construction Hours/Noise (Condition H-10)	Subcontractors working past 5 p.m. Fourth infraction of project condition H-10, resulted in violation.
November 17, 2011	**VIOLATION to SL Residential**	Truck Queuing (Condition H-5)	Truck queuing on City street; no traffic control in place. Violation issued due to repeated infraction of Condition H-5
December 1, 2011	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Truck delivering equipment prior to 9:00 a.m.
December 6, 2011	Verbal Warning to SL Residential	Erosion Control (Condition G-4)	No erosion control measures in place for offsite stockpiled soil
December 20, 2011	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Truck queuing on Arrellaga St and operating prior to 9:00 a.m.

Summary of Non-Compliance
CONSTRUCTION
(December 2010 – March 2013)

Date	Action	Infraction	Comments
December 29, 2011	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Truck queuing on Micheltorena St
January 3, 2012	Verbal Warning to SL Residential	Tree Protection (Condition C-4)	No arborist present during trenching within dripline of street tree
January 12, 2012	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Truck queuing on Micheltorena St
January 12, 2012	Verbal Warning to SL Residential	Haul Route (Condition H-6)	Concrete truck not adhering to approved haul route
January 13, 2012	Verbal Warning to SL Residential	Erosion Control (Condition H-33)	Rumble plates not installed at all access gates
January 16, 2012	Verbal Warning to SL Residential	Construction Hours/Noise (Condition H-10)	Delivery truck operating on a City observed holiday
January 17, 2012	**VIOLATION to SL Residential**	Truck Operations (Condition H-5)	Concrete truck at site at 7 a.m. Violation issued due to repeated infractions of Condition H-5
January 27, 2012	Verbal Warning to SL Residential	Water Access Areas (Condition H-17)	Contractor not periodically watering vehicle access roads to reduce visible dust
January 30, 2012	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Delivery truck at site prior to 9:00 a.m.
January 30, 2012	**VIOLATION to SL Residential**	Haul Route (Condition H-6)	Delivery truck not adhering to approved haul route. Violation issued due to repeated infractions of Condition H-6
February 14, 2012	Verbal Warning to SL Residential	Dust Control (Condition H-3)	Subcontractor not using wet saw to cut concrete blocks to reduce visible dust
February 29, 2012	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Truck queuing on Arrellaga St and operating prior to 9:00 a.m.
February 29, 2012	**VIOLATION to SL Residential**	Truck Operations (Condition H-5)	Delivery truck at site prior to 9 am. Violation issued due to repeated infractions of Condition H-5
March 5, 2012	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Truck queuing on Salsipuedes Street
March 5, 2012	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Delivery trucks operating prior to 9:00 a.m.
March 5, 2102	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Trucks queuing on Micheltorena St.
March 5, 2102	**VIOLATION to SL Residential**	Truck Operations (Condition H-5)	Delivery truck arriving at site prior to 9:00 a.m. Violation issued due to repeated infractions of Condition H-5
March 9, 2012	Verbal Warning to SL Residential	Haul Route (Condition H-6)	No traffic control in place and delivery trucks blocking street
March 13, 2012	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Trucks queuing on Michelorena St.
March 13, 2012	Verbal Warning to SL Residential	Haul Route (Condition H-6)	No traffic control in place. Lumber truck blocking street

Summary of Non-Compliance
CONSTRUCTION
(December 2010 – March 2013)

Date	Action	Infraction	Comments
March 13, 2012	Verbal Warning to SL Residential	Storage of Materials (Condition H-13)	Subcontractor using offsite lot to store materials
March 14, 2012	Verbal Warning to SL Residential	Tree Protection (Condition C-4)	No arborist present during trenching within dripline of street tree
March 16, 2012	Verbal Warning to SL Residential	Construction Parking (Condition H-16)	Construction workers parking on City streets near the project site
March 19, 2012	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Concrete trucks queuing on Olive St.
March 22, 2012	Verbal Warning to SL Residential	Street Sweeping (Condition H-34)	Dirt tracked offsite onto to streets not cleaned up at end of the day
March 23, 2012	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Trucks queuing on Arrellaga St.
April 18, 2012	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Delivery truck at site prior to 9 a.m
May 7, 2012	Verbal Warning to SL Residential	Perimeter Sound Barrier (Condition G-24)	Contractor removed section of soundwall without City approval
May 11, 2012	Verbal Warning to SL Residential	Truck Operations (Condition H-5)	Truck queuing on California St.
May 17, 2012	Verbal Warning to SL Residential	Construction Hours/Noise (Condition H-10)	Subcontractor working past 5 p.m.
June 11, 2012	**VIOLATION to SL Residential**	Truck Operations (Condition H-5)	Delivery truck queuing on Olive St. and operating prior to 9:00 a.m. Violation issued due to repeated infractions of Condition H-5
June 11, 2012	Verbal Warning to SL Residential	Haul Route (Condition H-6)	No traffic control in place. Delivery trucks blocking street
June 27, 2012	Verbal Warning to SL Residential	Construction Parking (Condition H-16)	Construction workers parking on Grand Avenue
August 27, 2012	**VIOLATION to SL Residential**	Haul Route (Condition H-6)	Construction waste truck not adhering to haul route. Violation issued due to repeated infractions of Condition H-6
August 29, 2012	Verbal Warning to SL Residential	Delivery of Materials (Condition H-5)	Truck delivering materials prior to 9:00 a.m.
September 1, 2012	Verbal Warning to SL Residential	Construction Hours/Noise (Condition H-10)	Subcontractor working on weekend
September 5, 2012	**VIOLATION to SL Residential**	Delivery of Materials (Condition H-5)	Delivery truck operating prior to 9:00 a.m. Violation issued due to repeated infractions of Condition H-5
September 6, 2012	Verbal Warning to SL Residential	Delivery of Materials (Condition H-5)	Truck delivering materials prior to 9:00 a.m.

APPENDIX C (continued)

Summary of Non-Compliance
CONSTRUCTION
(December 2010 – March 2013)

Date	Action	Infraction	Comments
September 21, 2012	Verbal Warning to SL Residential	Delivery of Materials (Condition H-5)	Truck delivering materials prior to 9:00 a.m.
September 27, 2012	Verbal Warning to SL Residential	Construction Parking (Condition H-16)	Construction workers parking on Micheltorena Street
October 3, 2012	Verbal Warning to SL Residential	Delivery of Materials (Condition H-5)	Truck delivering materials prior to 9:00 a.m.
October 4, 2012	**VIOLATION to SL Residential**	Delivery of Materials (Condition H-5)	Delivery truck operating prior to 9:00 a.m. Violation issued due to repeated infractions of Condition H-5
October 30, 2012	Verbal Warning to SL Residential	Construction Hours/Noise (Condition H-10)	Subcontractor working past 5 p.m.
October 30, 2012	Verbal Warning to SL Residential	Street Sweeping (Condition H-34)	Dirt tracked offsite not cleaned up at end of day
November 1, 2012	Verbal Warning to SL Residential	Delivery of Materials (Condition H-5)	Concrete truck delivering materials prior to 9:00 a.m.