



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** March 27, 2014  
**AGENDA DATE:** April 3, 2014  
**PROJECT ADDRESS:** 3714-3744 State Street (MST2012-00443)  
 Sandman Inn Redevelopment Project – Revised  
**TO:** Planning Commission  
**FROM:** Planning Division, (805) 564-5470, extension 4552  
 Renee Brooke, AICP, Senior Planner *RLB*  
 Allison De Busk, Project Planner *ALD*

### I. PROJECT DESCRIPTION

This project is a revision to a previously approved project at the 4.58-acre site currently developed with the Sandman Inn. The current proposal consists of the demolition of the existing 113 room hotel, existing restaurant building (currently Butler Events), and all site improvements, and subdivision of the site into four lots with development of a total of 5,110 net square feet (sf) of commercial floor area and 72 residential condominium units.

Lot A is proposed to be 11,500 net sf. The commercial development on Lot A would include a 2,596 net sf one-story building with a maximum height of 15 feet. The site would include 13 parking spaces in an at-grade parking lot located behind the building and two bike parking spaces. A trash enclosure would be located in the northwest corner of the lot and would be shared by the businesses on Lot A and Lot B.

Lot B is proposed to be 4,100 net sf. The commercial development on Lot B would include a 1,043 net sf one-story building with a maximum height of 15 feet. The site would include five parking spaces in an at-grade parking lot located behind the building and two bike parking spaces.

Lot C is proposed to be 7,800 net sf. The commercial development on Lot C would include a 1,471 net sf one-story building with a maximum height of 15 feet. The site would include seven parking spaces in an at-grade parking lot located behind the building and two bike parking spaces.

Lot D is proposed to be 174,300 net sf. The residential development on Lot D would include 32 two-bedroom units and 40 three-bedroom units. Of these 72 units, 9 would be designated as Inclusionary housing units (4 two-bedroom and 5 three-bedroom units) affordable to middle-income home buyers. The residential units would be located in ten buildings located throughout the site. These buildings are all three stories and would range in height from 37'-5" to 40'-3". Each unit would have two parking spaces; at least one of which would be in a garage. A total of 164 residential parking spaces would be provided as follows: 116 garage parking spaces, 28 uncovered resident parking spaces and 20 uncovered guest parking spaces. Unit sizes range from 1,136 to 1,719 net square feet. The residential development would also include a Community Veranda of approximately 554 net square feet that includes an area for mailboxes. This Veranda area is located near the center of the Lot and is adjacent to the common open space area. A trash enclosure for the existing commercial development on the

adjacent lot would be located near the western property line, and a trash enclosure serving Lot C would be located along the eastern property line. Total residential square footage, including garages, would be 171,393 gross sf.

Two driveways would access the site from State Street. The primary driveway would be located near the center of the site on Lot D and would allow for right-in and right-out movements only. A secondary driveway would be located at the east end of the site on Lot C and would also allow for only right-in and right-out movements. The existing State Street median is proposed to be extended to physically restrict left turns into and out of the easternmost driveway and to accommodate more storage space for cars turning left onto Hitchcock Way or making a U-turn onto eastbound State Street.

Of the existing 199 trees on site, 17 are proposed to remain, including the Blue atlas cedar and 2 jacarandas along State Street. Fifty-seven trees are proposed to be relocated on site, the majority of which are palms. The remaining 125 trees would be removed.

## **II. REQUIRED APPLICATIONS**

The discretionary application required for this project is:

A Tentative Subdivision Map to allow the division of two parcels into four lots with three of the lots proposed for commercial development and one lot proposed for a one-lot subdivision to create seventy-two (72) residential condominium units (SBMC Chapters 27.07 and 27.13).

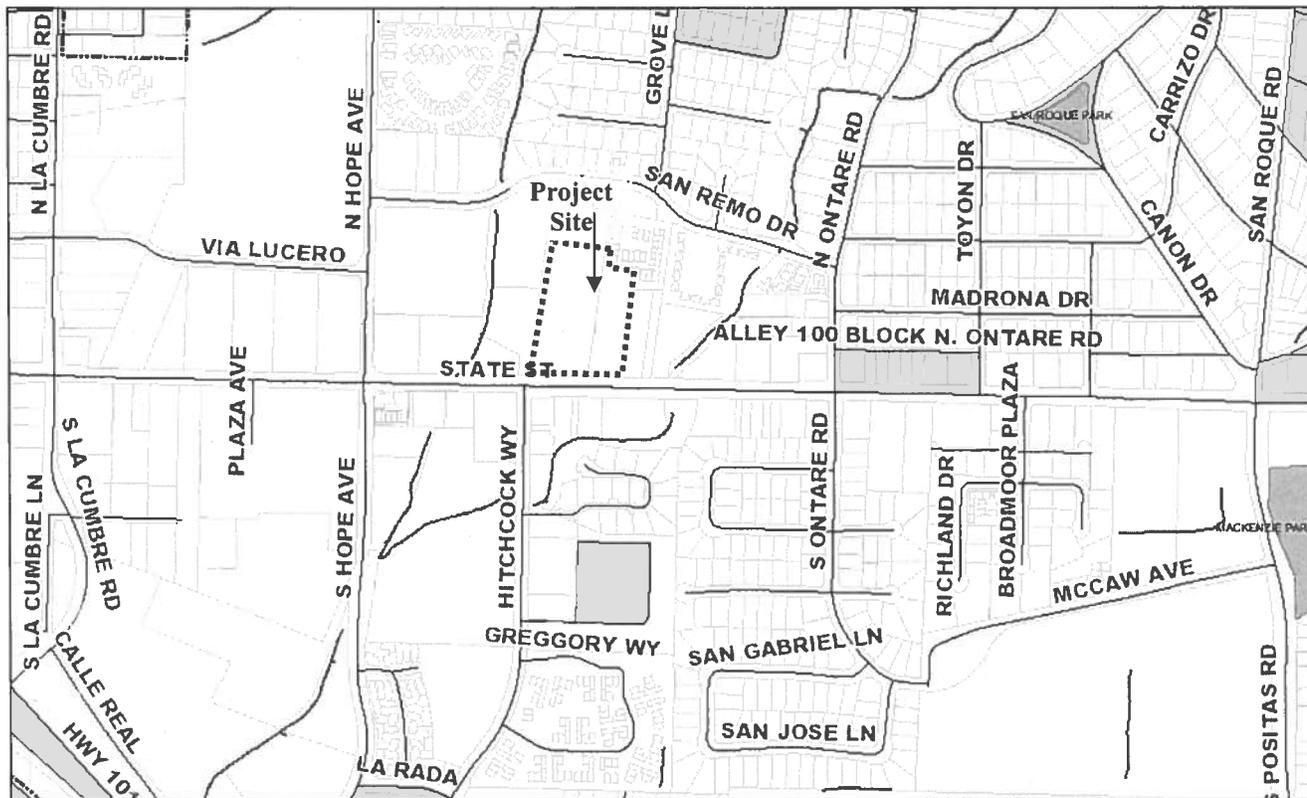
**APPLICATION DEEMED COMPLETE:** February 27, 2014

**DATE ACTION REQUIRED PER MAP ACT:** April 18, 2014

## **III. RECOMMENDATION**

If approved as proposed, and subject to the conditions of approval in Exhibit A, the project would conform to the City's Zoning and Building Ordinances and policies of the General Plan. In addition, the size and massing of the project are consistent with the surrounding neighborhood. Therefore, Staff recommends that the Planning Commission approve the project, making the findings outlined in Section X of this report, and subject to the conditions of approval in Exhibit A.

Staff has included a condition of approval to ensure the project complies with the City's Storm Water requirements. Staff has also recommended conditions of approval that would make the project more consistent with City policies and goals in the areas of storm water management and driveway width. These issues are outlined in the staff report, and the corresponding conditions of approval are identified so that the Planning Commission can make clear recommendations with regard to these items.



Vicinity Map – 3714 and 3744 State Street

#### IV. BACKGROUND

##### A. PREVIOUSLY APPROVED PROJECT

On December 17, 2009 the Planning Commission approved the Sandman Inn Redevelopment project (hereinafter referred to as the “Approved Project”)<sup>1</sup>. In approving this project, the Planning Commission granted the following discretionary applications:

1. A Lot Line Adjustment transferring 2.22 acres from APN 053-300-031 to APN 053-300-023.
2. A Development Plan to allow construction of more than 10,000 square feet of total floor area in the C-P Zone (SBMC §28.54.120).
3. A Modification of the lot area requirements to allow one over-density unit (bonus density) (SBMC §28.92.110.A.2).
4. A Tentative Subdivision Map (TSM) for a one-lot subdivision to create 73 residential condominium units and 2 commercial condominium units (SBMC Chapters 27.07 and 27.13).

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<sup>1</sup> Refer to Exhibit D for a complete discussion of the history of this development project. Only the most recent history is provided in this summary.

The Planning Commission also certified a Final Environmental Impact Report (EIR) for the project on December 17, 2009. The Final EIR included analysis of both a "Proposed Project" (hotel and residential development) and an "Applicant's Alternative" (office and residential development). The project approved by the Planning Commission (the Approved Project) was a slightly modified version of the Applicant's Alternative analyzed in the EIR.

The project approvals (certification of the EIR and approval of the project) were appealed to the City Council by Citizens Planning Association and Allied Neighborhoods Association. On March 9, 2010, the City Council denied the appeal and upheld the Planning Commission's certification of the EIR and approval of the project. City Council Resolution No. 10-020, adopted on April 20, 2010, sets forth the findings for that Council decision, and includes the conditions of approval for the Approved Project. The Approved Project entitlements are valid until April 20, 2016.

## **B. REVISED PROJECT (CURRENT PROJECT)**

The applicant determined that the Approved Project was not financially feasible to construct, primarily due to the large underground garage. Refer to Exhibit C – Applicant Letter, for additional information. Therefore, the Applicant has proposed a revised version of the project ("Current Project"). Staff determined that the proposed changes were significant enough that the project did not qualify for a substantial conformance determination.

In summary, the primary differences between the Current Project and the Approved Project are:

1. A merger and four-lot subdivision of the two subject parcels rather than a lot line adjustment between the two existing parcels.
2. Reduction of commercial/office space from 14,612 net sf to 5,110 net sf (-9,502 sf). This reduction eliminates the requirement for the previously approved Development Plan in the C-P Zone.
3. Reduction of one residential unit (from 73 to 72 residential units; 2 inclusionary units eliminated). This reduction eliminates the requirement for the previously approved Lot Area Modification (required because the Approved Project included two inclusionary units above the required 15%, which resulted in one unit above the maximum density permitted).
4. Change in the bedroom mix of the units to provide more three-bedroom units. The Approved Project had primarily two-bedroom units (52 out of 73); the Current Project has a mix of two- and three-bedroom units.
5. Site planning/architectural changes:
  - a. Elimination of the underground parking garage (121,800 sf and containing 167 parking spaces and residential storage); replaced with at-grade parking garages for each residential building, as well as uncovered parking throughout the site (primarily located along the western property line).
  - b. Change from three (3) two-story office/commercial buildings along State Street to three (3) one-story office/commercial buildings along State Street in a different

configuration; the resulting front setback (required and proposed) changed from 20 ft. to 10 ft.

- c. Clustering of more residential units into each building, and a reduction in the total number of buildings. The Approved Project had 22 buildings that contained 2 to 5 units each; the Current Project has 10 buildings that contain 4 to 10 units each.

On December 20, 2012, the Planning Commission held a concept review of these proposed revisions. Feedback from Commissioners was generally favorable. Minutes from that meeting are provided as Exhibit E. On January 22, 2013, the Architectural Board of Review (ABR) held a concept hearing for the proposed revisions. The majority of the ABR found the Current Project to be an improvement over the Approved Project. Minutes from that meeting are provided as Exhibit F.

**V. SITE INFORMATION AND PROJECT STATISTICS**

**A. SITE INFORMATION**

<b>Applicant:</b>	Ken Marshall, Dudek		
<b>Property Owner:</b>	Kellog Associates		
<b>Site Information</b>			
<b>Parcel Numbers:</b>	053-300-023 and -031	<b>Lot Area:</b>	4.58 acres
<b>General Plan:</b>	Commercial/Medium High Residential and Medium High Density Residential	<b>Zoning:</b>	CP/SD-2 and R-3/SD-2, and CP/SD-2 and R-4/SD-2
<b>Existing Use:</b>	hotel and commercial	<b>Topography:</b>	flat
<b>Adjacent Land Uses</b>			
	<b>North</b> – multi-family residential		<b>East</b> - commercial
	<b>South</b> – State Street and commercial		<b>West</b> – office, commercial

**B. PROJECT STATISTICS**

	<b>Current Project</b>				
	<b>Lot</b>	<b>Lot Area (Net sf)</b>	<b>Slope</b>	<b>Development (Net sf)</b>	<b>Parking</b>
<b>Non-Residential</b>	Lot A	11,500	3.3%	2,596	13
	Lot B	4,100	3.2%	1,043	5
	Lot C	7,800	0.9%	1,471	7
<b>Residential</b>	Lot D	174,300	1.0%	72 units (158,032)	164

	Approved Project		Current Project	
<b>Total Residential Units</b>	73		72	
<b>1-Bedroom</b>	2		0	
<b>2-Bedroom</b>	52		32	
<b>3-Bedroom</b>	19		40	
<b>Total Bedrooms</b>	163		184	
<b>Market-Rate / Inclusionary</b>	62 / 11 (9 Inclusionary required)		63 / 9 (9 Inclusionary required)	
<b>1-Bedroom</b>	2		0	
<b>2-Bedroom</b>	5		4	
<b>3-Bedroom</b>	4		5	
<b>Total Residential SF</b>	89,896 net sf		109,081 net sf	
<b>Average Unit Size</b>	1,231 net sf		1,515 net sf	
<b># of Residential Buildings</b>	22		10	
<b>Residential Parking</b>	172 spaces (includes 7 extra shared spaces)		164 spaces (includes 2 extra spaces)	
<b>Commercial</b>	14,612 net sf		5,110 net sf	
<b>Commercial Parking</b>	71 spaces		25 spaces	
<b>Floor Area</b>				
<b>Underground Garage</b>	121,800 gross sf		0 sf	
<b>1<sup>st</sup> Floor</b>	64,700 gross sf		69,998 gross sf (includes enclosed parking)	
<b>2<sup>nd</sup> Floor</b>	~ 41,454 net sf		51,577 net sf	
<b>3<sup>rd</sup> Floor</b>	~ 13,788 net sf		43,092 net sf	
<b>Lot Coverage</b>				
<b>-Building</b>	64,700 sf	32.5%	76,370 sf	38%
<b>-Paving/Driveway</b>	76,893 sf	38.5%	69,916 sf	26%
<b>-Landscaping</b>	57,919 sf	29.0%	53,226 sf	36%

## VI. ISSUES

Staff recommends that the Planning Commission provide direction on the issues of storm water management and driveway configuration, which are described in detail in this Staff Report.

Storm Water Management – The project design does not comply with the City’s minimum requirements for storm water management because it will not treat storm water for nutrients, pesticides and herbicides. Additionally, given the large site, staff believes that more can be done to address and treat storm water in a more natural way, which would be more consistent with City policies and goals.

Driveway width – Staff and the ABR have different recommendations as to the design of the central driveway.

Because the Current Project is similar to the Approved Project, these are relatively minor issues overall. Nevertheless, Staff has identified them as important issues in the overall success of the project. Conditions of approval reflecting staff’s recommendations on these issues are included in Exhibit A. However, these can be easily changed based on Planning Commission direction.

**VII. POLICY AND ZONING CONSISTENCY ANALYSIS**

**A. ZONING ORDINANCE CONSISTENCY**

Standard	Commercial Lots (A, B and C)		Residential Lot (Lot D)	
	Standard	Proposed	Standard	Proposed
<b>Lot Area</b>	N/A	4,100 sf min.	14,000 sf min.	174,309 sf
<b>Lot Frontage</b>	N/A	68’ min.	60’ of frontage	60’
<b>Setbacks</b>				
<b>-Front</b>	10’ (for 1-story bldg ≤15’)	10’	20’ for 2-story	85’ to entry feature
<b>-Interior</b>	None Required	2’ min.	10’	10’ min.
<b>-Rear</b>	None Required	6’ min.	6’ = ground level 10’ = 2 <sup>nd</sup> & 3 <sup>rd</sup> level	10’ min.
<b>Building Height</b>	45’, 3 stories <sup>2</sup>	15’, 1 story	45’, 3 stories <sup>2</sup>	40’-3”, 3 stories <sup>3</sup>
<b>Parking</b>	25 (1 per 200 sf)	25	162 (2 per unit + 18 guest)	164 (2 per unit + 20 guest)
<b>Bike Parking</b>	4 (1 per 7 non-residential parking spaces)	6	N/A	0
<b>General Plan Density</b>	15-27 du/acre	0	15-27 du/acre	18 du/ac
<b>Zoning Density</b>	N/A	N/A	64 units + 15% inclusionary	63 units + 9 inclusionary units = 72 units
<b>Open Space</b>	N/A	N/A	26,145 sf (15% of lot area)	53,284 sf (30.5% of lot area)

**1. INCLUSIONARY HOUSING ORDINANCE**

For any project with 10 or more market-rate dwelling units, 15% of the total market-rate units must be constructed and offered for sale as inclusionary units restricted for owner-occupancy by either Middle Income or Upper Middle Income Households (SBMC

<sup>2</sup> If proposed as 3-story development, the proposed development must not exceed the total floor area of a 2-story building that “could be constructed on the lot in compliance with all applicable regulations.” (SBMC §28.45.008.D.3)

<sup>3</sup> Proposed three-story building area = 138,234 gross sf, which does not exceed 233,195 gross sf, which is the total floor area of a two-story building that could be built in compliance with all applicable zoning regulations.

§28.43.030). For this project, the requirement is being met by the provision of nine (9) Middle Income units (63 market-rate units x 15% = 9). Applicants who propose inclusionary housing units as part of the project are entitled to a density bonus for the number of inclusionary units provided onsite. Also, the Current Project is consistent with the requirement that the affordable units be integrated into the development and that the affordable units equal or exceed the average number of bedrooms in the market rate units.

## **2. AVERAGE UNIT-SIZE DENSITY INCENTIVE PROGRAM**

The Current Project is a revision of an approved project and was therefore determined not to be subject to the City's recently adopted Average Unit-Size Density (AUD) Incentive Program. As such, the project has been designed in accordance with the City's prior Variable Density Ordinance for the portion of the lot zoned R-3/R-4 and in accordance with base density requirements for the portion of the lot zoned C-P.

For informational purposes, the Current Project's average unit size is 1,515 net sf (AUD maximum average unit size would be 1,450 sf for a density of 15 dwelling units per acre). Since the project is a market-rate ownership project in the SD-2 overlay zone, the AUD Incentives would not be applicable, even if the project was designed as an AUD project.

## **3. DENSITY / RESIDENTIAL DEVELOPMENT POTENTIAL**

As part of the subdivision, the applicant has proposed to allocate all residential density for the entire project site to Lot D. Staff is supportive of this proposal as it does not increase the overall development potential of the site. This "transfer of density" would be documented through recorded agreements on the new lots as part of the subdivision, as outlined in the recommended conditions of approval.

## **4. NON-RESIDENTIAL SQUARE FOOTAGE**

The project site (two parcels) currently contains 51,995 sf of existing non-residential development (comprised of 17,971 sf and 114 hotel rooms totaling 34,024 sf). Each of the two parcels is also entitled to 1,000 sf of minor addition square footage.

The proposed development of Lots A, B and C would utilize 5,110 sf of this development potential. The applicant has proposed to allocate all remaining development rights (48,885 sf) to Lot C. Under the City's Nonresidential Growth Management Program, this square footage could be transferred to any other parcel(s) within the Upper State Street Development Area or Downtown Development Area. The applicant would have the option of transferring the non-residential hotel rooms/floor area as either hotel rooms or square footage.

In addition, the subject parcels have 4,059 sf of development credit that was transferred in 2005 from parcels located at 8 and 210 E. Figueroa Street. This development credit, although transferred through a recorded document, did not receive Planning Commission approval as a Transfer of Existing Development Rights. Therefore, although currently "owned" by the subject parcels, it would only be eligible for transfer

to a parcel(s) within the Downtown Development Area. This square footage would also be allocated to Lot C.

These allocations and restrictions would be documented through recorded agreements on the new lots as part of the subdivision, as outlined in the recommended conditions of approval.

## **5. SUBDIVISION ORDINANCE**

### **a. TENTATIVE SUBDIVISION MAP (SBMC CH. 27.07)**

The front portion of the project site is located in a commercial zone that allows for mixed-use development. The rear of the site is zoned for multi-family residential use. The proposed development with commercial and residential uses is consistent with this zoning. The site is currently developed with a hotel and restaurant and does not contain environmentally sensitive habitat. Improvement of the site will allow the implementation of the City's Storm Water Management Program at the Tier 3 level. Tier 3 projects must demonstrate that the first inch of rain in a 24 hour event is captured and treated on site, the volume of runoff is reduced and the rate that runoff leaves the site is maintained. The project has incorporated best management practices that facilitate Tier 3 compliance and therefore will contribute towards improved water quality. The project includes public improvements (sidewalk dedication, median extension, bus stop) that are consistent with City policies related to circulation, as outlined in the General Plan Consistency discussion below.

### **b. NEW CONDOMINIUM DEVELOPMENT (SBMC CH. 27.13)**

In addition to the requirements of the zone, the required physical standards for residential condominiums, as described in SBMC §27.13.060, have been met as follows:

- a. **Parking.** The project will satisfy the parking requirements (SBMC §28.90.100) by providing each residential condominium unit with two parking spaces, of which at least one is in a garage, and by providing at least 18 guest parking spaces.
- b. **Private Storage Space.** In accordance with the provisions of this Section, the requirement for each unit to have at least 300 cubic feet of storage has been waived because each unit will have a separate enclosed garage.
- c. **Separate Utility Metering.** All utilities (e.g. gas, electricity, water and sewer.) are metered separately for each unit, and the provisions of this Section have been addressed.
- d. **Laundry Facilities.** A laundry area has been provided in each unit.
- e. **Public Improvement Districts.** The requirement that the applicant waive the right, through deed restriction, to protest the formation of public improvement districts, has been included as a condition of approval.
- f. **Density.** The project complies with the density requirements as specified in SBMC §28.21.080, and is consistent with the zoning ordinance requirements for the zone in which the project is located as discussed in Section VII.A of this staff report.

- g. Unit Size. The requirement that the enclosed living or habitable area of each unit shall be not less than 400 sf is met, as the minimum unit size is 1,515 net sf.
- h. Outdoor Living Space. Outdoor living space provided exceeds the requirements outlined in SBMC §28.21.081.B by providing more than 15% of the lot area as common outdoor living space, as identified in Section VII.A above.
- i. Storage of Recreational Vehicles. The proposal does not include parking spaces for recreational vehicles. Therefore, staff has included a recorded condition that states that recreational vehicles shall not be stored on site.

## **B. GENERAL PLAN CONSISTENCY**

Before a condominium project and a tentative subdivision map can be approved, they must be found consistent with the City's General Plan. The EIR certified for the Approved Project included an extensive plans and policy analysis including compliance with the General Plan (Chapter 5.5.2 and Appendix 5.0). However, since certification of the EIR, the City adopted an updated General Plan (December 2011). The following is an updated analysis of project consistency with the General Plan.

### **1. LAND USE ELEMENT**

The project site is located within the Upper State neighborhood, which is a commercial corridor that runs along State Street from approximately Mission Creek/Alamar to Highway 154 and includes La Cumbre Plaza and the auto dealerships along Hope and Hitchcock. The San Roque neighborhood is located just north of the project site, which is described as "an intensely developed commercial strip, with a scattering of multiple family residential development." The General Plan anticipated "little or no residential growth" in this area. A mix of commercial and office uses surround the project site to the east, south and west, with residential development located north of the project site.

The project site has General Plan designations of Commercial/ Medium High Residential (15-27 du/ac) and Medium High Residential (15-27 du/ac). The commercial portion of the proposed development is located entirely within the commercially designated portion of the site, which is consistent with the designation.

The allowed land uses in the Commercial/ Medium High Residential designation include residential, office, service shops, grocery stores, restaurants, banks, dry cleaners, childcare centers, pet shops, repair shops, and various other neighborhood/commercial serving businesses. These neighborhood and commercial service centers provide easy access to goods and services and help improve the livability and sustainability in areas with a high concentration of residential uses.

The Medium High Density Residential designation serves as a transition from the medium density neighborhoods to the commercial centers of the City, and the proposed project would provide that transition from State Street commercial development to the San Roque neighborhood to the north. The project density is 18 dwelling units per acre based on the condominium site area (Lot D). If the entire 4.58-acre site is used for the calculation, the density is approximately 16 units per acre. The General Plan Land Use Element notes that the Medium-High Residential Density designation permits a base

density of 12-18 dwelling units per acre (a range of 15 to 27 dwelling units per acre is allowed with the Average Unit-Size Density Incentive Program). Therefore, the proposed project would be consistent with the Land Use Element of the General Plan.

## 2. HOUSING ELEMENT

The City Housing Element encourages construction of a full range of housing opportunities to meet the needs of various household types. This proposal, with two and three bedroom units would satisfy that goal. The Housing Element also promotes construction of affordable housing units. With the provision of nine units affordable to middle-income homebuyers, the proposal would be consistent with those policies.

## 3. CIRCULATION ELEMENT

The Circulation Element contains goals and policies that promote housing in and adjacent to commercial areas to facilitate the use of alternative modes of transportation and to reduce the use of the automobile. This project provides housing as well as commercial space in the State Street area and is, therefore, consistent with that direction. The project also includes a transit stop along the property frontage consistent with the goal of increasing the availability and use of transit, and the project includes widening the existing sidewalk/parkway and removing two of the four existing driveway entrances, consistent with the Circulation Element and Pedestrian Master Plan. Bicycle parking would be provided on site for the commercial uses, consistent with zoning ordinance requirements.

### a. Sidewalk Improvements

The Pedestrian Master Plan (PMP), adopted as part of the General Plan Circulation Element, identifies areas citywide that would benefit from pedestrian improvements. The PMP recommendations for the sidewalk zone improvements are based on the right of way width and the use of the right of way, with the most important element being the pedestrian throughway width. Along the site's State Street frontage, the project is providing the PMP recommended minimum sidewalk zone of 12.5 feet, including a 6-inch curb, 4-foot parkway and 8-foot sidewalk. To meet these dimensions, the applicant has included a right-of-way dedication to the City of approximately four feet along the project frontage.

### b. Bus Stop

The Metropolitan Transit District (MTD) has recommended that the project include a bus stop. The Current Project (and the Approved Project) includes a bus stop (shelter, bench, lighting, trash receptacle) located approximately 120 feet east of the Hitchcock Way intersection (near side of intersection).

In prior discussions with MTD, they had stated that they would prefer the bus stop to be located on the far side of the intersection (west of Hitchcock Way). However, in that location, the current right-of-way width and configuration does not provide enough clear space to provide a shelter with adequate accessibility. There is just enough room to install a very basic bench with the ADA-compliant boarding pad, pole and trash receptacle. However, MTD recently submitted a letter to the

Planning Commission indicating that they would prefer a fully accessible bus stop east of the Hitchcock intersection. Condition of approval C.8.A.(9) includes this requirement for a complete bus stop.

c. Central (Split) Driveway

The project's central driveway is proposed to be a split driveway with a small median separating incoming and outgoing traffic. Thirty feet is the maximum allowed curb cut, unless approved by the City Administrator (SBMC §22.60.105). The proposed driveway design includes a 15-foot curb cut for outbound vehicles and a 20-foot curb cut for inbound vehicles, separated by approximately 7 feet.

The Applicant believes the split driveway design improves the character of the project from State Street, the functionality of the internal circulation system and the transition from the public street system to the private internal circulation system. At their review on November 25, 2013, the Architectural Board of Review expressed support for the split driveway from an aesthetic perspective, due to the enhanced landscaping.

The two driveways in close proximity to each other essentially create a 40-foot distance where pedestrians would be in the driveway zone and it may also confuse drivers. The proposed landscape planter would only be provided behind the sidewalk and would be approximately 63 square feet. A narrower driveway design would be consistent with the Upper State Street Study recommendation to eliminate driveways and the Circulation Element Design Standard Policy 5.4.4 direction that "the width and number of curb cuts (driveways) on City streets should be kept to a minimum or designed in a manner that protects the safety of pedestrians." If the driveway were to be narrowed to the 30-foot maximum, additional landscaping could be provided on either side of the driveway to compensate for the loss of the planter in between. Additionally, reducing the driveway width increases driveway spacing, which makes the project more consistent with the recommendations of the Upper State Street Study (see discussion below). Therefore, staff believes that one 30-foot curb cut is the appropriate design for this central driveway. Condition of approval C.8.A.(1) includes this direction. If the Planning Commission finds that a split driveway is the preferred design, staff will update that condition accordingly.

## **C. UPPER STATE STREET STUDY**

The Upper State Street Study (USSS) was adopted by the City Council on May 8, 2007. The purpose of the USSS was to identify improvements to benefit urban design and transportation, and to provide guidance for review of development applications. The following discussions address key aspects of the USSS as it relates to the Current Project. The EIR certified for the Approved Project included a complete analysis of all USSS direction and improvement measures (Section 5.5.4 and Appendix 5.0). The following is an analysis of the Current Project's consistency with the USSS.

### **1. BUILDING HEIGHT LIMITS**

The USSS calls for the establishment of decision-maker findings for approval of three-story buildings. The USSS proposes findings that would require that three-story

buildings should only be approved when substantial community benefits are provided by the project. Although the specific findings have not yet been established by the City Council, some of the possible community benefits cited in the Study include: views, open space, creek buffers, pedestrian amenities, improved circulation or connectivity, and/or affordable housing.

The residential development proposed as part of this project includes three-story buildings. Staff believes that the project's provision of affordable housing (nine middle-income units as required by the Inclusionary Housing Ordinance) is a community benefit that warrants consideration of the three-story buildings. In addition to the affordable units, the project is providing significantly more open space for residents than required by Ordinance; and the three-story buildings are set back approximately 90 feet from the street, which minimizes their impact on mountain views from public viewing locations.

## **2. LEFT-TURN LANE / MEDIAN EXTENSION**

The USSS recommends that the existing raised median along State Street between Hitchcock Way and Ontare Road be extended in order to improve the flow of traffic along this block. Generally, the purpose of the additional raised medians along State Street is to reduce the number of mid-block conflict points between through- and turning traffic. The USSS concludes that adding the raised medians would smooth mid-block traffic flow and reduce vehicle collisions caused by mid-block left turns; however, it could also affect access and emergency response. Additional medians also mean more U-turns at area intersections, which would slightly lower the level of service at signalized intersections. The concept plan presented in the USSS showed two median openings provided between Hitchcock Way and Ontare Road. The preferred median opening(s) is midway between the traffic signals in order to minimize impacts on left turns from queues at the downstream traffic signals, or at locations where a large volume of left turn traffic is expected (Exhibit K).

The Traffic Study prepared as part of the EIR recommended extending the existing median to at least the eastern property line in order to prevent illegal left turns into the proposed eastern driveway and to reduce the potential for illegal U-turns to access the central driveway. The Applicant has incorporated this extended median design into the Current Project.

Even though an eastbound left turn lane into the project site was not identified as creating a significant traffic impact for purposes of the CEQA analysis, the Traffic Study prepared as part of the EIR recommended that a left turn lane not be installed because:

- the lane would be located relatively close to the Hitchcock intersection, and would provide minimal car storage capacity;
- the left turn lane would preclude future expansion of the existing westbound to southbound left turn lane at the State Street/Hitchcock Way intersection;
- the remaining median would be too narrow to place the necessary "No U-Turn" control sign;

- it would be difficult to control illegal U-turns at this location;
- the project would not generate a large enough volume of left turn traffic to warrant the lane; and
- the left-turn lane would eliminate median landscaping.

The Applicant and the City Traffic Engineer studied the potential for left turn ingress access at the site's easternmost driveway in order to minimize U-turns at the State/Ontare intersection; however, the conclusion was that the left-turn lane and accompanying "worm" island to prevent left turn egress movements could not physically fit.

The applicant analyzed the potential for increased queuing in the westbound left turn lane at the State/Hitchcock intersection due to additional U-turns resulting from project traffic wanting to head east out of the project site. The conclusion was that the vehicle queue length would range from 170 feet (50<sup>th</sup> percentile) to 301 feet (95<sup>th</sup> percentile), which represents an increase of 22 to 46 feet. The extended median design proposed by the Applicant will provide enough vehicle storage length to accommodate the increase in vehicle queue resulting from the increase in U-turns under most traffic loading scenarios.

### **3. DRIVEWAY FREQUENCY / SPACING**

The Current Project proposes to reduce the number of driveways accessing the site from four to two (if the split driveway is counted as one driveway). Eliminating driveways is recommended by the USSS in order to reduce access points that conflict with through traffic. The USSS recommends:

- driveway spacing of at least 220 feet and a preferred spacing of 440 feet;
- locating driveways at median openings or offset by at least 150 feet; and
- locating driveways at least 110 feet from the intersection (ideally beyond the intersection turning lanes).

Although the project would reduce the number of driveways currently serving the site, the proposal would not be fully consistent with the recommended driveway spacing guidelines identified in the USSS:

- The two proposed driveways would be spaced approximately 85 feet apart from one another,
- the driveways would not be at the median opening nor offset by 150 feet (offset of 40 feet to eastern driveway and 150 feet to central driveway); and
- the central driveway would be approximately 205 feet from the intersection.

It should be noted that if the central driveway were reduced to 30 feet, as recommended by staff, the driveway spacing or distance from the intersection could be increased by approximately 12 feet.

Due to the size and location of the parcel, it is not possible to have two driveways and comply with all of the spacing recommendations in the USSS. The driveway spacing

proposed by the Current Project is almost identical to that of the Approved Project and does not present a significant traffic impact for purposes of the CEQA analysis.

Staff and the Planning Commission had previously expressed a desire to access the site via the existing driveway at the northern end of the State/Hitchcock intersection. However, due to legal issues regarding the access easement, the applicant has indicated that that is not a feasible option.

Although the development could provide one driveway and have adequate access to the site, due to the number of residential units, the separate commercial/office development, the distance from the intersection and between the two driveways, and the overall site layout, staff does not believe that two driveways are excessive for the development. Due to the oftentimes long queue in the State Street left turn lane at Hitchcock, having the easternmost driveway allows cars the option to exit from there in order to have additional time/space to enter that queue. Staff finds that the project results in a net benefit related to driveway access points as compared to existing conditions, and therefore supports the two driveways in their proposed locations.

#### **D. STORM WATER MANAGEMENT**

The project qualifies as a Tier 3 Storm Water Management Plan (SWMP) project, which requires 1) treatment of the one-inch, 24-hour storm event, 2) detention so the peak storm water runoff discharge rate doesn't exceed the pre-development rate, and 3) retention of the larger of the volume increase for the 25-year storm event or the volume of a one-inch, 24-hour storm event. The Current Project design would reduce peak flows due to an increase in onsite landscape/pervious area from an existing condition of 15% to approximately 30%. The Current Project's SWMP proposes to collect runoff from all hard surfaces (driveways, rooftops, patios, etc.) and convey it along the private driveway to onsite storm water inlets and piping it to a proprietary storm water treatment vault. Storm water would then be discharged to an offsite subsurface storm drain system in State Street which would connect to an existing curb inlet and then discharge into Arroyo Burro Creek. The project design also includes vegetated swales along the eastern and western property lines to enhance water quality. The proposed SWMP does not satisfy the City's minimum requirements for compliance because the proposed structural Best Management Practices do not treat for all pollutants of concern from mixed use projects. More specifically, the proprietary storm water treatment vault does not treat storm water for nutrients, pesticides and herbicides.

As noted above, the Current Project utilizes filter media within the treatment vault to treat storm water. These media require annual maintenance and regular replacement, at an estimated cost of more than \$16,000.00 per year. This cost would be borne by the Homeowner's Association and may be viewed as an unnecessary expense, thereby resulting in improper maintenance, which reduces the effectiveness of the treatment vault. Over time, improper maintenance may eliminate the water quality benefit of this device. For this reason, staff recommends a storm water management plan that reduces reliance on proprietary treatment devices.

In addition, staff believes that there are opportunities to incorporate low-impact design techniques (e.g. permeable pavement, biofiltration) into the project, thereby making it more consistent with City policies (e.g. ER15, ER16 and the Storm Water BMP Guidance Manual),

reducing costs, and increasing long-term water quality effectiveness. The applicant has stated that infiltration is infeasible due to soil type onsite. Staff has requested soil infiltration testing to determine the feasibility of infiltration-type storm water management. The applicant has recently completed this soil testing; however, the results have not yet been submitted to staff for review. The results of the applicant's soil infiltration testing will provide more information on what types of low-impact design techniques would be feasible and effective at the site.

Staff has included a condition of approval (E.2.e) that would require the applicant to continue to work with the Creeks Division to develop a storm water plan that treats all pollutants of concern for the project, incorporates more low-impact development elements (specifically natural infiltration), and reduces reliance on proprietary treatment devices. With implementation of this condition of approval, the project would be in compliance with the City's SWMP requirements and would be more consistent with City policies related to storm water management.

### **VIII. ENVIRONMENTAL REVIEW**

A Final Environmental Impact Report (EIR) was certified by the City Council on April 20, 2010 for the Sandman Inn Redevelopment Project. The EIR concluded that the Approved Project would not result in any Class I (Significant) impacts; however, it would result in several Class II (Potentially Significant, Mitigable) impacts, as follows:

- Visual Resources (tree removal),
- Geologic Hazards (ground shaking),
- Noise (long-term for commercial and residential units near State Street and ramp to parking garage, and construction noise for adjacent residents),
- Public Services (solid waste, short-term),
- Transportation / Circulation (relocation of Town and Country Apartment access), and
- Water Environment (water quality, short- and long-term).

Class III (Less Than Significant) impacts associated with the Approved Project included:

- Air Quality (construction),
- Biological Resources (impacts to nesting birds due to tree removal),
- Cultural Resources (ground-disturbing activities), and
- Public Services (solid waste, long-term),
- Transportation/Circulation (construction traffic, median extension to restrict left-turns into the site, and assigned parking).

In accordance with CEQA Guidelines Section 15164, an Addendum to the EIR was prepared to document the changes associated with the Current Project because the changes were deemed to neither have a significant impact on the environment nor substantially change the conclusions of the EIR, and because there have been no substantial changes with respect to the circumstances under which the project is undertaken. Refer to the EIR Addendum dated March 21, 2014 (Exhibit M).

Of the Class II impacts, Visual Resources and Noise were determined to be most affected by the changes associated with the Current Project. Visual simulations for the Current Project are provided in the project plans. The Current Project would have a similar impact on mountain

views, primarily as viewed looking east from Hitchcock Way. As evaluated in the Addendum, this change to the view would continue to be classified as a Class II impact. With regard to noise, elimination of the underground parking garage would significantly reduce construction duration and noise. Mitigation measures related to construction (short-term) noise have been updated accordingly and are included in the Addendum, along with all previously required mitigation measures.

The EIR included analysis of the relocation of the access easement through the project site serving the Town & Country Apartments. Since the certification of the EIR, that relocation has occurred and access to the Apartments is now provided via San Remo. Mitigation measures to address impacts associated with that new driveway were implemented as part of that project and are therefore not applicable to the Current Project.

Of the Class III impacts, Air Quality impacts would be reduced due to elimination of the underground garage and the associated excavation.

Impacts related to Biological Resources, Cultural Resources, Geologic Resources, Public Services, Transportation/Circulation and Water Environment would remain the same or be slightly reduced due to elimination of the underground parking garage.

An updated Mitigation Monitoring and Reporting Program has been prepared and is provided as Exhibit L.

## **IX. DESIGN REVIEW**

In addition to the conceptual review by the Architectural Board of Review (ABR) in January 2013 (refer to Minutes, Exhibit F), this project was reviewed by the ABR on November 25, 2013 and December 9, 2013 (meeting minutes are attached as Exhibits G and H, respectively). The ABR made the Project Compatibility Analysis findings and determined that the project was appropriate for the site and included a high level of design.

### **Upper State Street Area Design Guidelines**

In 2009, the Upper State Street Area Design Guidelines were updated to reflect the direction that came out of the Upper State Street Study. The Sandman Inn Redevelopment Project EIR includes an extensive analysis of the project's compliance with the original Design Guidelines (1992); however, the updated Design Guidelines were adopted following completion of the EIR, so no specific analysis of the updated Design Guidelines was prepared. As the updated Design Guidelines are based closely on the direction provided in the Upper State Street Study, please refer to that analysis as provided in Appendix 5.0 of the EIR (Exhibit N) and in this section of this staff report. Particularly related to three-story buildings, the Guidelines identify the following development features as contributing toward achieving a size, mass, bulk and scale that is compatible with development in the Upper State Street Area:

- View opportunities or easements;
- Usable open space;
- Pedestrian amenities;
- Improved circulation and connectivity;

- Long-term easements, operations and maintenance agreements to assure pedestrian and transit amenities and future transit improvements and right-of-way needs; and
- Removal of parking lot barrier between separate properties.

Staff finds that the Current Project provides many of these features and is therefore consistent with this guideline. Overall, staff finds that the project is consistent with the Guidelines, specifically related to site planning, parking layout, public streetscape and mountain views. A list of applicable Upper State Street Area Design Guidelines' Goals is attached as Exhibit J for reference.

## **X. FINDINGS**

The Planning Commission finds the following:

### **A. ADDENDUM TO FINAL EIR**

The Planning Commission has considered the Addendum dated March 21, 2014 with the Final EIR prior to making a decision on the project. The Planning Commission has determined that no subsequent EIR is required pursuant to CEQA Guidelines Section 15162 and 15614 because:

1. Project changes do not require major revisions of the previous EIR because there are no new significant environmental effects and there is no increase in the severity of previously identified significant effects, as identified above.
2. There have been no substantial changes with respect to the circumstances under which the project is undertaken; therefore, no major revisions of the EIR are required to address new significant environmental effects or an increase in the severity of previously identified significant effects, as identified above.
3. There is no new information of substantial importance that shows that the project will have any significant effects not discussed in the previous EIR or that significant effects previously examined will be more severe than shown in the previous EIR. The project proponent has not declined to adopt any identified mitigation measures or alternatives.

### **B. 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 as discussed in Section VII of the staff report and in Section 5 of the EIR. The site is physically suitable for the proposed development due to its flat topography, soil composition, location within an urban environment and lack of environmental constraints. The project is consistent with the density provisions of the Municipal Code and the General Plan as identified in Section VII of the Staff Report. The proposed use as a mixed-use commercial and residential project is consistent with the vision for this neighborhood of the General Plan because it provides some office and/or commercial development and additional in-fill housing that is compatible in size and scale with surrounding development on a site planned for general commercial and residential use. The design of the project will not cause substantial environmental damage as discussed in the EIR and Addendum, which found that potentially significant impacts can be mitigated to a less than significant level and those mitigation measures have been incorporated into the project and/or made conditions of

approval. The design of the development and associated improvements will not cause serious public health problems because the proposal is for a new mixed-use development in an urban environment.

### **C. NEW CONDOMINIUM DEVELOPMENT (SBMC §27.13.080)**

1. There is compliance with all provisions of the City's Condominium Ordinance, as described in Section VII.A.5.b of the Staff Report. The project complies with density requirements as described in Section VII of the staff report. Each unit includes laundry facilities, separate utility metering, adequate unit size and storage space, and the required private outdoor living space, as described in Section VII.A.5.b of the Staff Report.
2. The proposed development is consistent with the General Plan of the city of Santa Barbara, as described in Section VII.B of the Staff Report. The project can be found consistent with policies of the City's General Plan including the Housing Element, Conservation Element, and Land Use Element as described in Section VII.B of the Staff Report and Section 5.0 of the EIR. The project will provide infill residential development that is compatible with the surrounding neighborhood, as determined by the Architectural Board of Review.
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 as described in the Staff Report and in the EIR and Addendum.

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 and will not result in traffic impacts because proposed driveways and street improvements have been analyzed to minimize conflicts and ensure proper traffic flow, consistent with the Upper State Street Guidelines and analyzed by staff (refer to Section VII.C of the Staff Report and the EIR and Addendum for additional details). The design has been reviewed by the City's design review board, which found the architecture and site design appropriate, as described in Section IX of the Staff Report.

#### **Exhibits:**

- A. Conditions of Approval
- B. Site Plan
- C. Applicant Letter, dated December 23, 2013
- D. Project History
- E. Conceptual Review – Planning Commission Minutes, December 20, 2012
- F. Conceptual Review – ABR Minutes, January 22, 2013
- G. ABR Minutes, November 25, 2013
- H. ABR Minutes, December 9, 2013
- I. Applicable General Plan Policies

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- J. Applicable Upper State Street Area Design Guidelines
- K. Upper State Street Study Exhibit
- L. Updated Mitigation Monitoring and Reporting Program
- M. EIR Addendum dated March 21, 2014
- N. Final EIR (provided electronically at:  
<http://www.santabarbaraca.gov/services/planning/erd/3714state.asp>)

**PLANNING COMMISSION CONDITIONS OF APPROVAL**

3714-3744 STATE STREET  
TENTATIVE SUBDIVISION MAP  
APRIL 3, 2014

- 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. **Order of Development.** In order to accomplish the proposed development, the following steps shall occur in the order identified:
1. Obtain all required design review approvals.
  2. Withdraw previously approved project on the site (MST2007-00591).
  3. Submit an application for and obtain a Building Permit (BLD) to demolish all structures / improvements on the Real Property. A BLD may also be obtained to perform rough grading. Comply with conditions E "Requirements Prior to Permit Issuance" and F "Construction Implementation Requirements." Demolition must be completed prior to recordation of the Map and Agreements.
  4. Submit an application for and obtain a Public Works Permit (PBW) number for all required public improvements.
  5. Pay Land Development Team Recovery Fee.
  6. Submit an application for and obtain City Council approval of the Final Map and Agreement(s) and record said documents.
  7. Permits following recordation of Final Map.
    - a. Obtain permit to construct all the required public improvement plans from the City Engineer.
    - b. Submit an application for and obtain a Building Permit (BLD) for construction of approved residential units.
    - c. Submit an application for and obtain Building Permits (BLDs) for construction of approved commercial units.
- Details on implementation of these steps are provided throughout the conditions of approval.
- B. **Recorded Conditions Agreement.** Prior to the issuance of any Public Works permit or Building permit for the project on the Real Property, except a demolition and/or rough grading permit or other appropriate permit (as determined by City staff) for work in anticipation of primary project improvements, 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 concurrent with the Final Map, and shall include the following:

1. **Approved Development.** The development of the Real Property approved by the Planning Commission on April 3, 2014 is limited to the following:
  - a. A four-lot subdivision creating Lot A (approximately 11,500 net square feet), Lot B (approximately 4,100 net square feet), Lot C (approximately 7,800 net square feet) and Lot D (approximately 174,300 net square feet);
  - b. A one-lot subdivision of Lot D to create 72 residential condominiums (32 two-bedroom units and 40 three-bedroom units totaling approximately 109,081 net square feet), of which nine are affordable to middle-income homebuyers, a community veranda, and 164 residential parking spaces;
  - c. Construction of an approximately 2,596 net square foot nonresidential building and 13 commercial parking spaces on Lot A;
  - d. Construction of an approximately 1,043 net square foot nonresidential building and 5 commercial parking spaces on Lot B;
  - e. Construction of an approximately 1,471 net square foot nonresidential building and 7 commercial parking spaces on Lot C;
  - f. Driveway access on Lots C and D;
  - g. Public improvements, including extension of the existing State Street median, sidewalk dedication, and a new bus stop;
  - h. Bike parking for 6 bikes (two on each of Lots A, B and C;and the improvements shown on the Tentative Map and project plans signed by the chairperson of the Planning Commission on said date and on file at the City of Santa Barbara.
2. **Nonresidential Parking.** Parking spaces provided for each nonresidential building shall not be assigned to individual tenants.
3. **Development Restrictions.** Residential and non-residential development potential on the Real Property has been specified as follows as part of the subdivision: All residential density has been allocated to Lot D, all non-residential development rights have been allocated to Lots A, B and C. Agreements outlining these allocations shall be recorded with the Final Map.
4. **Potential Future Access.** The Owner(s) shall accommodate future potential requests from adjacent property owners to connect with the vehicular circulation improvements on the Real Property in the approximate locations shown on Sheets C-1 and A-101. Any such accommodation is conditioned upon the adjacent property receiving all required approvals from the City of Santa Barbara and the adjacent property owner bearing any costs associated with said connection. The

Owner(s) shall also offer an easement to adjacent parcels to the north in order to accommodate pedestrian access through the Real Property.

5. **Uninterrupted Water Flow.** The Owner(s) of each newly created parcel shall allow for the continuation of any historic flow of water onto their newly created parcels including water from adjacent sources such as, but not limited to, public or private property drainage swales, natural watercourses, conduits, runoff from public or private roads, etc, as may be deemed appropriate.
6. **Recreational Vehicle Storage Prohibition.** No recreational vehicles, boats, or trailers shall be stored on the Real Property.
7. **Tree Protection.** The seventeen (17) existing trees/palms shown to remain in place on Sheet TP1.0 shall be preserved, protected, and maintained in accordance with the recommendations contained in the Tree Maintenance and Retention Plan prepared by Christopher Kallstrand, Dudek, dated October 1, 2013, including Attachments 2 and 3. A copy of this report shall be attached to the recorded conditions as an exhibit.
8. **Storm Water Pollution Control and Drainage Systems Maintenance.** Owner shall maintain the drainage system and storm water pollution control devices in a functioning state and in accordance with the Storm Water BMP Guidance Manual and Operations and Maintenance Procedure Plan approved by the Creeks Division for the life of the project. Owner shall inspect annually and submit a report to the City annually. After certificate of occupancy is granted, any proprietary treatment devices installed will be subject to water quality testing by City Staff to ensure they are performing as designed and are operating in compliance with the City's Storm Water MS4 Permit.

Should any of the project's surface or subsurface drainage structures or storm water pollution control methods fail to capture, infiltrate, and/or treat water, or result in increased erosion, the Owner shall be responsible for any necessary repairs to the system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the Owner shall submit a repair and restoration plan to the Community Development Director to determine if an amendment or a new Building Permit is required to authorize such work. The Owner is responsible for the adequacy of any project-related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health, or damage to the Real Property or any adjoining property.

9. **Ownership Unit Affordability Restrictions.** The nine dwelling units designated as units number 101, 107, 109, 113, 119, 120, 201, 214 and 216 on the Tentative Subdivision Map shall be designated as Affordable Middle Income Units and sold only to households who, at the time of their purchase, qualify as Middle Income Households as defined in the City's adopted Affordable Housing Policies and

Procedures. The maximum sale prices upon initial sale shall not exceed the following:

- a. Units No. 109, 119, 120, 216 (2-bedroom units) = \$317,400
- b. Units No. 101, 107, 113, 201, 214 (3-bedroom units) = \$360,600

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 ninety (90) years from the initial sale of the affordable unit. No affordable unit may be rented prior to its initial sale.

- 10. **Landscape Plan Compliance.** The Owner(s) of Lots A, B and C 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, including any tree protection measures. If said landscaping is removed for any reason without approval by the ABR, the owner is responsible for its immediate replacement.
- 11. **State Street Parkway Tree Maintenance.** Each Owner(s) of Lots A, B and C shall maintain the parkway tree on each corresponding lot frontage. Maintenance shall include watering and trimming maintenance. Canopies of mature street trees shall be maintained with a clearance of at least 14 feet above the road and at least 10 feet above the pedestrian sidewalk to ensure driver visibility of traffic control devices and pedestrian safety. A permit is required from the Parks and Recreation Department prior to any trimming.
- 12. **Required Private Covenants, Conditions and Restrictions (CC&Rs) for Residential Condominiums.** The Owners shall record in the official records of Santa Barbara County either private covenants, conditions and restrictions, a reciprocal easement agreement, or a similar agreement which, among other things, shall provide for 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 units.
  - b. **Garages Available for Parking.** A covenant that includes a requirement that all garages be kept open and available for the parking of vehicles owned by the residents of the property in the manner for which the garages were designed and permitted.

- c. **Parking Space Assignment.** Parking spaces within the project shall be allocated such that each residential unit has at least one covered and one uncovered parking space, and at least 18 spaces are assigned for guest parking.
  - d. **Landscape Maintenance.** A covenant that provides that the landscaping shown on the approved Landscaping Plan shall be maintained and preserved at all times in accordance with the Plan. Such plan shall not be modified unless prior written approval is obtained from the appropriate design review board. If said landscaping is removed for any reason without approval by the appropriate design review board, the owner is responsible for its immediate replacement.
  - e. **Trash and Recycling.** Trash holding areas shall include recycling containers with at least equal capacity as the trash containers, and trash/recycling areas shall be easily accessed by the consumer and the trash hauler. Green waste shall either have containers adequate for the landscaping or be hauled off site by the landscaping maintenance company. If no green waste containers are provided for common interest developments, include an item in the CC&Rs stating that the green waste will be hauled off site.
  - f. **Public Improvement Districts.** A covenant that includes a waiver to protest formation of public improvement districts.
  - g. **Covenant Enforcement.** A covenant that permits each owner to contractually enforce the terms of the private covenants.
- C. **Public Works Submittal Prior to Final Map Approval.** The Owner shall submit the following, or evidence of completion of the following, to the Public Works Department for review and approval, prior to processing the approval of the Final Map and prior to the issuance of any permits for the project except for demolition and/or rough grading or other appropriate permits (as determined by City staff) for work in anticipation of primary project improvements:
- 1. **Final Map.** The Owner shall submit to the Public Works Department for approval, a Final Map prepared by a licensed land surveyor or registered Civil Engineer. The Final Map shall conform to the requirements of the City Survey Control Ordinance.
  - 2. **Dedication(s) & Abandonments.** Applicant to dedicate in Fee and Easements to the City, as shown on the approved Tentative Subdivision Map and described as follows, subject to review and approval (including easement size, location and scope) by the Public Works Department:
    - a. An easement for all street purposes along State Street in order to establish 4 additional feet of public right-of-way to provide a minimum of a 12-foot wide strip for sidewalk, parkway and all street purposes.

- b. Dedicate in fee approximately 40 feet of right of way along the south boundary of existing APN 053-300-031.
  - c. Dedicate a sanitary sewer easement at a minimum of 15 feet in width centered over the new City sewer main pipeline. The width of this easement may be adjusted based on need for access, maintenance and repairs to the satisfaction of the City Engineer.
  - d. An access and water meter easement in gross over the common area of Parcel D for water meter reading, meter and meter box maintenance and repairs. Easement language and dedication on the Final Map shall be reviewed and approved by the City Attorney.
  - e. Abandonment of existing easement for sanitary sewer main and incidental purposes, Instrument No. 7905 in Book 1442, Page 366.
  - f. Abandonment of existing easement for public utility purposes and incidental purposes, Instrument No. 7906 in Book 1442, Page 369.
  - g. Dedicate a non-exclusive reciprocal access easement in favor of Parcel A of Parcel Map No. 20,305 and APN 053-300-027. The location is generally as shown on the Tentative Tract Map Sheet 1 of 4 Proposed Easements Item No. 12.
  - h. Provide a reciprocal access easement in favor of Lot 1 of Tract Map 20,182 along the pedestrian sidewalks which exist from time to time on the Property to permit residents of that property pedestrian access to State Street. This easement will be on terms similar to the terms agreed to with the owner of the Town and Country apartments, shall be at no cost to the owners of the adjacent property, shall not be useable by the owners during any period of construction on the Property and shall provide for relocation to the location of new sidewalks providing access to State Street should the Property be redeveloped in the future.
  - i. Dedicate right of way sufficient to accommodate Americans with Disability Act access to the existing traffic signal pole near the southwest boundary of the subdivision.
3. **Water Rights Assignment Agreement.** The Owner shall assign to the City of Santa Barbara the exclusive right to extract ground water from under the Real Property in an *Agreement Assigning Water Extraction Rights*. Engineering Division Staff prepares said agreement for the Owner's signature.
  4. **Water Meter Access Agreement.** The Owner shall submit an executed Agreement for Access to Water Meters and Sub-Meters and Grant of Easement, prepared by the Public Works Department, for approval of City water meters to be located on private property. This Agreement shall be recorded in conjunction with the Final Map.

5. **Nonresidential Floor Area Agreement.** Following demolition of the existing development on the Real Property, and as part of the subdivision of the Real Property, all nonresidential development rights not allocated as part of the Approved Development on Lots A, B and C shall be allocated to Lot C and restricted as follows:
  - a. Existing Development Rights – A total of 46,885 square feet comprised of 114 hotel rooms totaling 34,024 net square feet, and 17,971 net square feet of additional nonresidential space less the approved development on Lots A, B and C. This square footage can be transferred as either hotel rooms or square footage, as appropriate and based on the Permitted Hotel Room Area Exhibit included as part of the Sandman Nonresidential Floor Area Memorandum prepared by Dudek and dated December 23, 2013. This square footage can only be transferred within the Upper State Street Development Area or to the Downtown Development Area in accordance with the City's Traffic Management Strategy outlined in SBMC §28.85.050.
  - b. Minor Additions – A total of 2,000 square feet (1,000 square feet for each parcel existing as of October 1, 1988). This square footage can only be transferred within the Upper State Street Development Area or to the Downtown Development Area, in accordance with the City's Traffic Management Strategy outlined in SBMC §28.85.050.
  - c. Transferred Square Footage – A total of 4,059 square feet comprised of 2,409 square feet transferred from 8 East Figueroa Street and 1,650 square feet transferred from 210 East Figueroa Street. This square footage cannot be constructed on the Real Property and can only be transferred to a receiving site located within the Downtown Development Area, in accordance with the City's Traffic Management Strategy outlined in SBMC §28.85.050.

A formal agreement to this effect shall be reviewed and approved as to form and content by the City Attorney and Community Development Director, and recorded in the Office of the County Recorder as part of the subdivision.

6. **Residential Density Agreement.** As part of the subdivision of the Real Property, Owner has voluntarily assigned all residential development rights of the Real Property to Lot D. Upon recordation of the final map, Lots A, B or C shall no longer have any rights to develop residential units. A formal agreement to this effect shall be reviewed and approved as to form and content by the City Attorney and Community Development Director, and recorded in the Office of the County Recorder as part of the subdivision.
7. **Required Private Covenants.** The Owner shall submit a copy of the draft private covenants, reciprocal easement agreement, or similar private agreements required for the project, concurrently with the Final Map.

8. **State Street Public Improvements.** The Owner shall submit C-1 public improvement or Public Works plans for construction of improvements along the property frontage on State Street. Plans shall be submitted separately from plans submitted for a Building Permit, and shall be prepared by a licensed Civil Engineer registered in the State of California. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following:
- a. **Street, Traffic, Lighting and Planting Public Improvements**
- (1) Remove approximately 70 linear feet of existing driveway at the proposed main entrance and install new City standard H-0.31 commercial driveway to meet Title 24 requirements. The new driveway shall be a maximum width of 30 feet. The existing street light shall be relocated along the State Street frontage of the Real Property in a location to be approved by the City Engineer.
  - (2) The existing 25-foot driveway at the frontage of proposed Lot C shall be removed and replaced with a new 20-foot wide driveway apron that meets Title 24 requirements.
  - (3) Remove and replace existing curb, gutter and sidewalk along State Street project frontage and as needed to conform to existing improvements. Width of gutter and height of curb shall match existing. Sidewalk shall be a minimum of 8-feet in width with a 4-foot wide parkway. The parkway shall be planted with three new 15-gallon Quercus tomentilla (Island Oaks) street trees.
  - (4) The existing raised median in front of the site on State Street shall be extended to the east to prohibit left-turns into and out of the site. The applicant shall work with the City Transportation Engineer to determine what modifications to the existing raised median are required to adequately accommodate the extended median, and shall confer with the City Arborist to determine if new street trees are appropriate for the median. A new “No U Turn” sign shall be provided at the eastern end of the new raised median. The revised median design shall be reviewed and approved by the City’s Transportation Division and the City Engineer. (T-5)
  - (5) Street lighting plan shall be provided showing existing street light type, pole height and wattage within 600 feet of development. Existing street lights on project frontage shall be replaced with new street lights and shall be fluted poles with dome type laminar. New street light spacing and location shall be per City standards as required by the City Engineer.

- (6) Signing and striping plans shall be provided showing existing signs and striping and new signing and striping. State Street shall continue to be posted for no parking along project frontage.
- (7) The existing street shall be crack sealed to centerline or median generally along the entire frontage, then covered with a slurry seal. The slurry seal shall also generally extend 20 feet beyond the limits of all trenching.
- (8) The existing City traffic signal pole pedestrian call button located near the south west corner of the property shall be made accessible per the Americans with Disability Act (ADA) for pedestrians crossing at the adjacent State Street driveway. Owner shall dedicate land along the project frontage to increase public right of way for access to this pole as needed. This Condition does not require improvements on property that is outside of City right of way and easements.
- (9) Install bus stop with lighted shelter, bench, pole signage and trash receptacles, and red painted curb along the project frontage. The design shall be per MTD bus stop standards. This bus stop is also subject to ABR and MTD approvals.
- (10) 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.

b. Water Public Improvements

- (1) The three (3) existing water meters and services serving the Sandman Inn shall be abandoned unless they are used for the new commercial lots. Existing and proposed water services shall conform to current City standards and be located at the frontage of the lots they serve. Abandoned service lines shall properly be abandoned at the water main.
- (2) The water supply system to proposed Lot D shall be privately owned and maintained with the exception of water meters and water meter boxes that are accessed, maintained and repaired by the City.
- (3) Existing survey markers shall be protected in place or reset in accordance with Business and Professional Code § 8771.

c. Wastewater Public Improvements

- (1) The existing City sewer main shall be abandoned in place, plugged and filled with cement slurry, or completely removed.
- (2) The design Civil Engineer shall provide an analysis of the existing sewer main pipe flow performance and new sewer main pipe design

performance considering average dry weather flows and peak wet weather flows. Existing flows may need to be measured at the expense of the applicant and peaking factors shall be approved by the City Engineer. The new design shall not significantly change or deteriorate flow characteristics in comparison with the existing analysis. If the City completes and publishes a model for the flows in the existing pipe prior to design submittal, the City's model will provide data as a substitute for the required existing pipe flow analysis.

- (3) The design shall minimize release of potential odors. Sealed bolt down manhole lids may be used as required or approved by the City Engineer. The design shall not create a need for sewer backflow devices within the subdivision or offsite at adjacent property sewer services.
- (4) The location and depth of City sewer shall be given priority over other utilities. The final alignment and depth shall be to the satisfaction of the City Engineer.
- (5) The new City sewer main shall begin and terminate in new manholes and shall be designed to minimize disruption of flows of the wastewater lines in State Street.
- (6) Design submittal showing adequate access to manholes and pipeline shall be provided to the City based on current City practice for access to manholes and maintenance of sewer pipelines.
- (7) Design of both public and private wastewater system shall be to current City standards.

d. Storm Drainage Public Improvements

- (1) The onsite storm drain collection systems shall be private. The storm drain system shall be designed and calculated for a 25 year storm event.
- (2) The project shall be designed to convey the 100 year storm event overflow. The 100 year overflows shall be conveyed within the common area to the public right-of-way.
- (3) The private storm drain system shall collect and treat onsite drainage prior to discharge to the City storm drain system. The private storm drain system shall transfer to the City storm drain system via standard manhole or curb side drop inlet.
- (4) The City storm drain system shall be extended from the drop inlet in State Street near City storm drain channel No. 70 at 3768 State Street, approximately 470 feet to the project site's main entrance at State Street. The storm drain extension shall be a minimum of 24"

R.C.P. The pipe class shall be designed for appropriate vehicular loading. Manholes or drop inlets shall be placed at all angle points, changes in grade, changes in pipe size and at a minimum of every 300 feet. Junction structures shall be designed as curb opening catch basins when practical.

9. **Agreement to Secure Public Improvements.** The Owner shall submit an executed *Agreement for Land Development Improvements*, prepared by the Engineering Division. Owner shall submit an Engineer's Estimate, wet signed, and stamped by a civil engineer registered in the State of California, and shall submit securities for construction of improvements prior to execution of the Agreement.
- D. **Design Review.** The project, including public improvements, is subject to the review and approval of the Architectural Board of Review (ABR). ABR shall not grant project design approval until the following Planning Commission conditions have been satisfied.
1. **Tree Relocation.** Prior to removal of any trees, and prior to project design approval, a landscape plan accommodating the relocation of existing mature palm trees on-site, particularly those considered "skyline trees" (tall [55 to 65 foot] Mexican Fan palms [*Washingtonia robusta*]) to the extent reasonably feasible shall be submitted to the City Arborist for review and approval. As applicable, this plan shall include planter design specifications to ensure the long-term growth and survival of the relocated trees. (VA-1)
  2. **Tree Removal.** Prior to removal of any trees, the applicant shall revise the landscape plan to include one replacement specimen tree for each mature tree (as determined by the City Arborist) removed. (VA-2)
  3. **Parks and Recreation Commission Tree Removal Approval.** Submit to the Planning Division verification of approval from the Parks and Recreation Commission for any street trees or front setback trees that are proposed for removal.
  4. **Tree Protection Measures.** The demolition plan, landscape plan and grading plan shall include the following tree protection measures:
    - a. **Tree Protection.** All trees not indicated for removal or relocation on the approved Tree Protection Plan (Sheet TP1.0) shall be preserved, protected, and maintained, in accordance with the Tree Protection Plan dated October 1, 2013.
    - b. **Tree Protection and Retention Plan.** Include a note on the plans that the recommendations/conditions contained in the Tree Protection Plan prepared by Christopher Kallstrand of Dudek, dated October 1, 2013, including Attachments thereto, shall be implemented. Reproduce all protection measures on the plans.
    - c. **Landscaping Under Trees.** Landscaping under the tree(s) shall be compatible with the preservation of the tree(s), as determined by the ABR.

5. **Screened Backflow Device.** The backflow devices for fire sprinklers, pools, spas, and/or irrigation systems shall be provided in a location screened from public view or included in the exterior wall of the building, as approved by the ABR.
  6. **Location of Dry Utilities.** Dry utilities (e.g. above-ground cabinets) shall be placed on private property unless deemed infeasible for engineering reasons. If dry utilities must be placed in the public right-of-way, they shall be painted “Malaga Green,” and if feasible, they shall be screened as approved by ABR.
  7. **Project Directory.** A project directory listing all units on-site shall be indicated on the project plans. This directory shall be lit sufficiently for readability for site visitors and placed in a location or locations acceptable to the Fire Department and Community Development Department, shall meet current accessibility requirements, and is subject to ABR Approval.
  8. **Trash Enclosure Provision and Design.** A trash enclosure with adequate area for recycling containers shall be provided on each property and screened from view from surrounding properties and the street. Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five (5) feet of combustible walls, openings, or roofs unless protected with fire sprinklers. Project trash container areas shall incorporate long-term structural storm water best management practices (BMPs) to protect water quality, to the satisfaction of the Environmental Services Division. The owners shall maintain these structural storm water quality protections in working order for the life of the project, and shall inspect them at least annually and report to the City annually. (PS-2)
  9. **Exterior Residential Areas.** Usable residential exterior areas (patios, balconies, courtyards) shall be oriented away from State Street to the extent feasible, and preferably shielded from roadways by the structures themselves. (N-3)
  10. **Public Improvements.** All public improvements shall be approved by the ABR, including the bus stop.
- E. **Requirements Prior to Permit Issuance.** The Owner shall submit the following, or evidence of completion of the following, for review and approval by the Department listed below prior to the issuance of any Permit for the project. Some of these conditions may be waived for demolition or rough grading permits, at the discretion of the department listed. Please note that these conditions are in addition to the standard submittal requirements for each department.
1. **Public Works Department.**
    - a. **Approved Public Improvement Plans.** Public Improvement Plans as identified in condition C.8 “State Street Public Improvements” shall be submitted to the Public Works Department for review and approval. Upon acceptance of conceptual public improvement plans, a Building or Public Works Permit may be issued if the Owner has bonded for public improvements and executed the *Agreement for Land Development Improvements*.

- b. **Haul Routes Require Separate Permit.** Apply for a Public Works Permit to establish the haul route(s) for all demolition/construction-related trucks with a gross vehicle weight rating of three tons or more, entering or exiting the site. The Haul Routes shall be approved by the Transportation Engineer.
- c. **Storm Drain System Stenciling and Signage.** Within the project area, the applicant shall implement stenciling of all storm drain inlets and catch basins, and posting of signs at all public access points along channels and creeks, with language in English and Spanish and graphic icons prohibiting dumping, per approved plans. The applicant shall submit project plans to the satisfaction of Public Works Engineering that identify storm drain inlet locations throughout the project area, and specified wording and design treatment for stenciling of storm drain inlets and signage for public access points that prohibit dumping. The owners association shall maintain ongoing legibility of the stenciling and signage for the life of the project, and shall inspect at least annually and submit a report annually. (W-3)
- d. **Stop Sign.** A "STOP" sign and painted stop bar and text legend shall be installed and maintained at the property line exit(s) and shown on the approved plans.
- e. **Bicycle Parking.** At least one bike post shall be located on each nonresidential lot (i.e. Lots A, B and C). Their location shall be approved by the Mobility Coordinator.
- f. **Construction Management Plan.** Prior to issuance of building permits, the applicant shall prepare a construction management plan for review and approval by City staff. Prior to beginning the next phase of construction, review the plan with City Engineering staff and modify as needed to ensure coordination with other area construction projects to minimize any lane closures or traffic intensive activities.

The construction management plan shall provide for:

- No hauling of bulk materials and waste shall occur during peak traffic hours.
- Hauling of materials shall be limited along streets that have fronting residential land uses, or near school sites.
- Flagmen shall be provided at the project's truck entrance to expedite movements into and out of the site.
- Access of all but essential construction traffic on San Remo Drive shall be limited.
- Any lane closures required along State Street for construction should be done during off-peak hours and all lanes should be open for travel during the peak commute hours and on weekends.

(T-11)

- g. **Construction Parking/Storage/Staging.** Prior to issuance of building permits, the applicant shall prepare a management plan for review and approval by City staff for employee parking to eliminate intrusion into area on-street parking spaces and maximize use of available on-site parking.

Construction parking and storage shall be provided as follows:

- During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Public Works Director. Construction workers are prohibited from parking within the public right-of-way, except as outlined below.
- Parking in the public right of way is permitted as posted by Municipal Code, as reasonably allowed for in the 2006 Greenbook (or latest reference), and with a Public Works permit in restricted parking zones. No more than three (3) individual parking permits may be issued for the life of the project.
- Storage or staging of construction materials and equipment within the public right-of-way shall not be permitted, unless approved by the Transportation Manager.

(T-12)

2. **Community Development Department.**

- a. **Recordation of Final Map and Agreements.** After City Council approval, the Owner shall provide evidence of recordation of the map and agreements to the Community Development Department prior to issuance of building permits for individual parcels.
- b. **Project Environmental Coordinator Required.** Submit to the Planning Division a contract with a qualified independent consultant to act as the Project Environmental Coordinator (PEC). Both the qualified independent consultant (PEC) and the contract are subject to approval by the City's Environmental Analyst. The PEC shall be responsible for assuring full compliance with the provisions of the Mitigation Monitoring and Reporting Program (MMRP) and Conditions of Approval to the City. The contract shall include the following, at a minimum:
- (1) The frequency and/or schedule of the monitoring of the mitigation measures.
  - (2) A method for monitoring the mitigation measures.
  - (3) A list of reporting procedures, including the responsible party, and frequency.

- (4) A list of other monitors to be hired, if applicable, and their qualifications.
  - (5) Submittal of biweekly reports during demolition, excavation, grading and footing installation and monthly reports on all other construction activity regarding MMRP and condition compliance by the PEC to the Community Development Department/Case Planner.
  - (6) Submittal of a Final Mitigation Monitoring Report.
  - (7) 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 and conditions of approval, including the authority to stop work, if necessary, to achieve compliance with mitigation measures.
- c. **Recorded Affordability Covenant.** Submit to the Planning Division a copy of an affordability control covenant that has been approved as to form and content by the City Attorney and Community Development Director, and recorded in the Office of the County Recorder, which includes the following:
- (1) **Initial Sale Price and Resale Restrictions.** Initial sale price and resale restrictions shall be as identified in condition B.9 “Ownership Unit Affordability Restrictions.”
- d. **Minimization of Storm Water Pollutants of Concern.** The applicant shall implement approved plans incorporating long-term storm water best management practices (BMPs) to minimize identified storm water pollutants of concern including automobile oil, grease and metals. The applicant shall submit project plans incorporating long-term BMPs to minimize storm water pollutants of concern to the extent feasible, and obtain approval from Creeks Division. The owners’ association shall maintain approved facilities in working order for the life of the project, and shall inspect annually and submit report to the City annually. (W-2)
- e. **Drainage and Water Quality.** The project is required to comply with Tier 3 of the Storm Water BMP Guidance Manual (Santa Barbara Municipal Code Chapter 22.77) (treatment, rate and volume standards). The Owner shall submit a hydrology report prepared by a registered civil engineer or licensed architect demonstrating that the new development will comply with the City’s Storm Water requirements (Santa Barbara Municipal Code Chapter 22.77). Project plans for grading, drainage, storm water facilities and treatment methods, and project development, shall be subject to review and approval by the City Creeks Division, Planning Division, Building Division and Public Works Department. Sufficient engineered design and adequate measures shall be employed to ensure that no unpermitted construction-related or long-term effects from increased runoff, erosion and

sedimentation, urban water pollutants, or groundwater pollutants would result from the project.

In addition, the applicant shall continue to work with the City Creeks Division to further develop the current drainage and storm water improvements to incorporate more low-impact development elements and reduce reliance on proprietary treatment devices. Plans shall include natural infiltration to the greatest extent feasible, consistent with the infiltration test results submitted by the applicant, with the intent of reducing reliance on filter media in order to increase long-term effectiveness and reduce long-term maintenance costs borne by the future property owners. In addition to the pollutants listed in condition E.2.d, the applicant shall also employ BMPs that treat the pollutants of concern for a mixed-use development, including trash, nutrients, bacteria, sediment, hydrocarbons, pesticides and herbicides. The applicant shall submit plans incorporating said long-term (post-construction) BMPs to the Creeks Division for approval prior to issuance of building permits for Lot D.

If a proprietary device is used that does not treat all of the mixed use development pollutants of concern, additional pollution prevention BMPs shall be required.

For any proprietary treatment devices that are proposed as part of the project's final Storm Water Management Plan, the Owner shall provide an Operations and Maintenance Procedure Plan consistent with the manufacturer's specifications (describing schedules and estimated annual maintenance costs for pollution absorbing filter media replacement, sediment removal, etc.) during the building permit application review phase of the project. The Plan shall be reviewed and approved by the Creeks Division for consistency with the Storm Water BMP Guidance Manual and the manufacturer's specifications.

After certificate of occupancy is granted, any proprietary treatment devices installed will be subject to water quality testing by City Staff to ensure they are performing as designed and are operating in compliance with the City's Storm Water MS4 Permit.

- f. **Construction Waste Management Plan.** To reduce trips associated with export of site debris, prior to issuance of grading and/or demolition permits, the applicant shall develop and implement a solid waste management plan for review and approval by the City to reduce waste generated by construction and demolition activities (see condition E.2.n for additional information). In addition, the applicant shall work with other development projects in the area to minimize the distance that export material is hauled from the site and manage the hours during which that hauling occurs to minimize the effects on area traffic. (T-10)

- g. **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 draft copy of the notice to the Planning Division for review and approval.
- h. **Letter of Commitment for Construction Notice to Neighborhood.** The Owner shall submit to the Planning Division a letter of commitment to provide the written notice specified in condition F.1 “Construction Notice to Neighborhood”. 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.
- i. **Letter of Commitment for Pre-Construction Conference.** The Owner shall submit to the Planning Division a letter of commitment to hold the Pre-Construction Conference identified in condition F.2 “Pre-Construction Conference” prior to disturbing any part of the project site for any reason.
- j. **Geotechnical Recommendations.** Site preparation and project construction related to soil conditions and seismic hazards shall be in accordance with the recommendations contained in the Soils Engineering Report, prepared by Earth Systems Pacific, dated September 25, 2003, and with any modifications or amendments/addenda necessary to reflect the revised project description and for compliance with current Building Codes. Compliance shall be demonstrated on plans submitted for grading and building permits. (G-1)
- k. **Interior Noise Reduction for Residential Units Near State Street.** The walls, doors, and windows of residential units closest to State Street shall be constructed to include sufficient noise attenuation to reduce interior noise levels to a CNEL of 45 dB(A). (N-14)

The applicant shall submit an updated Noise Report demonstrating that the project satisfies the above-referenced noise levels. Said Report shall identify any noise attenuation measures needed to satisfy the noise requirement, which may include:

- (1) Windows shall have a minimum Standard Transmission Class (STC) of 35 and be properly installed, weather-stripped, and insulated.
- (2) Doors with a minimum STC of 35 shall be used for doorways facing State Street and shall be insulated in conformance with California Title 24 requirements.
- (3) Roof or attic vents facing State Street shall be baffled.
- (4) Air conditioning or a mechanical ventilation system shall be installed in any dwelling units shown by the Noise Report to be subject to 60 dB or more so that windows and doors may remain

closed. Ventilation systems shall be installed and operable prior to Certificate of Occupancy.

1. **Interior Noise Reduction for Commercial Development Near State Street.** The walls, doors, and windows of office/commercial units adjacent to State Street shall be constructed to include sufficient noise attenuation to reduce interior levels to a CNEL of 50 dB(A). (N-15)
- m. **Construction Erosion/Sedimentation Control Plan.** Project grading and construction shall be conducted in accordance with an approved erosion control plan to protect water quality throughout the duration of site preparation, earthwork, and construction process. Prior to the issuance of a demolition or building permit for the proposed project, the applicant or project developer shall prepare an erosion control plan that is consistent with the requirements outlined in the Procedures for the Control of Runoff into Storm Drains and Watercourses and the Building and Safety Division Erosion/Sedimentation Control Policy (2003). The erosion control/water quality protection plan shall specify how the required water quality protection procedures are to be designed, implemented, and maintained over the duration of the development project. A copy of the plan shall be submitted to the Community Development and Public Works Departments for review and approval, and a copy of the approved plan shall be kept at the project site.

At a minimum, the erosion control/water quality protection plan prepared for the proposed project shall address the implementation, installation, and/or maintenance of each of the following water resource protection strategies: paving and grinding, sandbag barriers, spill prevention/control, solid waste management, storm drain inlet protection, stabilize site entrances and exits, illicit connections and illegal discharges, water conservation, stockpile management, liquid wastes, street sweeping and vacuuming, concrete waste management, sanitary/septic waste management, vehicle and equipment maintenance, vehicle and equipment cleaning, and vehicle and equipment fueling. (W-1)

- n. **Dust Mitigation - Plan Specifications.** Prior to grading permit clearance, the applicant shall include all dust control requirements as notes on construction grading and building plans. (AQ-9)
- o. **Waste Management Plan.** The applicant shall develop and implement a solid waste management plan to reduce waste generated by construction and demolition activities. Consistent with city of Santa Barbara ordinances, and in order to achieve the waste diversion goals required by state law, the contractor may choose to separate waste and recyclables on site or use a combination of source separation and a construction and demolition (C&D) sorting facility. The solid waste management plan shall include the following:

- (1) Contact information: The name and contact information of who will be responsible for implementing the solid waste management plan.
- (2) Waste assessment: A brief description of the proposed project wastes to be generated, including types and estimated quantities during the construction phase of this project. A minimum of 90 percent of demolition and construction materials shall be recycled or reused.
- (3) Recycling and waste collection areas: Waste sorting and/or collection and/or recycling areas shall be clearly indicated on the project plans and approved by the City Solid Waste Specialist.
- (4) Transportation: A description of the means of transportation of recyclable materials and waste (whether materials will be site-separated and self-hauled to designated centers, or whether mixed materials will be collected by a waste hauler and removed from the site to be processed) and destination of materials.
- (5) Landfill information: The name of the landfill(s) where trash will be disposed of and a projected amount of material that will be landfilled.
- (6) Meetings: A description of meetings to be held between applicant and contractor to ensure compliance with the site solid waste management plan.
- (7) Alternatives to landfilling: A list of each material proposed to be salvaged, reused, or recycled during the course of the project.
- (8) Contingency Plan: An alternate location to recycle and/or stockpile C&D in the event of local recycling facilities becoming unable to accept material (for example: all local recycling facilities reaching the maximum tons per day due to a time period of unusually large volume).
- (9) Implementation and documentation of solid waste management plan:
  - (a) Manager: The permit applicant or contractor shall designate an on-site party (or parties) responsible for instructing workers and overseeing and documenting results of the solid waste management plan for the project site foreperson. The contact will notify the Environmental Services Division immediately should any deviance from the solid waste management plan be necessary.
  - (b) Distribution: The contractor shall distribute copies of the solid waste management Plan to the job site foreperson, impacted subcontractors, and the architect.

- (c) Instruction: The permit applicant or contractor shall provide on-site instruction of appropriate separation, handling, and recycling, salvage, reuse, and return methods to be used by all parties at the appropriate stages of project development.
- (d) Separation and/or collection areas: The permit applicant or contractor shall ensure that the approved recycling and waste collection areas are designated on site.
- (e) Construction of recycling and waste container facilities: Inspection shall be made by the Building Division to ensure the appropriate storage facilities are created in accordance with AB 2176, California State Public Resources Code 42911 and City of Santa Barbara Zoning Ordinances.
- (f) Hazardous wastes: Hazardous wastes shall be separated, stored, and disposed of according to federal, state, and local regulations.
- (g) Documentation: The contractor shall submit evidence to Building Division staff at each inspection to show that recycling and/or reuse goals are being met and a summary of waste generated by the project shall be submitted to the PEC on a monthly basis. Failure to submit this information shall be grounds for a stop work order. The summary shall be submitted on a form acceptable to the Environmental Services Division and shall contain the following information:
  - Disposal information: amount (in tons or cubic yards) of material landfilled; identity of the landfill; total amount of tipping fees paid at the landfill; weight tickets, manifests, receipts, and invoices (attach copies).
  - Recycling information: amount and type of material (in tons or cubic yards); receiving party; manifests, weight tickets, receipts, and invoices (attach copies).
  - Reuse and salvage information: list of items salvaged for reuse on project or campus (if any); amount (in tons or cubic yards); receiving party or storage location.
- (10) Contingency Plan: The permit applicant or contractor shall detail the location and recycling of stockpiled material in the event of the implementation of a contingency plan.

(PS-3)

- p. **Design Review Requirements.** Plans shall show all design, landscape and tree protection elements, as approved by the appropriate design review

board and as outlined in Section D “Design Review,” and all elements/specifications shall be implemented on-site.

- q. **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 (EIR) and Addendum to the EIR for the project.
- r. **Conditions on Plans/Signatures.** The final 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 sheet as follows: The undersigned have read and understand the above conditions, and agree to abide by any and all conditions which is their usual and customary responsibility to perform, and which are within their authority to perform.

Signed:

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Property Owner

Date

---

Contractor

Date

License No.

---

Architect

Date

License No.

---

Engineer

Date

License No.

- F. **Construction Implementation Requirements.** All of these construction requirements shall be carried out in the field by the Owner and/or Contractor for the duration of the project construction, including demolition and grading.

- 1. **Construction Notice to Neighborhood.** At least thirty (30) days prior to commencement of construction, the contractor shall provide written notice to all property owners and building occupants within 450 feet of the project area that proposed construction activities could substantially affect outdoor or indoor living areas. The notice shall contain a description of the project, a construction schedule, including days and hours of construction, a description of noise-reduction measures, the name and phone number of the Project Environmental Coordinator (PEC) who can answer questions and provide additional information or address problems that may arise associated with construction noise. A 24-hour construction hot line shall be provided. Any noise complaints received shall be documented, and, as appropriate, construction activities shall be modified to the extent feasible to address such complaints. Informational signs with the PEC's

name and telephone number shall also be posted at the site and shall be easily viewed from adjacent public areas. (N-6)

2. **Pre-Construction Conference.** Not less than 10 days or more than 20 days prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Community Development Department Building and Planning Divisions, the Property Owner, Architect, Arborist, Landscape Architect, Project Engineer, Project Environmental Coordinator, Mitigation Monitors, Contractor and each Subcontractor.
3. **Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor(s) and Project Environmental Coordinator's (PEC's) name, contractor(s) and PEC's telephone number(s), work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval. The font size shall be a minimum of 0.5 inches in height. Said sign shall not exceed six feet in height from the ground if it is free-standing or placed on a fence. It shall not exceed 24 square feet if in a multi-family or commercial zone.
4. **Construction Hours.** Noise-generating construction activities (which may include preparation for construction work) shall be permitted weekdays between the hours of 8:00 a.m. and 5:00 p.m., excluding holidays observed by the city of Santa Barbara as legal holidays, as shown below:

New Year's Day	January 1st*
Martin Luther King, Jr. Day	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.

Occasional night work may be approved for the hours between 5:00 PM and 8:00 AM weekdays by the Chief of Building and Zoning (per Section 9.16.015 of the Municipal Code). In the event of such night work approval, the applicant shall provide written notice to all property owners and occupants within 450 feet of the project property boundary and the City Planning and Building Divisions at least 48 hours prior to commencement of night work. Night work shall not be permitted on weekends or holidays. (N-7)

5. **Construction Equipment Sound Barrier.** Stationary construction equipment that generates noise that exceeds 50 dB(A) at the property boundaries shall be shielded with a barrier that meets a STC rating of 25. (N-8)
6. **Construction Equipment Sound Control.** All construction equipment powered by internal combustion engines shall be properly muffled and maintained. No internal combustion engine shall be operated on the site without a muffler. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers. Unnecessary idling of internal combustion engines shall be prohibited. (N-9)
7. **Construction Noise Barrier.** Air compressors and generators used for construction shall be surrounded by temporary acoustical shelters. Whenever feasible, electrical power shall be used to run air compressors and similar power tools. (N-10)
8. **Construction Sound Barrier Wall.** Install a temporary construction sound barrier wall along the northern half of the western edge of the project site, the entire northern end of the site, and the northern half of the eastern edge of the project site. The wall can be a combination of existing, proposed and temporary wall structures provided it offers the same noise attenuation identified below. Project-specific examples are identified as mitigation measures 6 through 9 in the Supplemental Noise Study prepared by Dudek (August 2013). The barrier should be made of sound-attenuating material (not landscaping). The noise barrier can be constructed from concrete, masonry, wood, metal, or other materials determined to be appropriate by the City. To effectively reduce sound transmission through the barrier, the material chosen must be rigid and sufficiently dense (at least 20 kilograms/square meter). All noise barrier material types are equally effective, acoustically, if they have this density. The barrier shall be of sufficient height to block direct line of sight to the first story of adjacent residential uses. It is estimated that a noise barrier of the prescribed density would reduce average noise levels to sensitive receptors by up to 5 dB if the barrier blocks direct line of sight, and an additional 1.5 dB for each meter of barrier height for those uses blocked from direct line of sight. (N-13)
9. **Construction-Related Truck Trips.** Construction-related truck trips for trucks with a gross vehicle weight rating of three tons or more 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.) in order to help reduce truck traffic on adjacent streets and roadways.
10. **Construction Storage/Staging.** Construction vehicle/ equipment/ materials storage and staging shall be done on-site. No parking or storage shall be permitted within the public right-of-way, unless specifically permitted by the Transportation Engineer with a Public Works permit.
11. **Construction Parking.** During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation Manager.

12. **Mitigation Monitoring Compliance Reports.** The PEC shall submit biweekly reports during demolition, excavation, grading and footing installation and monthly reports on all other construction activity regarding MMRP compliance to the Community Development Department Planning Division.
13. **Seasonal Restriction.** Removal of trees during initial site development should be limited to the time period between September 1 and January 31. If tree removal or construction is to occur during the bird nesting season (February 1 through August 31), a City-approved biologist shall conduct a survey at the site for active nests two weeks prior to any scheduled tree removal, tree pruning, development, or grading. If active nests are located, setbacks for construction work would be required until the nest is no longer active or the young have fledged. If no active nests are found, the construction, tree removal, or grading restrictions specified in this section shall not apply. (BIO-1)
14. **Dust Mitigation - Site Watering.** During site grading and transportation of fill materials, regular water sprinkling shall occur, using reclaimed water whenever the Public Works Director determines that it is reasonably available. Water trucks or sprinkler systems shall be used in the late morning; during clearing, grading, earth moving, or transportation of cut and fill materials; and after work is completed for the day to prevent dust from leaving the project site and to create a crust after each day's activities cease. Reclaimed water shall be used if available. 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. Frequency of construction site watering shall be increased when wind speeds exceed 15 miles per hour (mph) to reduce PM10 emissions. (AQ-1)
15. **Dust Mitigation - Speed Limit.** An on-site speed limit of 15 miles per hour shall be imposed for operation of construction vehicles on dirt surfaces. (AQ-2)
16. **Dust Mitigation - Gravel Pad/Street Sweepings.** Gravel pads shall be installed at all access points prior to beginning construction to prevent tracking of mud onto public roads.  
  
Streets adjacent to the project site shall be inspected daily for accumulation of mud, dirt, or silt on streets. Affected road segments shall be cleaned daily. (AQ-3)
17. **Dust Mitigation - Stockpile Treatment.** All stockpiled soil materials shall be watered regularly as needed to inhibit dust generation. Excavated material and stockpiled soil shall be covered if not being used within the next 48 hours. (AQ-4)
18. **Dust Mitigation - Grading Suspension.** Grading and scraping operations will be suspended when wind speeds exceed 20 mph to reduce PM10 emissions. (AQ-5)

19. **Dust Mitigation - Site Stabilization.** Disturbed areas will be permanently stabilized with landscaping ground cover or site improvements as soon as practicable following the completion of earthwork.

After clearing, grading, earth moving, or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by

- a. seeding and watering until grass cover is grown;
- b. spreading soil binders;
- c. sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;
- d. other methods approved in advance by the Air Pollution Control District.

All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. (AQ-6)

20. **Dust Mitigation - Truck Covering.** All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) section 23114 (“freeboard” means vertical space between the top of the load and top of the trailer). (AQ-7)
21. **Dust Mitigation - Monitor.** The contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the City and SBCAPCD prior to permit clearance for grading. (AQ-8)
22. **Diesel Vehicle Emissions Control.** Operators of diesel-powered vehicles should turn off the engine after 5 minutes when the vehicle is not in motion, keep the vehicles well-tuned and maintained, and retrofit engines with pollution-control devices. Consideration should be given to purchasing trucks and buses that meet new US EPA standards ahead of schedule. Vehicle owners should use ultra-low-sulfur fuel in combination with pollution control equipment such as particulate matter filters. (AQ-10)
23. **Construction Equipment Emissions.** As of June 15, 2008, fleet owners are subject to sections 2449, 2449.1, 2449.2, and 2449.3 in Title 13, Article 4.8, Chapter 9, of the California Code of Regulations (CCR) to reduce diesel particulate matter and criteria pollutant emissions from in-use off-road diesel-fueled vehicles. The following shall be adhered to during project grading and construction to reduce NOX and PM2.5 emissions from construction equipment:

- All portable construction equipment shall be registered with the state's portable equipment registration program OR permitted by the district by September 18, 2008.
- Diesel construction equipment meeting the California Air Resources Board's Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting Tier 2 or higher emission standards should be used to the maximum extent feasible.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Construction equipment shall be maintained in tune per the manufacturer's specifications.
- Construction equipment operating on site shall be equipped with two- to four-degree engine timing retard or pre-combustion chamber engines.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by US EPA or California shall be installed on equipment operating on site.
- Diesel powered equipment should be replaced by electric equipment whenever feasible.
- Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible.

(AQ-11)

24. **Construction Equipment Operations.** The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number of equipment is operating at any one time. The construction contractor shall ensure that work crews shut off equipment when not in use. In addition, California's more recent anti-idling regulations (with some exemptions) require that drivers of diesel-fueled commercial vehicles weighing more than 10,000 pounds (1) shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, and (2) shall not use diesel-fueled auxiliary power units for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle equipped with a sleeper berth, at any location. (AQ-12)
25. **Architectural Coating Emissions.** Compliance with the SBCAPCD Rules and Regulations on the use of architectural coatings shall be implemented as applicable,

including using pre-coated/natural-colored building materials, using water-based or low-ROC coating, and using coating transfer or spray equipment with high transfer efficiency. (AQ-13)

26. **Asbestos.** The project applicant shall complete and submit a SBAPCD Asbestos Demolition and Renovation Compliance Checklist at least 10 days prior to the commencement of any demolition activities. (AQ-14)
27. **Construction Worker Trips.** Construction worker trips should be minimized by requiring carpooling and by providing for lunch on site. (AQ-15)
28. **Unanticipated Archaeological Resources Contractor Notification.** Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and the applicant shall retain an archaeologist from the most current City Qualified Archaeologists List. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. 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 Environmental Analyst grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, 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 Environmental Analyst grants authorization. (CR-1)

- G. **Prior to Certificate(s) of Occupancy.** Prior to issuance of any Certificate of Occupancy, the Owner of the Real Property shall complete the following:
  1. **Repair Damaged Public Improvements.** Prior to issuance of a Certificate of Occupancy for the last building completed on the Real Property, the Owner of the Real Property shall repair any public improvements (curbs, gutters, sidewalks, roadways, etc.) or property damaged by construction subject to the review and approval of the Public Works Department per SBMC §22.60. 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.** Prior to issuance of a Certificate of Occupancy for the first building completed on the property, the public improvements, as shown in the public improvement plans or building plans, shall be completed.
3. **Noise Measurements.** Prior to issuance of a Certificate of Occupancy for any affected building, submit a final report from a licensed acoustical engineer, verifying that interior and exterior living area noise levels for that building are within acceptable levels as specified in the Noise Element. In the event the noise is not mitigated to acceptable levels, additional mitigation measures shall be recommended by the noise specialist and implemented subject to the review and approval of the Building and Safety Division and the Architectural Board of Review (ABR).
4. **Ownership Affordability Provisions Approval.** Prior to issuance of a Certificate of Occupancy for the first residential building, 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.
5. **New Construction Photographs.** Prior to issuance of a certificate of occupancy for the last building completed on the Real Property, photographs of the new construction, taken from the same locations as those taken of any story poles erected with respect to the planned improvements prior to project approval and from the same locations as the visual simulations provided to the Planning Commission, shall be taken, attached to 8 ½ x 11" board, and submitted to the Planning Division.
6. **Mitigation Monitoring Report.** Prior to issuance of a Certificate of Occupancy for the last building completed on the Real Property, the Owner of the Real Property shall submit a final construction report for mitigation monitoring.
7. **Evidence of Private CC&Rs Recordation.** Prior to issuance of a Certificate of Occupancy for the first residential building, evidence shall be provided to the Community Development Department, Planning Division that the private CC&Rs required in Section B "Recorded Conditions Agreement" have been recorded.

H. **General Conditions.**

1. **Prior Conditions.** These conditions shall replace the conditions identified in City Council Resolution No. 10-020 for the previously approved but never implemented Sandman Inn Redevelopment Project.

2. **Compliance with Requirements.** All requirements of the city of Santa Barbara and any other applicable requirements of any law or agency of the State and/or any government entity or District shall be met. This includes, but is not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.), the 1979 Air Quality Attainment Plan, and the California Code of Regulations.
3. **Approval Limitations.**
  - a. The conditions of this approval supersede all conflicting notations, specifications, dimensions, and the like which may be shown on submitted plans.
  - b. All buildings, roadways, parking areas and other features shall be located substantially as shown on the plans approved by the Planning Commission.
  - c. Any deviations from the project description, approved plans or conditions must be reviewed and approved by the City, in accordance with the Planning Commission Guidelines. Deviations may require changes to the permit and/or further environmental review. Deviations without the above-described approval will constitute a violation of permit approval.
  - d. Once the Final Map has been recorded, individual building permits for the nonresidential and residential development must be issued within 3 years of their respective ABR Project Design Approval date, otherwise the design review approvals associated with those developments will expire and new design review approvals will be required. An extension may be granted in accordance with SBMC §22.68.110. Prior to recordation of the Final Map, the time limits identified in SBMC §27.07.110 shall govern.
4. **Land Development Team Recovery Fee Required.** The land development team recovery fee (30% of all planning fees, as calculated by staff) shall be paid prior to issuance of any building permit or recordation of the Map, whichever comes first.
5. **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 being notified of a lawsuit regarding 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.

**II. NOTICE OF TENTATIVE SUBDIVISION MAP (INCLUDING NEW CONDOMINIUMS)  
TIME LIMITS:**

The Planning Commission 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.



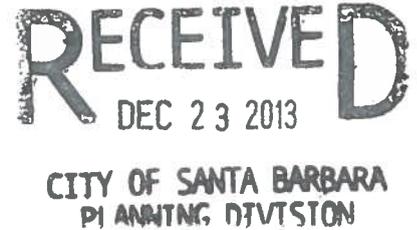


# DUDEK

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

December 23, 2013

Allison Debusk  
Project Planner  
City of Santa Barbara  
Planning Department  
630 Garden Street  
Santa Barbara, CA 93101



SUBJECT: Revised Applicant Letter  
DART Re-Submittal #3 for the Sandman Inn Revised Redevelopment  
MST2012-00443; 3714-3744 State Street, City of Santa Barbara  
The subject property includes the following parcels and addresses:

APN	Street Address	Acreage
053-300-023	3714 State Street	1.37 acres
053-300-031	3744 State Street	3.21 acres

Dear Ms. DeBusk:

Kellogg Associates is submitting this application package with the intention of developing an integrated mixed use project containing commercial buildings and residential condominiums on the property commonly identified as 3714-3744 State Street, in the Outer State Street area of the City of Santa Barbara. The proposal represents a revision to the currently entitled mixed use redevelopment for the subject property. This letter provides detailed Project Description information for this submittal, presents background discussion addressing the existing approved entitlements for the project site, discusses current conditions for the site and surrounding areas, and furnishes the answers to questions presented in the DART submittal requirements instructions.

In order to best understand the proposed development, it is helpful to first be aware of the context of the site within its neighborhood; existing conditions for the subject property; and, the approved entitlements which are currently valid for the subject property. Each of these issues is briefly discussed before the proposed project description is presented.

**EXHIBIT C**

### **Background:**

On April 20, 2010 the City Council approved a Development Plan for the property which included office space, two commercial condominiums, and 73 residential condominiums (Resolution 10-020). The applicant has since determined the approved project would not be financially feasible to implement; the rationale for this conclusion is discussed in detail later in this letter. The applicant is now presenting a proposal similar to the development approved, but with a redesign capable of achieving financial viability with respect to ultimate project implementation while reducing environmental impacts. While primarily meeting the obligation of an Applicant Letter to present the Project Description, this letter will also provide discussion comparing the proposed development to the existing site conditions and to the version of the project approved by the City in April 2010.

### **Surrounding Area:**

The project site is bound by State Street on the south, across which are located fast food restaurants and a commercial car wash facility. Office buildings generally abut the subject property on the southeast side, with residential condominiums or apartments bordering the property on the northeast, north, and northwest. Commercial office buildings also abut the subject property on the southwest. The subject property contains two parcels (APN 053-300-023 and -031). Zoning on the property includes commercial (C-P, Restricted Commercial) on approximately the southern 2/3 of the property fronting State Street, and residential (R-4 and R-3, Multi-Family Residential) on approximately the northern 1/3 of the property. The residential zoning designation relates to adjoining residences along San Remo Drive to the north of the project.

Existing land uses to the south of the project site consist primarily of fast-food restaurants, with other commercial uses such as carwash and office building. To the east of the subject property along the State Street frontage land uses are predominantly office buildings, with a gas station at North Ontare Road. Northeast, north, and northwest of the subject property land uses are exclusively multi-family residential between the subject property and San Remo Drive. Along the north side of San Remo Drive, land uses are characterized by single family residences. To the west of the subject property along the State Street frontage land uses are predominantly office buildings, with three banking institutions represented between the subject property and the North Hope Avenue intersection.

### **Existing Conditions:**

The project site is currently developed with the Sandman Inn Hotel and a free-standing restaurant structure. Existing structures on the project site include the 5,050-square-foot restaurant, with capacity for 216 patrons, and the Sandman Inn Hotel, with 114 rooms

comprising a total of approximately 46,945 square feet (for a combined total commercial floor area of 51,995 square feet, City of Santa Barbara, *Property Profile Report*, February 4, 2003). The existing structures include single and two-story, 1960s-style buildings distributed throughout the property, interspersed with parking and open areas, swimming pools, and a relatively small area of existing landscaping. **Table 3** compares existing conditions on the project site against the current development proposal and the April 2010 development approvals. Vegetation on the project site is characterized by non-native plants, of largely subtropical varieties such as palms, bird of paradise, and yucca, as well as jacaranda, coral, and one cedar tree.

### **2010 APPROVED DEVELOPMENT**

The City of Santa Barbara approved a mixed use development for the subject property in April 2010. The approval includes a two-lot subdivision, which created Lot A and Lot B. For Lot A, the City approved an office complex consisting of 13,075 square feet, housed in a two-story structure not exceeding 31 feet in height. For Lot B, the approval entails two commercial condominiums totaling 1,537 square feet and 73 residential condominiums. The commercial condominiums are restricted to a maximum height of 25 feet; the residential condominium structures are limited to a maximum height of 35 feet.

A total of 242 parking spaces were provided in the existing approval, 58 of which are located in uncovered surface parking lots and 184 of which are located in a 121,800 square foot underground parking structure on Lot B. This parking structure required the excavation of 2.8 acres to a depth of greater than 13 feet involving over 58,000 cubic yards (more than 2,650 truckloads using 22 cubic yard capacity trucks) of exported soil. It also required the construction of the entire buried 2.8-acre concrete and steel parking structure before a single residence could be built.

Of the approved 73 condominiums, 2 are one-bedroom, 52 are two-bedroom, and 19 are three-bedroom. The total number of bedrooms in the approved development is therefore 163. Eleven of the approved 73 condominiums are designated for middle-income households, pursuant to the City of Santa Barbara's Affordable Housing requirements. The residential condominiums were to be located in 22 separate buildings, 4 of which were two story, and 18 of which were three story. Seven of the residential buildings contained two units, and 12 contained four or five units.

A final aspect of the approved project was the construction of a new driveway access from the Town and Country Apartments to San Remo Drive. This relocated access and the related quitclaim of a 30' driveway easement bisecting the project site has been completed.

## **RATIONALE FOR REVISION TO PROPOSED DEVELOPMENT CONCEPT**

During 2007-2011, the economy went into a substantial downturn from which it is just beginning to emerge. As a result of this economic downturn, the approved project became practically and economically unfeasible.

- Values of condominium housing in the City of Santa Barbara reduced dramatically.
- Construction prices (steel and concrete) increased.
- Pricing analysis showed that the cost of constructing the underground parking was prohibitive and, in fact, exceeded the value of the entire property itself.
- Marketing research showed that the configuration of the 2.8-acre underground parking lot was not acceptable to many potential purchasers of condominium units.

The Sandman owner wanted to achieve the benefits of the Sandman project for the City. These benefits included:

- A redevelopment of an almost entirely asphalt paved or roofed property with outdated '60s improvements and non-conforming setbacks.
- The provision of "right size" residential units desired by the City in a mix of flats and multi-story units.
- A reduction of traffic, curb cuts and substantial commercial footage along State Street.
- An increase of public space, sidewalk, bus stop, pedestrian connectivity and open space.
- Opening up of views to the mountains from State Street.
- The location of desirable housing in the City on a transit corridor and walking distance from the YMCA, the Whole Foods Market and La Cumbre Plaza Shopping.

The Sandman owner reviewed the City looking for various models on which to base a revised Sandman project. A first principle was to avoid the "sea of garage doors" look which often accompanies surface parked residential projects. In order to evolve the project concept in a beneficial manner, a design competition was hosted with several local and national architects, looking for the best ideas on how to redesign the project. The result of this process is the revised Sandman residential project now proposed, which eliminates the underground parking. The proposal involves a substantial downsize of the commercial component of the project and its attendant parking, as well as a reduction in the number of residential units by one (1). In short, this revised project attempts to preserve all of the material benefits to the upper State Street area which would have been delivered under the implementation of the Approved Project.

## PROPOSED DEVELOPMENT

### *Commercial Space*

The proposal includes three separate commercial structures fronting State Street. Each of these is proposed to be reduced to a single story, not greater than 15 feet in height. The single-story design for these buildings is intended to provide a pedestrian-friendly scale for the State Street frontage, as well as minimizing view obstruction from State Street toward the Santa Ynez Mountains for pedestrians and travelers along the important State Street corridor.

At grade-parking for the commercial spaces is provided behind each building, shielded from State Street vantage points. The commercial space is intended to be occupied by any commercial use allowed with the parking spaces provided. The commercial building sizes and accompanying parking spaces are indicated below.

#### PROPOSED COMMERCIAL STRUCTURES AND PARKING SUMMARY

C-1 (East Building)	1,471 square feet	(7 Parking Spaces)
C-2 (Central Building)	1,043 square feet	(5 Parking Spaces)
C-3 (West Building)	<u>2,596 square feet</u>	<u>(13 Parking Spaces)</u>
TOTAL COMMERCIAL:	5,110 square feet	(25 Parking Spaces)

The proposed elimination of 99,502 square feet of commercial along State Street (current proposal versus the approved entitlements) has two significant benefits for the project. The reduction in area allowed the buildings to be designed as one story buildings typical of many areas of upper State Street. It also eliminated the need for 53 commercial parking spaces in the project, freeing up more space for residential parking. Most importantly with respect to the neighborhood and street system, this commercial space reduction will result in a reduction of 205 average daily trips, reducing the project's traffic impact by twenty-eight percent (28%). The easterly proposed building (Commercial 1 or C-1) has been designed to allow for the preservation in place of the prominent blue cypress currently existing on the State Street frontage.

### *Residences*

The Sandman Inn Revised Redevelopment proposal includes a total of 72 residential units, housed in 10 separate buildings; thirty-two of the proposed units would be two-bedroom, while 40 units would be three-bedroom; ranging in size from 1,071 square feet to 1,736 square feet. The buildings are a combination of one, two and three stories, with private garages incorporated into the ground floor of each building. Total proposed residential floor area (not including garages) is 117,295 gross square feet.

A single vehicular entrance to the private garages within each building minimizes the undesirable effect of repetitive garage doors for all of the total 116 covered parking spaces provided under the proposal. Living area on the ground floor of seven of the ten proposed residential structures humanizes this level of the building, further diminishing any visual effect of the dedicated parking area for each structure. A two-story townhouse carries the living area to the second floor on one façade of these residential structures. In four of the buildings, the living space directly above the parking area is comprised of two levels of residential flats (thirty-two total). The remaining buildings have two story townhomes above the parking (forty total).

The breakdown of residential structures, together with a comparison to the approved project, is provided below.

Table 1 Residential Structures Summary				
	Approved		Proposed	
	Quantity	No. Bdrms.	Quantity	No. Bdrms.
1 Bd. 2 story	2	2	0	0
2 Bd. 2 Story	26	52	16	32
2 Bd. Flat	26	52	16	32
3 Bd. Flat	0	0	16	48
3 Bd. 2 Story	10	30	24	72
13 Bd. 3 Story	9	27	0	0
Totals	73	163	72	184

The residential portion of the site would also include a community veranda and ample central common open space for passive recreation use by residents. The provided common open space (56,526 square feet) would constitute 32% of the residential lot. This is not only well in excess of the City's minimum 15% requirement but also an increase over the approved project's common open space. Additional landscaped area would be provided, in private yards, building planters, along walkways, and in the parkway along State Street. These latter landscaped areas are not included in the calculation of common open space to meet the City's municipal code requirements.

### *Parking*

The most significant aspect of the proposed project is the elimination of the 2.8 acre underground parking structure. The parking will now all be located on the surface, in a combination of first floor garages and uncovered parking spaces.

Required parking for the proposed development is distributed logically around the site, in proximity to the use with which it is associated. An individual at-grade (surface) parking lot is provided behind each of the commercial structures, which accommodates the number of parking spaces required for that individual commercial building. Several parking spaces for residential use are also located in these parking lots, proximate to the first (southerly) row of residential structures.

Each residential structure has a core garage as a portion of the building ground-level, which accommodates at least one covered parking space per residential unit in the structure (in accordance with municipal code requirements). Most of the units are afforded a second covered space in the building garage. The balance of required residential parking spaces, whether the second space for the unit or required guest spaces, are provided in surface parking lots behind the commercial buildings and along the westerly property boundary (shielded from State Street vantage points) or adjacent to the small community building. Refer to **Table 3** (below in this letter) and the site plan for statistics and locations for the proposed parking spaces.

### *Vehicular Access / State Street Median*

An exhaustive level of discussion has been held between the applicant team, City transportation and planning staff regarding a potential reconfiguration of the State Street median feature along the project frontage. Derrick Bailey of the Transportation Division requested the project traffic engineer evaluate median designs that might be able to accommodate a left-turn movement into the Sandman property for eastbound travelers on State Street, as well as a left-turn movement into the Chick-fil-A entrance for westbound travelers on State Street. The accommodation of these left-turn movements across the median area would avoid congestion at the Hope Avenue and Ontare Road intersections with State Street, caused by motorists executing a U-turn maneuver to gain the desired access to these two properties.

Several different median configurations were developed by Associated Transportation Engineers to attempt to accommodate this left-turn movement into the target properties. None of the designs proved satisfactory for the effective movement of trucks through the median openings for left-turn access to the properties. Since public roadway design cannot

exclude truck operations, a median design that fails to accommodate truck movements is considered unacceptable. Therefore, while the project traffic engineers expended considerable effort to advance a design feature suggested by the Transportation Division, Derrick Baily ultimately concluded such a median design would not be feasible.

Given left-turn access for the property cannot evidently meet applicable transportation standards, the applicant team has instead provided the design detail for a median which achieves conformance with a condition of approval applied to the approved project. The condition requires the raised median to be extended approximately 75 feet eastward, in order to provide stacking distance for vehicles making the left or u-turn movement at Hope/State Street. Refer to Sheet C-3 for the proposed reconfiguration of the center median to achieve conformance with the existing condition of approval.

#### *Open Space*

Grouping the proposed residences into ten structures instead of the approved project's 22 structures allows comfortable space separating the structures, and a generous open space in the center of the residential portion of the project. Vehicular access to buildings is limited to a single side of the internal drive, and the visibility associated with open space along the drive both invites pedestrian activity and ensures safety of pedestrian and vehicular activities on the drive, allowing it to function as a woonerf (a Dutch term for streets where pedestrians and bicyclists have priority over cars). The site is ideally situated within walking and biking distance of banking services, groceries, restaurants, and retail; inviting walking conditions on-site will help to encourage walking trips off-site as well. Refer to **Table 3** (below in this letter) and the site plan for statistics and locations for the open spaces.

#### *Sustainable Design*

We continue to be committed to incorporating sustainable design principles, technologies and systems into this revised development plan. The project meets the Development Density & Community Connectivity standards recommended in LEED. It will incorporate Best Management Practices for storm water management and landscaping maintenance. Flat roofs are utilized throughout to allow for the future potential installation of solar energy systems and it will meet or exceed the newly adopted CALGreen Code which promotes energy, water & building material efficiency and conservation. Two components of long-term sustainability are discussed in further detail below: a community bus stop and preservation of mature trees on the project site.

### Community Bus Stop (MTD)

Access to alternative transportation modes that address different trip lengths and varying travel missions is imperative to achieve success with respect to long-term sustainability principles. Walking and biking connections are key for short-distance destinations and fair weather conditions. Whereas access to mass transit can provide a solution for mid-range distances, for all weather conditions, and for trips that involve the need to transport groceries or other goods.

The project incorporates a bus stop along the State Street project frontage, between commercial buildings C-2 and C-3. This location is convenient for future residential and commercial occupants of the project, as well as for the residences along San Remo Drive and for businesses in the immediate vicinity of the project site.

Considerable discussion has been held between the applicant team, City transportation and planning staff, and the Santa Barbara Metropolitan Transit District (MTD) regarding the location for the proposed bus stop. The proposed location remains east of Hitchcock in the area where the sidewalk will be widened as discussed with MTD representatives and City staff (refer to Site Plan, Sheet A-101). An alternate location which was discussed is west of Hitchcock; however, this location did not provide the required clearances per the MTD design requirements due to the existing sidewalk width. If the City prefers the westerly location, the applicant would be willing to pay for the costs of the MTD proposed improvements to that location, in lieu of providing the required improvements east of Hitchcock at the currently proposed location.

### Tree Protection and Retention Plan

Trees contribute immeasurably to the enjoyment of a property in an urban setting. They help to moderate temperature by creating shade, thereby reducing costs for interior cooling. They increase oxygen levels in the immediate vicinity, provide nesting opportunities for common urban bird species, and decrease drainage volume problems thru uptake of surface run-off thru vast root systems. Many air pollution control districts identify the planting of trees as a long-term measure for reducing green-house gasses by sequestering carbon and by decreasing the use of electricity for cooling in areas with Mediterranean climate (such as Santa Barbara).

The *Tree Protection and Retention Plan* for Sandman includes the preservation (protection in place) of 17 mature trees; another 57 existing mature trees are proposed to be relocated (transplanted) on the project site. The remaining 125 existing trees will be removed, as they are not good candidates for transplanting and their current locations conflict with

proposed site improvements. However, each of these 125 trees will be replaced with a new tree in the landscape plan. In addition, another 101 new trees will be planted by the project. The total tree count will increase from a current 199 trees, to 300 trees with implementation of the project as proposed. This density of trees will ensure the project site is not only comfortable and attractive, but also well shaded for the purposes of minimizing electricity consumption for indoor cooling.

#### *Land Use Zoning and Development Density*

Three different zone districts are present on the subject property: C-P, R-3, and R-4. The proposed multi-family residential development is an expressly permitted use in each of these zones. The proposed commercial and office uses are expressly permitted in the C-P zone, and are proposed to be located entirely within the existing C-P zone district boundaries. The proposed land uses are therefore consistent with the present zoning designations on the property.

The C-P zone district does not place an absolute limit on the amount of floor area which may be developed per lot area (which is termed development density). The size of buildings is dictated via height limit and minimum setback distances from the property boundaries. The proposed single story 15-foot high commercial structures are well below the maximum allowable height (three stories and not exceeding forty-five feet (45')), and meet the setback distance requirements for the C-P zone district (10 feet for structures not exceeding 15 feet in height).

Residential development, on the other hand, is restricted by density limitations within each of the C-P, R-3, and R-4 zone districts. Allowable residential development is based upon "variable density" where the lot area square footage needed per residential unit varies with the number of bedrooms proposed to be included in the unit. The lot area required per unit is different for the C-P zone versus the R-3/R-4 zones. The residential density allowed under the base zoning on the property is illustrated in **Table 2** on the following page.

The entire property is also contained within the SD-2 zone. With respect to allowable development density, the SD-2 zone prescribes a total floor area limit equal to that which could be accommodated on the subject property within a two-story structure which meets all of the applicable setbacks. The net area of the proposed residential parcel, after excluding required setback areas, is 155,448 square feet. A two story structure which respects these setbacks could accommodate a total floor area of 310,896 square feet. Since outdoor living space is required to be accommodated, which equates to 15% of the lot, the above 310,846 square feet must be reduced by 52,296 square feet (15% of the lot area).

The theoretical maximum two-story structure would therefore equate to 258,600 gross square feet. The proposed residential floor area, plus required parking, and including building lobby areas, totals 160,537 square feet (62% of the allowable SD-2 total). Please refer to the Cover Sheet of the Plan Set (A-000) for an illustration of this SD-2 building height compliance calculation.

<b>TABLE 2</b>			
<b>Allowed Base Residential Density</b>			
<b>Zone</b>	<b>Lot Area (Sq. Ft.)</b>	<b>Per Unit Lot Area Required (Sq. Ft.)</b>	<b>Allowed Units</b>
C-P Zone	139,664	3500	39
R-3 / R-4	59,848	2320	25
TOTAL ALLOWED			64
PROPOSED			<b>63</b>

Bedroom Count

The allowable base residential density is controlled not only with regard to the number of residential units, but also the number of total bedrooms provided in the unit inventory. Bedrooms are not a factor in determining density in the C-P Zone, so the residential units there may contain any number of bedrooms. There are 39 base residential units proposed within the portion of the site zoned C-P, and these would include 35 3-bedroom units and 4 2-bedroom units. The remaining 59,848 square feet lot in R-3/R-4 would allow (25) 2-bedroom units per variable density (base density). This brings the total allowable base density to 64 units ([35] 3-bedroom and [29] 2-bedroom), while the project proposes 63 total units.

*Affordable / Inclusionary Housing Discussion*

The City of Santa Barbara inclusionary housing ordinance requires that 15% of the total units be price-controlled according to affordable housing criteria. The inclusionary housing ordinance also provides an incentive for developers to locate affordable housing on the project site, by allowing all required affordable units as *bonus density*, without the need for a formal request and approval related to bonus density. A total of 9 affordable units are required for the base residential density proposed, which will be provided on-site. This brings the total residential density to 72 units.

Using the ratio of units in the base density that include 3-bedrooms versus 2-bedrooms, the project should provide (5) 3-bedroom units and (4) 2-bedroom inclusionary units; the project proposes to provide this number of 3-bedroom and 2-bedroom inclusionary units. The inclusionary units will in fact be considerably larger than the minimum size required by the City for affordable units. The minimum size under City guidelines for a 2-bedroom affordable unit is 850 square feet; the average size of the proposed affordable 2-bedroom unit for the project is 1,456 square feet (170% of the minimum required). The minimum size under City guidelines for a 3-bedroom affordable unit is 1,100 square feet; the average size of the proposed affordable 3-bedroom unit for the project is 1,636 square feet (149% of the minimum required). The location and identification of the proposed inclusionary units are identified on Sheet A-105.

#### *Inclusionary Housing Plan*

An Inclusionary Housing Plan for the project is required pursuant to SBMC §28.43.090. The applicant will prepare a complete plan prior to application for any construction permits for the project. However, the following provides an outline of the Inclusionary Housing Plan content.

The applicant shall provide a total of nine (9) inclusionary affordable units on site as part of the development, including five (5) three-bedroom units and four (2) two-bedroom units. These units shall be distributed evenly across the site, incorporated into structures also containing market units.

The affordable units will be targeted to middle-income buyers at prices determined according to the City's Affordable Housing Policies and Procedures in force at the time of project approval. The actual prices will therefore be set at the time of Planning Commission Resolution.

Prior to the marketing of any units (market or affordable), the applicant will submit a Marketing Plan as required by the City's Affordable Housing Policies and Procedures. Such Plan will list the type of advertising the applicant will use to assure that the availability of the affordable units is adequately noticed within the South Coast of Santa Barbara County.

The applicant will accept the applications for the affordable units. Preference will be given to prospective buyers who live or work in the South Coast area of Santa Barbara County. No preference will be given to employees or referrals of the owner, applicant or applicant's team.

The order for processing applications will be determined by a noticed lottery to be conducted by City staff and open to the public. The lottery will be done using two random drawings. Prospective buyers who live or work in the South Coast area will be placed in the first lottery pool, and all of those names will be drawn and be assigned a processing number before the non-preference lottery numbers are drawn.

The proposed method of calculating the amount of Homeowner's Association Dues applied to the designated inclusionary units will be specified in the Plan. While the allocation of dues for all units will be primarily based upon the floor area of the unit, the applicant will consider possible subsidies for the inclusionary units to ensure the long-term relative affordability of this aspect of total living expenses for the inclusionary units.

**Table 3** on the following page provides a statistical comparison of existing conditions on the subject property, against the 2010 approved development for the site, and compared to the proposed revised development proposal. The proposed development concept reduces the intensity of land use and density of structural development, as compared to the 2010 Approved Project.

**Table 4** provides a summary comparison of the environmental effects of the proposed development concept against the 2010 Approved Project.

<b>TABLE 3</b>			
Comparison of Existing Site Conditions, 2010 Approved Development, and Proposed Development			
	Existing	Approved	Proposed
<b>Commercial Space</b>			
Restaurant	5,050 square feet	0	0
Hotel	42,715 square feet (114 rooms)	0	0
Office/Commercial	0	14,612 square feet	5,110
<b>Residential</b>			
Condominiums	0	73	72
Bedroom Count	0	163	176
Affordable Units	0	11	9
<b>Parking</b>			
Surface Spaces (uncovered)	+/- 150	58	73
Garage Spaces (covered)	0	184	116
<b>TOTAL PARKING</b>	<b>+/- 150</b>	<b>242</b>	<b>189</b>
<b>Building Heights</b>			
Lot A	Single Story – 21 ft. (Restaurant & Lobby)	Two Story – 31 ft. (Office Building)	Single Story – 15 ft. (Commercial / Office Building)
Lot B	1 & 2 Story – 25 ft. (Hotel Guest Rooms)	Two Story – 24 ft. (Commercial) Two and Three Story – 35 ft. (Condominium)	Two and Three Story – 38 ft. (Condominium)
<b>Site Coverage</b>			
Building Footprint	+/- 40,000 SF <sup>1</sup>   20%	64,700 SF   32%	76,370 SF   38%
Hardscape	+/- 150,000 SF <sup>1</sup>   75%	76,893 SF <sup>2</sup>   39%	71,954 SF   36%
Open	+/- 9,512 SF <sup>1</sup>   5%	57,919 SF   29%	51,188 SF   26%
<b>TOTAL AREA</b>	<b>199,512 SF   100%</b>	<b>199,512 SF   100%</b>	<b>199,512 SF   100%</b>

<sup>1</sup> Approximate values deduced from aerial photograph, no actual references found.

<sup>2</sup> This hardscape does not include the 121,800 square foot underground garage included in the approved project.

<b>TABLE 4</b>		
Comparison of Environmental Impacts 2010 Approved Development Vs. Proposed Development		
	Approved	Proposed
<b>Traffic &amp; Circulation</b>		
Commercial Portion (Average Daily Trips)	310	105
Condominiums (Average Daily Trips)	428	422
<b>TOTAL TRIPS</b>	<b>738</b>	<b>527</b>
<b>Air Quality</b>		
Short-Term Construction Emissions	Tons/Year	Tons/Year *
ROC	3.87	All Substantially Reduced
NOx	3.06	
SOx	0	
PM10	0.2	
GHG Emissions	Metric Tons CO2e/yr	Metric Tons CO2e/yr *
One-Time Total GHG Emissions	1,131.09	All Substantially Reduced
Net Annual GHG Emissions	338.57	
<b>Parking</b>		
Covered Parking Spaces		
Required by Zoning	73	72
Provided	184	116
Total Parking Spaces		
Required by Zoning	242	188
Provided	242	189
<b>Aesthetics</b>		
Perspective from State Street	Adverse but not significant; two story structure limit along frontage avoids total blockage of mtn views. Massing is acceptable.	Improved, compared to approved project; buildings on State Street frontage now one-story; less mass, reduced view blockage.
View Corridors	Adverse, no complete view corridor through site, but none exists currently.	Improved, unobstructed corridor nearly whole property.

\* Without the major excavation and extensive concrete fabrication for the underground parking garage the construction emissions would be far less than for the approved project. Annual GHG emissions once constructed would be substantially less than, the approved project based on approximately 28% reduction in average daily trips.

The EIR for the approved project estimated that the underground parking structure would take approximately thirty-two weeks to excavate and construct. The elimination of the underground parking would reduce site grading substantially, eliminate the need to export more than 58,000 cubic yards of soil, accelerate the construction process, allow for project phasing and vastly reduce the project's environmental impacts and potential impacts on occupants of neighboring properties. These reductions will be very substantial, but have not been quantified for the purposes of this submittal.

#### *Nonresidential Floor Area Considerations*

As presented in **Table 3** above, the proposed project represents a reduction in commercial floor area compared to either the existing site condition or to the approved development. Implementation of the project would therefore result in surplus Nonresidential Floor Area (formerly Measure E) Allocations. In addition, the approved project involved the transfer of Nonresidential Floor Area Allocations to the property, which are not necessary to accommodate the proposed development. Please refer to *Sandman Nonresidential Floor Area Memorandum (Dudek, December 2013)* for a complete discussion and analysis of Nonresidential Floor Area Allocations associated with the property, and the manner in which they are proposed to be applied to the project or designated for transfer to appropriate receiver sites.

### **RESPONSES FOR DART APPLICATION QUESTIONS**

Below are specific responses to questions presented in the DART Application Submittal Requirements.

2.a) Include what discretionary approval is being sought:

- The applicant is requesting the following discretionary approvals:
  1. Tentative Parcel Map (TPM) to create a total of four parcels to replace the two existing project parcels (APN 053-300-031 & 053-300-023). Three of the new parcels would each accommodate a commercial office building; the fourth new parcel would be dedicated to the proposed residential portion of the development.
  2. Design Review by the Architectural Board of Review (SBMC Section 22.68).
  3. Tentative Subdivision Map (TSM) for a one-lot subdivision to create 72 residential condominium units (SBMC Chapters 27.07 and 27.13).
  4. Tree Removal Application within the Front Yard Setback by the Parks & Recreation Commission. (Approval Granted 8/28/2013)

2.b.1) Existing and Proposed Uses

- Refer to pages 2/3 for existing uses

- Refer to page 10 for proposed uses
- 2.b.2) Existing and Proposed Square Footages
  - Refer to pages 2/3 for existing square footages
  - Refer to page 5 for proposed square footages
- 2.b.3) Demolition of existing structures
  - All existing improvements would be demolished
- 2.b.4) Site square footage and acreage
  - Refer to page 10 for area of site, expressed as acres and square feet
- 2.b.5) Removal of existing trees or significant vegetation (also refer to Landscape Plan)
  - A total of **199** trees/palms exist on the site
  - Trees/palms to be removed: 125
  - Trees/palms retained: 74
    - 17 preserved in place
    - 57 transplanted
  - New trees introduced to site: 226
  - Total of retained + New trees = **300**
- 2.b.6) Relevant drainage information
  - Refer to Grading & Drainage Improvements Plan (C-3)
  - Surface elevations will decrease from the back (north end) of the site to the front, generally directing surface flows toward State Street
  - An on-site storm drain system will collect and manage storm run-off
- 2.b.7) Parking and landscaping statistics
  - Refer to page 10 for parking and landscaping statistics
  - Refer to Landscape Plan (L1.0) for more detail regarding landscape configuration
- 2.b.8) Grading statistics
  - Refer to Grading & Drainage Improvements Plan (C-3)
    - Excavation: 5,500 cubic yards
    - Fill: 6,000 cubic yards
    - Import: 10,600 cubic yards
  - A source for import fill has not been identified at this time
- 2.b.9) Surrounding land use / zoning designations

Zoning and General Plan Land Use designations for the properties surrounding the project site are provided in the following **Table 5**.

<b>TABLE 5</b>		
Surrounding Properties Zoning & Land Use Designations		
<b>Direction</b>	<b>Zoning</b>	<b>Land Use</b>
North	R-4/S-D-2, R-2/S-D-2	Residential (Med/High)
East	R-3/S-D-2, C-P/S-D-2	Residential (Med/High) Offices & Residential
South	C-P/S-D-2	Offices & Residential
West	R-O/S-D-2, C-P/S-D-2, R-4/S-D-2	Residential (Med/High) Offices & Residential

2.b.10) Provide answers to the following questions:

- i. Does the proposed project include added exterior lighting? If yes, please describe locations, type, height, etc.
  - Within the residential portion of the development, exterior lighting will be limited to that required for pedestrian navigation along pathways or the woonerf, low level security lighting around building entrances, and illumination of building addressing; structures will not be up-lit or otherwise feature illumination of exterior facades.
  - Within the commercial portion of the development, exterior illumination will be limited to that required for security and pedestrian navigation in parking areas, security for building entrances, and illumination of commercial signs for the structures. Parking lot lighting will be provided at the lowest elevation possible, and will incorporate hooding and shielding to direct the light downward and within the commercial portion of the development.
- ii. Would the proposed project involve the creation of smoke or odors? If yes, describe the source and its location.
  - Given the commercial structures are intended to be office space, and the balance of the project is comprised of residential condominiums, the project is not anticipated to be a substantial source for either odors or smoke generation.
- iii. Would the proposed project involve the creation of new noise sources? If yes, describe the source and its location.

- The current site development includes restaurant space and a fully functioning hotel. Existing noise sources include operation of roof-mounted heating, ventilation, and cooling (HVAC) equipment, window or wall-mounted air conditioners for each hotel room, and pool equipment. Noise is also generated by regular deliveries to the property, routine trash collection activities, and automobile trips by hotel guests and restaurant patrons.
  - The proposed project is intended to follow green building guidelines, which typically result in a lower need for operation of HVAC equipment. Small package units may be employed for the commercial buildings, which would generate lower average noise levels than the equipment for the existing restaurant. Residences would likely have individual furnaces and heat pumps or air conditioner units. Since there are fewer residential units proposed than existing hotel rooms, the number of air conditioner units on the site is anticipated to be diminished, reducing average noise levels from their operation.
- iv. Have geotechnical studies (e.g., soils reports, earthquake fault location studies, geology reports, etc.) previously been prepared for the project site? If yes, please provide a copy with your application and explain how the recommendations have been addressed in the project.
- The following geotechnical and related studies have been prepared to address the subject property (and are provided in electronic format on the attached CD):
    - a) *Preliminary Drainage Analysis* (by Flowers – 4/20/05, Update 10/22/09, Update 11/12/09, Update 3/21/13)
    - b) *Soils Report* (by Earth Systems – 9/25/03, Update 7/12/10, Update 2/28/13)
    - c) *Percolation Potential of Site Soils* (by Earth Systems – 10/20/09)
    - d) *Town & Country Geotech Report* (by Earth Systems – 2/10/06)
  - The grading and drainage plans (Flowers 2013) incorporate all of the recommendations set forth in the above studies.
- v. Have resource or constraint studies (e.g., biological assessment reports, archaeological reports, historic structures reports, etc.) previously been prepared for the project site? If yes, please provide a copy with your application and explain how the recommendations have been addressed in the project.
- The following resource and constraints studies have been prepared to address the subject property (and have been previously submitted or are provided in electronic format on the attached CD):
    - a) *Noise Study* (by Rincon – 6/9/04, 9/22/04, 6/15/05, 4/14/06)
    - b) *Construction Noise Analysis Revised* (by Dudek, August 2013)

- c) *Phase 1 Archaeological Report* (by SAIC – 11/7/03)
  - d) *Arborist Report* (by Westree – 11/29/06)
  - d) Hazardous Materials – *Asbestos Survey* (by Independent Building Inspections – 11/24/03)
  - e) *Sandman Inn Redevelopment Project Environmental Impact Report* (by Impact Sciences, Inc., Nov. 2009)
- The project plans either incorporate all of the recommendations set forth in the above studies, and/or project implementation will be carried out in compliance with required mitigation measures identified in the EIR.
- vi. Are there any existing or proposed designated recreational trails or easements traversing the project site?
- There are no recreational trails or easements that traverse the subject property. Immediate neighbors to the north have been given permission to walk across the property to access businesses along State Street; this pedestrian access will be accommodated in the proposed development.
- vii. Is the property located adjacent or near a creek or other water course?
- No, the project site is not proximate to natural water courses.
- viii. Who provides sewer services? Is it on septic?
- The developed site currently receives sewer collection and treatment services from the City of Santa Barbara. There are no septic systems on the subject property. The project is proposed to continue receiving sewer services from the City.
- ix. Who is the water purveyor?
- The developed site currently receives water service from the City of Santa Barbara. The project is proposed to continue receiving water service from the City.
- 2.b.11) Describe demolition and construction activity in detail, including the following:
- i. Identify the estimated duration of demolition.
  - ii. Identify the estimated duration of grading.
  - iii. Identify the estimated duration of construction activity.
  - iv. Identify the number of workers and number and type of equipment necessary for each phase of demolition, grading, and construction.
  - v. Identify equipment and construction materials staging area(s).
    - Please refer to the attached *Construction Phasing Memo* (Franciscan Developments). The duration, equipment necessary and average number of employees per phase are detailed in this memo, by major phase. Phases include demolition, site preparation, and phased building construction. In general, since the commercial buildings along State Street will be the last phase to be constructed, this portion of the site will

be used for overall equipment and materials staging. However, staging can also occur for an active construction phase, on the area for the immediately adjacent and subsequent project phase.

2.b.12) Subdivisions (including Condominium projects) that involve two (2) or more residential units/lots are subject to the Inclusionary Housing Ordinance (SBMC §28.43). Describe compliance (*if applicable*).

- The proposed development includes greater than 2 residential units, and therefore the City of Santa Barbara inclusionary housing ordinance is applicable and requires that 15% of the total units be price-controlled according to affordable housing criteria. The inclusionary housing ordinance also provides an incentive for developers to locate affordable housing on the project site, by allowing all required affordable units as bonus density, without the need for a formal request and approval related to bonus density. A total of 9 affordable units are required for the base residential density proposed, which will be provided on-site.

2. c.) Provide the following dates for the pre-application reviews which have taken place within a maximum of six (6) months prior to the date of application:

Airport Commission Meeting Date:	<u>Not Applicable</u>
Architectural Board of Review Meeting Date:	<u>January 22, 2013</u>
Historic Landmarks Commission Meeting Date:	<u>Not Applicable</u>
Harbor Commission Meeting Date:	<u>Not Applicable</u>
Modification Hearing Officer Meeting Date:	<u>Not Applicable</u>
Parks & Recreation Commission Meeting Date:	<u>August 28, 2013</u>
Planning Commission Action Meeting Date:	<u>December 20, 2012</u>
City Council Action Meeting Date:	<u>Not Applicable</u>
Other Meeting Date:	<u>Not Applicable</u>

The project was presented to the Planning Commission as a conceptual review item in December 2012 for input regarding the revised proposal, as compared to the existing redevelopment approval. The project was then presented to the Architectural Board of Review in January 2013, again for conceptual review in order to solicit input for advancement of the architecture design. The request to remove a palm tree in the front setback was heard by the Parks and Recreation Commission on August 28, 2013 and was approved. The Architecture Review Board completed a compatibility analysis for the proposed project at the November 25, 2013 hearing, and appropriate findings were adopted for the project.

2. d.) Contact/correspondence with City staff

- Email correspondence with Danny Kato and Allison DeBusk regarding applicability of pending AUD Ordinance to project, as opposed to existing variable density rules; response indicates the project may proceed under the existing variable density rules, with an option to follow the AUD allowances, once adopted.
- Email correspondence with Allison DeBusk and Renee Brooke regarding preliminary determination of project compliance with the adopted AUD ordinance, should the applicant elect to pursue this option; response indicates the proposed project should be able to be found in compliance with the AUD ordinance.
- Email correspondence regarding re-submittal of technical reports first submitted for the approved redevelopment project; Alison responded that electronic resubmittal of these reports would be acceptable.

2.e.) Provide justification for project

- Refer to Page 4 of this letter

2.f.) Indicate issues and problem areas of the project

- Please refer to the Planning Commission issues summary and responses (Item 3, below)

2.g.) Hazardous Materials

- Please see the attached *Phase 1 Environmental Site Assessment* (Certified Environmental Consultants, October 2012). No hazardous materials concerns were identified for the current or past uses of the site. The content of the Phase 1 satisfies the PSA hazardous waste certification statement for the property.
- Neither the proposed office nor residential uses would generate important quantities of hazardous waste requiring special management or disposal. The County Household Hazardous Waste Collection Center accepts small quantities of periodically generated household and small business hazardous wastes.

3.) Planning Commission Review

The project was presented to the Planning Commission as a conceptual review item in December 2012. The issues summary from the Concept Review is provided below, along with the manner in which input has been accommodated by the current iteration of the project design.

- Pedestrian connection to State Street
  - from existing uses to the north
  - through/from the project site to retail uses along State Street and across State Street

- At a minimum, allow for/not preclude future connection options/opportunities

Response: The site plan allows for pedestrian connections to the properties to the north, with pathways connecting to the woonerf, main plaza entrance, and pathway along the east side of the project, allowing unobstructed access to State Street at three points along the project frontage.

- Please provide more details of uses in the open space area

Response: The landscape plan provides detail for the central open space area, including planted plaza garden and open green.

- Please describe phasing plan.

Response: Please see the attached construction and phasing plan which describes the proposed implementation of the development, in sequential phases.

- Easternmost driveway “right-out” only or “right-in/”right-out”?

Response: In order to give a resident driver room to maneuver into the left turn lane at Hitchcock Way, the applicant would like to provide this as right-in/right-out. This issue will be examined with the City Transportation Division.

- Would like to see above-ground square footage (total) comparison between “Approved” and “Proposed” (including proposed garage space)

Response: Garage area is included in the “building footprint” total, and the building elevations provide an accurate depiction of total building volume, including ground-floor garage space.

- Increase commercial setbacks in order to provide more undulation/articulation along State Street (current design is too linear)
  - Increase setback and meander landscaping?
  - Can go two stories if that helps with undulation
  - Provide “courtyard pockets” along State Street?
  - Reduction of the State Street front setback seen as one of the few detriments to this version of design; undulate the face of the building to provide relief and interest

Response: The commercial buildings have been redesigned to provide varying setback distance, incorporate an entry courtyard element along State Street, create a plaza at the Hitchcock/State intersection, allow for wider landscape strip, and present varied roof-line and other articulations.

- Utilize as many existing on-site trees as possible (relocate palm trees)

Response: 74 of the 199 existing trees will be retained on-site, either as preserved in place specimens or transplanted to new locations.

- Attempt to retain as many State Street “street trees” as possible

Response: The most significant existing tree along State Street (a cedar) will be preserved with the proposed design, along with two existing jacaranda trees.

- Utilize permeable paving wherever possible

Response: The drainage report and soils report indicate low permeability of soils which constrain effectiveness of permeable paving options. The civil engineer will investigate the feasibility of employing impervious paving for various walkway, driveway, and parking areas within the site.

- Underground utilities wherever possible

Response: On-site utilities will all be undergrounded. Off-site utilities serving the project would be undergrounded at the project boundaries, or at the closest logical point to the site.

- Solar/photovoltaic on roofs

Response: The building designs incorporate a flat roof with perimeter parapet mimicking a sloping tile roof. This design accommodates the potential future use of solar panels on the roof-tops.

- Create a pedestrian connection along the western property line (or at a minimum, a direct connection to the corner of State/Hitchcock – which would necessitate moving the westernmost building easterly)

Response: The western commercial building has been shifted east and pivoted slightly clockwise to create space for a pedestrian connection and small plaza component.

- Reduce parking if feasible; can use parking in commercial area at night when commercial is closed

Response: Off-site parking for residents is not available in the area surrounding the project. Therefore it is important to provide ample parking for future residents, to avoid parking conflicts with neighboring commercial uses or residential developments.

I hope this information provides you with the data necessary to proceed with DART review for the proposed Revised Sandman Inn Redevelopment. Should you require any additional information, please do not hesitate to call me at 963-0651 Ext. 3521 or e-mail me at [kmarshall@dudek.com](mailto:kmarshall@dudek.com).

Sincerely,



Kenneth E. Marshall, AICP  
Senior Environmental Planner

Attachments

*Non-Residential Floor Area Memo (Dudek, December 2013)*  
*Preliminary Title Report, Updated 12/5/2013* (by First American Title)

Electronic copy of the following documents on CD:

*Arborist Report* (by Westree – 11/29/06)  
*Asbestos Survey* (by Independent Building Inspections – 11/24/03)  
*Construction Noise Analysis Revised* (by Dudek, August 2013)  
*Estimated Construction Phasing* (by Franciscan Developments, January 2013)  
*Noise Study* (by Rincon – 6/9/04, 9/22/04, 6/15/05, 4/14/06)  
*Percolation Potential of Site Soils* (by Earth Systems – 10/20/2009)  
*Phase 1 Archaeological Report* (by SAIC – 11/7/03)  
*Phase 1 Environmental Site Assessment* (by Certified Environmental Consultants,  
October 2012)  
*Preliminary Drainage Analysis* (by Flowers – 4/20/05, Update 10/22/09, Update  
11/12/09, Update 4/24/13)  
*Preliminary Title Report, Updated 2/28/2013* (by First American Title)  
*Soils Report* (by Earth Systems – 9/25/03, Update 7/12/10, Update 2/28/13)  
*Town & Country Geotech Report* (by Earth Systems – 2/10/06)

cc: Greg Parker  
Brian Cernal



## **SANDMAN REDEVELOPMENT PROJECT BACKGROUND / HISTORY**

This project has gone through several iterations as part of the development review process. The following is a brief summary of the project changes:

- 2003 The original proposal consisted of construction of a three-story 113-room hotel and 64 residential condominiums (28 one-bedroom units and 36 two-bedroom units). It included underground parking for the hotel, and required front setback modifications for the hotel and residential development. The Planning Commission conceptually reviewed this version on July 17, 2003.
- 2004 The project was revised such that some of the residential parking was relocated underground, and an interior setback modification was requested for portions of the residential development.
- 2005 The project was revised to a three-story 112-room hotel and 73 residential condominiums (22 one-bedroom units, 14 two-bedroom units and 37 three-bedroom units). Access to the hotel was relocated to a driveway at the center of the site, and all residential parking was placed underground, with access at the eastern property line. The previously requested interior setback modification request was eliminated.
- 2006 April – City Council directed staff to study the Upper State Street Area.
- 2007 February – An Initial Study was prepared for the Sandman project and an environmental scoping hearing was held on February 8, 2007. Although a Request for Proposals for preparation of an EIR was sent out, no consultant was ever hired, and the project was put on hold pending conclusion of the Upper State Street Study.
- 2007 March – The Upper State Street Study Report was released.
- 2007 May – City Council adopted the Upper State Street Study.
- 2007 November – The hotel was revised to 106-rooms and the previously requested front setback modification was eliminated from the project. A revised Initial Study was prepared for this project, and an environmental scoping hearing was held on June 12, 2008.
- 2008 Prior to preparation of the EIR, the applicant submitted an “Applicant’s Alternative” for consideration in the EIR, which consisted of construction of 14,254 square feet of office space in two two-story buildings (in place of the hotel) and 73 residential condominiums (18 one-bedroom units, 14 two-bedroom units and 41 three-bedroom units). Parking for the offices was proposed in an at-grade parking lot behind the buildings, and residential parking remained underground.
- 2009 A concept review hearing was held on May 14, 2009, concurrent with the Draft EIR hearing. Planning Commission certified the EIR and approved the project on December 17, 2009. These approvals were appealed to the City Council.
- 2010 March – The City Council denied the appeal and upheld the Planning Commission’s certification of the EIR and approval of the project.
- 2010 April – City Council adopted Resolution No. 10-020, which sets forth the findings for the City Council’s decision, and includes the conditions of approval for the Approved Project.



D. Comments from members of the public pertaining to items not on this agenda.

Chair Lodge opened the public hearing at 1:02 P.M.

1. Brooks Larson, presented his wife, Commissioner Stella Larson, with roses and spoke in appreciation of the many years of community service and family service that she has contributed to the City of Santa Barbara. He was accompanied by their son, Jason Larson.
2. Commissioner Jordan acknowledged the lessons he has learned and his appreciation for working with Commissioner Larson. Chair Lodge echoed the appreciation on behalf of the Planning Commission.

With no one else wishing to speak, Chair Lodge closed the hearing at 1:06 P.M.

III. **CONCEPT REVIEW:**

**ACTUAL TIME: 1:06 P.M.**

**APPLICATION OF KENNETH MARSHALL, AGENT FOR KELLOGG ASSOCIATES, 3714-3744 STATE STREET, APNS 053-300-023 AND -031, C-P/SD-2 AND R-4/SD-2 ZONES, AND C-P/SD-2 AND R-3/SD-2 ZONES, GENERAL PLAN DESIGNATION: COMMERCIAL/MEDIUM HIGH RESIDENTIAL (MST12-00443)**

Concept Review of a revised development proposal for the approved Sandman Inn Redevelopment Project. The previously approved Project includes demolition of existing site development, and construction of 14,612 square feet of office/commercial space and 73 residential condominiums with underground parking. The current conceptual plan includes demolition of existing site development, and construction of 5,274 square feet of office space and 72 residential condominiums with at-grade parking.

The purpose of the concept review is to allow the Planning Commission and the public an opportunity to review the proposed project design at a conceptual level, and provide the Applicant and Staff with feedback and direction regarding the proposed land use and design. The opinions of the Planning Commission may change or there may be ordinance or policy changes that could affect the project that would result in requests for project design changes. **No formal action on the development proposal will be taken at the concept review, and the Planning Commission will not make a determination regarding environmental review of the proposed project.**

The discretionary applications that would be applicable to the conceptual project are:

1. A Lot Line Adjustment transferring 2.22 acres from APN 053-300-031 to APN 053-300-023.
2. A Tentative Subdivision Map (TSM) for a one-lot subdivision to create 73 residential condominium units and 2 commercial condominium units (SBMC Chapters 27.07 and 27.13).

The discretionary applications that were previously approved for the Sandman Inn Redevelopment Project are:

1. A Lot Line Adjustment transferring 2.22 acres from APN 053-300-031 to APN 053-300-023.
2. A Development Plan to allow construction of more than 10,000 square feet of total floor area in the C-P Zone (SBMC §28.54.120).
3. A Modification of the lot area requirements to allow one over-density unit (bonus density) (SBMC §28.92.110.A.2).
4. A Tentative Subdivision Map (TSM) for a one-lot subdivision to create 73 residential condominium units and 2 commercial condominium units (SBMC Chapters 27.07 and 27.13).

An Environmental Impact Report was certified for the approved Sandman Inn Redevelopment Project.

Case Planner: Allison DeBusk, Project Planner  
Email: ADebusk@SantaBarbaraCA.gov

Phone: 805-564-5470, ext. 4552

Allison De Busk, Project Planner, gave the Staff presentation.

Brian Cearnal, Architect, gave the Applicant presentation, joined by Gregory Parker, Investec Corporation.

Chair Lodge opened the public hearing at 2:12 P.M.

Paul Hernadi, Citizens Planning Association, summarized the written comments he submitted to the Planning Commission in his letter emailed December 17, 2012.

With no one else wishing to speak, the public hearing was closed at 2:19 P.M.

Commissioner's Comments:

- Many Commissioners appreciated the applicant retaining the best features of the previously approved project and felt that the proposed project is an improvement.
- Commissioners did not like the design of the front of the commercial buildings, which looked too linear, and suggested more articulation or undulation, possibly even including the use of second story elements.
- Many Commissioners stressed that pedestrian and vehicular connectivity is very important and the project should not preclude it.
- Commissioner Thompson appreciated that the time of excavation and the amount of export will be reduced significantly. Appreciates plants in the ground versus use of planters. Recommended keeping the option open for access from the Hitchcock stub, and ability to enter the project through signalized traffic intersection. Would like mature trees saved.

- Commissioner Jordan concurred with Commissioner Thompson's remarks and would like to see real pedestrian access through the site. Appreciates MTD improvements. Likes the one-story frontage on State Street with site lines to the mountains and appreciated the reduction of curb cuts.
- Commissioner Larson concurred with Commissioners Thompson and Jordan and would like permeable paving considered, now that the underground garage has been eliminated. Appreciates and encourages more 'green' elements.
- Commissioner Bartlett likes the main entry drive. Would like to see a pedestrian connection to the intersection. Recommended articulation of the State Street commercial by using a variable setback along the street, perhaps creating a few courtyard pockets. Would appreciate any preservation of mountain views from the State Street the State/Hitchcock intersection. Appreciates that the elimination of the underground parking lot allows landscaping to be planted in the ground, rather than in above-ground planters. If the project meets the average unit density ordinance, he would like to see parking reduced; consider shared guest parking with the commercial buildings after hours.
- Commissioner Campanella commented that a community benefit of the project is the broad market it will serve. Appreciated the revision to utilize more three story components of the buildings within the interior than two story, while reducing the building footprints and allowing for more open area.
- Commissioner Lodge appreciated the reduced commercial square footage and the associated reduction in traffic and parking.

#### **IV. ADMINISTRATIVE AGENDA**

##### **ACTUAL TIME: 2:51 P.M.**

##### **E. Committee and Liaison Reports.**

##### **1. Staff Hearing Officer Liaison Report**

None was given.

##### **2. Other Committee and Liaison Reports**

- a. Commissioner Larson reported on the Historic Landmarks Commission meeting of December 19, 2012.
- b. Commissioner Thompson reported on the Single Family Design Board meeting of December 17, 2012.
- c. Commissioner Lodge reported on the Water Commission Board meeting of December 10, 2012.



**Motion #1 Approval of Review After Final of the as-built white picket fence with the condition to refurbish the corner posts and other posts with 6"X6" detail and new cap on the proposed fence. The white color is acceptable. Fence detail drawings to be reviewed by staff.**

Action: Mosel/Poole, 6/1/0. Motion carried. (Gradin opposed).

The ten-day appeal period was announced.

**Motion #2: Approval of Review After Final with conditions:**

- 1) The as-built color for Building #45 is acceptable.
- 2) Near Building #38, the Board directs staff to work with the applicant for a solution to screen the as-built S.C.E. transformer and the as-built back-flow device; referencing other examples on the complex for how screening was achieved.
- 3) The as-built solution, and the proposed terracotta-color wainscoting on Building #38 are acceptable, if wrapped around the building in an acceptable manner.

Action: Wittausch/Gradin, 7/0/0. Motion carried.

The ten-day appeal period was announced.

**IN-PROGRESS REVIEW**

**2. 222 N MILPAS ST**

**C-2/C-P Zone**

**(3:40)** Assessor's Parcel Number: 017-051-002  
 Application Number: MST2012-00412  
 Owner: Scolari Properties, LLC  
 Applicant: Jose Cervantes  
 Business Name: The Fresh Market

(Proposal for a remodel and tenant improvements to the existing 29,953 square foot one-story grocery store building. The project consists of a new front façade, interior remodel to divide the building into three tenant lease spaces, new outdoor patio seating, new mechanical equipment, and minor alterations to landscaping. The existing 137 parking space parking lot is to remain.)

**(Project was revised for three tenant spaces rather than two.)**

**Postponed indefinitely at the applicant's request.**

**CONCEPT REVIEW - NEW ITEM**

**3. 3714 STATE ST**

**C-P/SD-2 Zone**

**(4:10)** Assessor's Parcel Number: 053-300-023  
 Application Number: MST2012-00443  
 Owner: Kellog Associates  
 Applicant: Kenneth Marshall

(Conceptual review of a proposed revision to the previously approved mixed-use development at the Sandman Inn site (MST2007-00591; City Council Resolution No. 10-020). The revised project involves the demolition of the existing, 52,815 square foot, 113-room hotel (Sandman Inn) and construction of 5,274 square feet of office space and 72 residential condominiums.)

**(Comments only; project requires environmental assessment and Planning Commission review.)**

Actual time: 3:58 p.m.

Present: Brian Cearnal, Architect; Gregory Parker, Investec Corporation; Kenneth Marshall, Applicant.

Public comment opened at 4:15 p.m.

- 1) Paul Hernandi (Citizens Planning Association, submitted letter), *in support* of the elimination of the proposed underground parking, and reduction of the proposed commercial components; but *expressed concerns* regarding aesthetics of the reduction of setbacks, removal of trees, and massing of fewer larger buildings, effects of three story elements on mountain views, pedestrian safety, and compliance with the Upper State Street Guidelines.
- 2) Joe Rution, (Allied Neighborhood Assoc.) *in support* of the number of trees and neighborhood compatibility; but with *expressed concerns* regarding making the project more pedestrian-friendly, and creating a human-scale neighborhood.

Public comment closed at 4:26 p.m.

**Motion: Continued indefinitely to Full Board with comments:**

- 1) A majority of Board finds that the present proposal is an improvement over the previous project in that there is a great deal more on the ground landscaping and open space.
- 2) Provide a conceptual landscape plan and preliminary building elevations to review the massing, fenestration, and scale of proposed buildings.
- 3) The Board is not in favor of removal of the existing trees along State Street. Study options of varying the setbacks of the front buildings to allow the trees to remain.
- 4) The Board is concerned about the lack of pedestrian friendliness of the front commercial units, and supports the Planning Commission's comment about the plaza at the corner of State and Hitchcock in that the pedestrian experience and views are important.
- 5) The Board is concerned about the relationship between the commercial parking lots and the residential portion. Study the relationship between those elements.
- 6) Study integrating and interspersing the visitor/guest parking into the proposed plan.
- 7) Study use of roof decks for residents or for solar energy. Increase the variety in roof heights while preserving views where possible. Locate decks in the central part of the site.
- 8) The Board appreciates the relaxed juxtaposition of buildings in the proposed plan, instead of a simple linear arrangement and configuration.
- 9) Maximize the private outdoor living space for each unit.

Action: Gradin/Poole, 7/0/0. Motion carried.

**FINAL REVIEW**

**4. 1130 N MILPAS ST**

**E-1/R-3 Zone**

**(4:40)**

Assessor's Parcel Number: 029-201-004  
 Application Number: MST2009-00551  
 Owner: Santa Barbara Bowl Foundation  
 Architect: DesignArc  
 Agent: Trish Allen, SEPPS, Inc

(Proposal to construct a new 2,210 net square foot one-story administration building, pedestrian plaza, and walkway for the Santa Barbara Bowl with approximately 2,700 cubic yards of excavation and 1,200 cubic yards of fill grading. Planning Commission review of a Conditional Use Permit and Modifications to allow encroachments into the required setbacks is requested. The project requires City Council approval for abandonment of a portion of Lowena Drive. Courtesy review by the Architectural Board of Review and the Planning Commission of associated improvements on the County-owned parcels is also requested.)

Actual time: 5:01 p.m.

**D. Announcements, requests by applicants for continuances and withdrawals, future agenda items, and appeals.****1) Mr. Boughman made the following announcements:**

- a) The previously approved project at 510 N. Salsipuedes Street (People's Self-Help Housing ) will be reviewed at the 2:00 p.m. City Council appeal hearing on Tuesday, November 26, 2013; Board members Zink, Gradin, Mosel, and Wittausch volunteered to be in attendance to represent the Board.
- b) Board member Zink will be absent from the next Board meeting on December 9, 2013; Board member Gradin will Chair the meeting in his place.

**E. Subcommittee Reports.**

There were no reports.

**CONCEPT REVIEW - CONTINUED ITEM****1. 3714 STATE ST****C-P/SD-2 Zone**

**(3:10)** Assessor's Parcel Number: 053-300-023  
 Application Number: MST2012-00443  
 Owner: Kellog Associates  
 Applicant: Kenneth Marshall  
 Architect: Brian Cearnal

(Revision to the previously approved mixed-use development at the previous Sandman Inn site (MST2007-00591; City Council Resolution No. 10-020). The revised project involves the demolition of the existing, 52,815 square foot, 113-room hotel and restaurant, and construction of 5,110 square feet of office space and 72 residential condominiums.)

**(Second Concept Review; project requires Environmental Assessment, Project Compatibility Criteria, and Planning Commission review. Project was last reviewed on January 22, 2013.)**

Actual time: 3:13 p.m.

Present: Brian Cearnal, Architect; Gregory Parker, Investec Corporation, Applicant; Rick Kellog, Owner; and Susan Van Atta, Landscape Architect.

Public comment opened at 4:03 p.m., and as no one wished to speak, public comment was closed.

A letter of concern from Paula Westbury was received.

**Motion: Continued two weeks to Full Board with comments:**

- 1) The Board commends the large project providing higher density housing with commercial use, and appreciates the higher level of design in a style valued in Santa Barbara.
- 2) There are concerns about some areas of the project. The commercial buildings #1 and #2 along State Street are important as entrance gateways to the project and should have much more character and charm; suggestions include tile elements, eaves, etc. to enhance the buildings.
- 3) The Board is very much in favor of the enhanced landscaping that divides the vehicle entrance. The landscaping in the front of the project is of particular importance.
- 4) A majority of the Board is in favor of white as the predominant color for the project.
- 5) Study additional trees along State Street and in areas of tall unrelieved architecture.
- 6) Study breaking up the massing of buildings #5 and #6, as they face the interior road and the pedestrian right-of-way.

**EXHIBIT G**

- 7) Study varying the plate heights and eave lines to add additional character, especially along the westerly property line.
- 8) The Board made the Compatibility Analysis (SBMC 22.68.045) findings as follows:
  - a) The proposed project is consistent with applicable ABR Design Guidelines and is consistent with the City Charter and applicable Municipal Code provisions; including site design, architecture, and landscaping.
  - b) The project's design is consistent with the City and the architectural character of the City and neighborhood.
  - c) The project's mass, bulk, and scale are appropriate for its location and its neighborhood, given compliance with additional comments made by the Board.
  - d) The project's design is appropriately sensitive to adjacent City Landmarks and historic resources, City structures of merit, sites, and a significant improvement over the previous building in preserving established scenic public vistas.
  - e) The project's design provides an appropriate amount of open space and landscaping, given compliance with additional landscape comments made by the Board.

Action: Mosel/Wittausch, 6/0/0. Motion carried. (Zink absent).

### CONCEPT REVIEW - CONTINUED ITEM

#### 2. 520 E YANONALI ST

OM-1/SD-3 Zone

(3:40) Assessor's Parcel Number: 017-113-016  
 Application Number: MST2013-00388  
 Owner: City of Santa Barbara  
 Applicant: Lisa Arroyo, Project Engineer

(Proposal for the replacement of the existing Tertiary Filtration Plant at the El Estero Wastewater Treatment Plant. The project will demolish the existing 2,200 square foot building and construct a 5,300 square foot facility including a 2,900 square foot metal canopy. The canopy will be approximately 25.5 feet tall.)

**(Third review; project last reviewed on October 14, 2013. Project requires Environmental Assessment and Planning Commission review.)**

Actual time: 4:37 p.m.

Present: Don Cutler, CDM Smith, Consultant; Sara Iza, City Public Works Project Planner; and Lisa Arroyo, City Public Works Supervising Engineer.

Public comment opened at 4:59 p.m., and as no one wished to speak, public comment was closed.

A letter of concern from Paula Westbury was received.

**Motion: Continued indefinitely to the Planning Commission to return to Full Board with comments:**

- 1) In general the project is acceptable at this stage provided the proposed changes are incorporated, including adequate landscaping screening of the project as requested. Return with a site plan showing the proposed Willow trees.
- 2) A gray skirt board is preferred over the white skirt board.
- 3) Provide a color board and materials board including the temporary screening.
- 4) Any mechanical equipment that *can* be painted, then *should* be painted to match the roof color.

- D.** Announcements, requests by applicants for continuances and withdrawals, future agenda items, and appeals.
- 1) Mr. Limón announced that due to lack of quorum, agenda Items #7, 1298 Las Positas Road, Item #8, 2334 De La Vina Street, Item #9, 601 San Pascual Street are postponed to Tuesday, December 17, 2013, for a Special Full Board Meeting; a poll was taken for members that could be in attendance.
  - 2) Mr. Limón thanked Mr. Gary Mosel for his dedication and commitment during his long years of service on the Architectural Board of Review.
  - 3) The Board and staff discussed policy for Board member representation at City Council appeal hearings.
- E.** Subcommittee Reports: There were no reports.

**CONCEPT REVIEW - CONTINUED ITEM**

**1. 3714 STATE ST**

**C-P/SD-2 Zone**

**(3:10)** Assessor's Parcel Number: 053-300-023  
 Application Number: MST2012-00443  
 Owner: Kellog Associates  
 Applicant: Kenneth Marshall  
 Architect: Brian Cearnal

(Revision to the previously approved mixed-use development at the former Sandman Inn site (MST2007-00591; City Council Resolution No. 10-020). The revised project involves the demolition of the existing, 52,815 square foot, 113-room hotel and restaurant, and construction of 5,110 square feet of office space and 72 residential condominiums.)

**(Request for review of the commercial buildings. Project requires environmental assessment, Project Compatibility Criteria, and Planning Commission review. Project was last reviewed on November 25, 2013.)**

Actual time: 3:25 p.m.

Present: Brian Cearnal, Architect, Cearnal Andrulaitis; Gregory Parker, Applicant, Investec Corporation

Public comment opened at 3:29 p.m., and as no one wished to speak, public comment was closed.

Letters of concern from Jacqueline S. Dyson (suggesting a buff color for the building) and Paula Westbury were acknowledged.

**Motion: Continued indefinitely to Planning Commission to return to Full Board with comments:**

- 1) The Board appreciates all changes and enhancements made to the commercial buildings along State Street; and would like to see further architectural enhancements to the corner Building #3, as it faces the corner.
- 2) Some Board members had some concerns about the proposed colors for the commercial buildings.
- 3) The Board carried forward previous November 25, 2013, comments (with the exception of comment #2), as follows:
  1. The Board commends the large project providing higher density housing with commercial use, and appreciates the higher level style and design valued in Santa Barbara.

3. The Board is very much in favor of the enhanced landscaping that divides the vehicle entrance. The landscaping in the front of the project is of particular importance.
4. A majority of the Board is in favor of white as the predominant color for the project.
5. Study additional trees along State Street and in areas of tall unrelieved architecture.
6. Study breaking up the massing of Buildings #5 and #6.
7. Study varying the plate heights and eave lines to add additional character, especially along the western property lines.
8. The Board made the Compatibility Analysis (SBMC 22.68.045) findings as follows:
  - a) The proposed project is consistent with applicable ABR Design Guidelines and is consistent with the City Charter and applicable Municipal Code provisions; including site design, architecture, and landscaping.
  - b) The project's design is consistent with the City and the architectural character of the City and neighborhood.
  - c) The project's mass, bulk, and scale are appropriate for its location and its neighborhood, given compliance with additional comments made by the Board.
  - d) The project's design is appropriately sensitive to adjacent City Landmarks and historic resources, City structures of merit, sites, and a significant improvement over the previous building in preserving established scenic public vistas.
  - e) The project's design provides an appropriate amount of open space and landscaping, given compliance with additional landscape comments made by the Board.

Action: Gradin/Hopkins, 6/0/1. Motion carried. (Zink abstained).

## Applicable General Plan Policies

### (Not Included in Sandman Inn Redevelopment Project Final EIR)

#### Land Use Element

- LG1. Resource Allocation Priority. Prioritize the use of available resources capacities for additional affordable housing for extremely low, very low, low, moderate, and middle income households over all other new development.
- LG2. Limit Non-Residential Growth. Establish the net new non-residential square-foot limitations through the year 2030 at 1.35 million square feet, and assess the need for increases in non-residential square footage based on availability of resources, and on economic and community need through a comprehensive Adaptive Management Program.

The 1.35 million square feet of non-residential development potential shall be allocated to the three following categories:

<u>Category</u>	<u>Square Footage</u>
Small Additions	400,000
Vacant	350,000
Community Benefit	600,000

Non-residential square footage associated with Minor Additions, demolition and replacement of existing square-footage on-site, projects that are pending and approved as of time of ordinance adoption, government buildings, and sphere of influence annexations with existing development are not included in the 1.35 million square feet established above.

Existing permitted square footage not in the City, but in the sphere of influence, that is part of an annexation shall not count as new square footage necessitating a growth management allocation. However, once annexed, all development or developable parcels that propose net new square footage are subject to the limitations of the City's growth management ordinance.

- LG3. Live Within Our Resources. New development shall be monitored to ensure that we are living within our resources through a comprehensive Adaptive Management Program.
- LG4. Principles for Development. Establish the following Principles for Development to focus growth, encourage a mix of land uses, strengthen mobility options and promote healthy active living.
- Focus Growth. Encourage workforce and affordable housing within a quarter mile of frequent transit service and commercial services through smaller units and increased density, transit resources, parking demand standards, targeted infrastructure improvements, and increased public areas and open space. Incorporate ideas as a result of an employee survey.
  - Mix of Land Uses. Encourage a mix of land uses, particularly in the Downtown to maintain its strength as a viable commercial center, to include retail, office, restaurant, residential, institutional, financial and cultural arts, encourage easy

access to basic needs such as groceries, drug stores, community services, recreation, and public space.

- Mobility and Active Living. Link mixed-use development with main transit lines; promote active living by encouraging compact, vibrant, walkable places; encourage the use of bicycles; and reduce the need for residential parking.

LG5. Community Benefit Housing. While acknowledging the need to balance the provision of affordable housing with market-rate housing, new residential development in multi-family and commercial zones, including mixed-use projects, should include affordable housing and open space benefits.

LG6. Location of Residential Growth. Encourage new residential units in multi-family and commercial areas of the City with the highest densities to be located in the Downtown, La Cumbre Plaza/Five Points area and along Milpas Street.

### Housing Element

H2. Housing Opportunities. Promote equal housing opportunities for all segments of the community, with special emphasis given to extremely low, very low, low, moderate, middle income and special needs households.

H10. New Housing. Given limited remaining land resources, the City shall encourage the development of housing on vacant infill sites and the redevelopment of opportunity sites both in residential zones, and as part of mixed-use development in commercial zones.

H11. Promote Affordable Units. The production of affordable housing units shall be the highest priority and the City will encourage all opportunities to construct new housing units that are affordable to extremely low, very low, low, moderate and middle income owners and renters.

H12. Above Moderate Affordable Housing. Provide incentives for the private sector development of new housing opportunities affordable to households earning more than 120% of the Area Median Income, but not more than 200% of the Area Median Income.

H13. Non-Subsidized Rental Housing. Preserve and promote non-subsidized affordable rental housing.

H14. Sustainable Housing. Ensure that new market-rate residential development is consistent with the City's sustainability goal, including reduced energy and resource use, and increased affordable housing opportunities.

### Economy and Fiscal health Element

EF21. Small Businesses. Continue to recognize the economic importance of small business in the community and promote programs to encourage their continued economic vitality and flexibility in future expansion.

EF22. Creation of Higher Wage Jobs. Emphasize programs, incentives, and land use changes that would prioritize creation of high wage jobs in order to improve the balance between low-, middle-, and high-income wage employment opportunities.

## Environmental Resources Element

- ER11. **Native and Other Trees and Landscaping.** Protect and maintain native and other urban trees, and landscaped spaces, and promote the use of native or Mediterranean drought-tolerant species in landscaping to save energy and water, incorporate habitat, and provide shade.
- ER15. **Creek Resources and Water Quality.** Encourage development and infrastructure that is consistent with City policies and programs for comprehensive watershed planning, creeks restoration, water quality protection, open space enhancement, storm water management, and public creek and water awareness programs.
- ER16 **Storm Water Management Policies.** The City's Storm Water Management Program's policies, standards and other requirements for low impact development to reduce storm water run-off, volumes, rates, and water pollutants are hereby incorporated into the General Plan Environmental Resources Element.
- ER24. **Visual Resources Protection.** New development or redevelopment shall preserve or enhance important public views and viewpoints for public enjoyment, where such protection would not preclude reasonable development of a property.
- ER25. **Enhance Visual Quality.** Not only retain, but improve visual quality of the city wherever practicable.

## Circulation Element

- C6. **Circulation Improvements.** Where existing or anticipated congestion occurs, improve traffic flow in conjunction with providing improved access for pedestrians, bicycles and public and private transit through measures that might include physical roadway improvements, Travel Demand Management (TDM) strategies and others.
- C8. **Emergency Routes.** It shall be a high priority to keep all emergency evacuation, response and truck routes free of physical restrictions that may reduce evacuation/response times.



## UPPER STATE STREET AREA DESIGN GUIDELINES

### Goals:

- Design developments to respect the arrangement of buildings and open spaces on adjacent sites and provide opportunities for enhanced circulation, solar access, and views.
- The planning and design of the site should take into account that parking is preferred behind or beneath the building rather than fronting on the street unless there are special view considerations. Alternative parking layouts may be appropriate to preserve or create view corridors.
- Ease and safety of ingress and egress shall be given careful consideration.

### Guidelines:

1. Site Plan Variations. "Strip mall" style site plan layouts are not acceptable. Design site plan layouts that achieve multiple goals (eg. activity nodes, pedestrian-oriented environment, transit facility needs, mountain views preservation, creek enhancement).
2. Building Dimensions and Spacing. To ensure appropriate spacing of structures and a pedestrian-friendly streetscape, buildings which span from property line to property line along their State Street frontage are discouraged. Applicants are encouraged to provide appropriate relief between adjacent structures, especially those over one-story in height.

Exceptions should be considered only where predominant existing sub-area conditions may suggest otherwise and will be at the discretion of the Architectural Board of Review. Rear yard setbacks of structures and upper floor massing should be respectful of adjacent residential uses. Buildings should not loom over smaller residential neighbors nor compromise the privacy of their exterior spaces.

3. Setback Measurement. Building setback standards are measured from the back of dedications for sidewalks or other public rights-of-way.

**Goal:** Develop parking policies and management strategies that help reduce Upper State Street congestion.

### Guidelines:

5. Parking Guidance. Reference the City of Santa Barbara's *Standards for Parking Design and Architectural Board of Review Guidelines* to assist in determining appropriate parking layout design for redevelopment, addressing factors including size and depth of lot, scenic view considerations on the north and south sides of the street, avoiding or removing barriers between parking lots, consideration for minimizing driveway curb cuts and proximity to connecting side streets and alleys. Also see Guidelines 60 and 61 which discuss parking lot access design to avoid mid-block street congestion.
6. Rear Parking. In general, parking at the rear of buildings creates a pleasant streetscape, can be more easily accessed from alleys and driveways on side streets and may reduce the number of driveways on State Street. Per Guideline 17, parking to the side or front of a building can be appropriate where there are special view

considerations. Other exceptions to this guideline in the East and Central sub-areas are considered for remodels, new buildings on small lots, and building addition projects when the proposed alternative layout:

- Provides setbacks and building orientations compatible with existing adjacent development setbacks and building orientations.
- Respects surrounding business patterns and uses.
- Improves circulation within the project's block.

7. Maximize Underground Parking. Maximize underground parking in order to create attractive, high quality projects above ground which include usable open space and views.
8. Alternative Vehicle Stations. Consider accommodation for alternative vehicles such as electrical vehicle charging stations.
9. Parking lot lighting. Parking lot lighting shall be integrated with trees. It is preferred that pole lighting be limited to twelve (12) to fourteen (14) feet in height. Trees should be in scale with pole-mounted light fixtures.

**Goal:** Preserve and enhance the unique character of Upper State Street and its sub-areas and sub-neighborhoods.

**Guidelines:**

11. Key Characteristics. The Upper State Street corridor, sub-areas, and sub-neighborhoods have key characteristics that define their character and sense of place. Proposals should be within a range of architectural styles and materials appropriate within each sub-area. Inclusion of more contemporary styles and natural materials such as sandstone, stucco, and tile is encouraged in the Upper State Street corridor.
12. Activity Nodes. Develop activity nodes with public gathering places and distinctive visual features that create an animated pedestrian experience and provide street presence, a sense of place, points of orientation breaking up the long corridor, and access links to the surrounding circulation network. Elements such as plazas, fountains, seating areas, passive open spaces, pocket parks and view corridors should be incorporated. Potential locations for significant activity nodes include: La Cumbre and State Street, and Las Positas/San Roque and State Street.
13. Paseos. Incorporate pedestrian-scale paseos in new development to facilitate interaction and transportation connections between the commercial corridor and surrounding residential areas.
14. Neighborhood Compatibility. Development proposals should be compatible with their surrounding sub-area and sub-neighborhood. For commercial developments adjacent to residential uses, separation and buffering between residential and commercial development and landscaping are especially important.

**Goal:** Improve the public streetscape and adjacent pedestrian connections.

**Guidelines:**

15. Development Design. Incorporate elements within site layout and building design to facilitate pedestrian activity and create a lively, pedestrian-friendly environment along the street such as: building entrances and outdoor activity spaces, landscaping, plazas, paseos, fountains, furniture, lighting, trash receptacles, etc. to support pedestrian use and facilitate use of mass transit.
16. Parking Placement. Review site plans carefully for parking lot placement to consider area conditions and potentially competing objectives for circulation and scenic views. Underground parking is preferred because it provides space for high quality, attractive projects aboveground which include substantial open space and provide for views. Parking lots behind or on the side of buildings, and building entrances that are inviting from the street are generally preferable for circulation. Parking may be placed to the side of or in the front of buildings if necessary to preserve or provide scenic view corridors or public viewing locations, with landscaping or other visual screening of the automobile parking to be provided.
17. Landscaping. Incorporate landscaping at building frontages to improve the pedestrian environment aesthetically, and in parking lots to screen automobiles and provide shade.
18. Pedestrian Buffers. Buffer pedestrian facilities from automobiles, particularly in locations where parking lines commercial development and cars overhang the sidewalk.
19. Paseo Connections. Where there are opportunities, establish paseo connections between retail areas and residential neighborhoods; consider public safety and maintenance issues in determining locations and design.
20. Street Trees. Street tree choices shall be consistent with the *Street Tree Master Plan* and be appropriate with respect to pedestrian safety, sidewalk maintenance, shade and aesthetic considerations.
21. Sidewalk Standards. Non-conforming sidewalks are to be replaced consistent with *Pedestrian Master Plan* standards.
23. Front Setback Use. The use of land within the front yard along State Street should be carefully considered to promote a pedestrian friendly streetscape. Public amenities such as landscaping, patios, fountains, outdoor dining and gathering spaces where public vistas can be enjoyed and street furniture, including refuse receptacles, bicycle parking and news racks are encouraged.

**Goal:** Maintain the backdrop of panoramic mountain views that contributes to the area's sense of place. Protect or establish intermittent and recurring mountain view corridors and viewing locations.

**Guidelines:**

24. Three-Story Buildings. A typically acceptable building size, mass, bulk, scale and height in the Upper State Street area is a two-story development. When structures are proposed to be over two-stories, the following development features would contribute to achieving a size, mass, bulk, and scale which is compatible with development in the Upper State Street Area. This guideline is intended to help with interpretation of Compatibility Analysis Criteria #3 listed in Chapter 5 on page 5-4.
  - a. View opportunities or easements.

- b. Usable open space.
  - c. Creek buffers and restoration, and where feasible, public access and pedestrian connectivity along creeks.
  - d. Pedestrian amenities.
  - e. Improved circulation and connectivity.
  - f. Long term easements, operations and maintenance agreements to assure pedestrian and transit amenities and future transit improvements and right of way needs.
  - g. Removal of parking lot barrier between separate properties
25. View. Protect and/or create mountain views when siting new buildings, parking, and streetscapes. See Guideline 17 regarding parking placement strategies to protect views.
26. Step Buildings. Consider stepping upper stories back as one design solution to create view corridors.
28. Intersection Views. Protect views at corners that intersect with State Street.
29. Landscaping and Trees. Provide appropriate designs and plant species within landscape plans to frame views but not substantially block them.

**Goal:** Maintain, enhance and create open space wherever feasible.

**Guidelines:**

30. Open Spaces and Parks. Create opportunities for private and public open spaces when siting development, including pocket parks, passive open spaces, and landscaping. Recognize various populations that have park needs, including all ages, and both residents and persons that come to shop or recreate, for example, passive open space, tot lots, skate parks, dog walking areas, and outdoor amphitheaters. Bear in mind the beneficial health impact of landscaped open spaces on air quality in the Upper State Street Area.
32. Underground Parking and Open Space Opportunities. More opportunities for greater ground level open space can be created with projects featuring underground parking structures, since surface level parking is often reduced or eliminated. Projects with underground parking should explore opportunities to create additional open space on the ground level.
33. Plaza Elements. Incorporate elements as a part of new development which establish street presence and a sense of open space such as plazas, paseos, pedestrian resting areas and bulb-outs for bus waiting areas.
34. Seating. New public spaces should provide as many seating opportunities as possible. Wherever possible provide seating adjacent to bus stops.
35. Pedestrian Mobility. For new developments, plazas, courtyards, fences and widened sidewalks should be strategically placed in accordance with an overall open space plan to enhance pedestrian mobility.

**Goal:** Encourage variation of building sizes, and require the height, bulk, mass and scale of buildings to be compatible within the context of respective blocks and sub-areas, and proportional to parcel size.

**Guidelines:**

41. Height Compatibility. Scale, proportion, and character of existing development within the surrounding sub-area should be evaluated to consider the appropriate height. Building height should be in scale and proportion with their setbacks should be compatible with adjacent buildings and should have human scale.

**Goal:** Achieve high appropriate quality aesthetically pleasing architecture within the Upper State Street Area.

**Guidelines:**

42. Architectural Elements. Architectural features which help to soften and humanize a building are recommended. These include arches, columns, trellises, deeply recessed windows and doors, moldings and built up planters.
43. Architectural Style. All styles of architecture must be compatible with their respective neighborhood and must also enhance Santa Barbara's distinctive architecture by designs which are in the context of the ambiance and charm which exemplifies Santa Barbara. (See Neighborhood Compatibility section, above.)
44. Color in Architecture. Light colors typical of those found in Mediterranean buildings is preferred. This includes pastels and mottled color combinations.
45. Entrances. Entries should be generously proportioned and visually transparent to encourage connections to the public realm. Main entrances should address the street. Secondary entrances may be located to connect to parking.
46. Exterior Finishes. The use of plaster as an exterior material is encouraged. Additional quality materials such as wood, masonry or tile may also be used. An appropriate mix of materials may be employed to add variation and articulation to architectural forms and styles. Excessively reflective or mirrored exterior materials shall be avoided.

Glazing and fenestration should be used in a manner which is consistent with the proposed building's architectural style. Larger glazing areas should be articulated to provide scale to openings. Glass which is excessively tinted or mirrored shall be avoided.

47. Building Facades. The facade of a building, particularly at street level has a direct effect on its relationship to the public realm. Its qualities of openness, detailing, setbacks and ornamentation contribute to how welcoming a presence it presents to the passerby.
48. Street Facades. To encourage a more pedestrian-friendly streetscape, street facades shall contain storefronts, windows, entries and other scale- giving architectural elements. Facades shall strive to create a visual and physical connection between a building's interior activities and the pedestrian streetscape to create visual interest for pedestrians.

Expanses of blank walls, excessive grade changes, large, raised planters and other physical and visual obstacles between the pedestrian and a building's contents isolate the pedestrian and therefore should be avoided.

49. Ground-Lit Signage is encouraged so as to integrate with the rest of the exterior lighting of the building.
50. Roofs. Sloping tile roofs are preferred. Conventional roof forms are most acceptable. Properly treated flat roofs are acceptable particularly when used in conjunction with other roof forms or traditionally treated parapets or wall elements.

**Goal:** Encourage the generous planting of landscaping as part of development proposals and encourage skyline trees where appropriate. Ensure landscaping is compatible with the natural environment.

**Guidelines:**

51. Mature skyline and canopy trees bordering State Street should be preserved and protected. Removal of trees could be considered where views can be enhanced or created.
52. Where planting space permits and views would not be impeded, encourage the planting of large skyline trees such as *Platanus racemosa* (California Sycamore) and canopy trees bordering State Street. Select trees that are visually compatible with the existing street trees.
53. Landscape design should identify entrances to buildings and parking lots, direct traffic and pedestrian flow, and screen objectionable views (i.e. trash enclosures, backflow preventers, etc.).
55. Use flush tree grates around tree trunks and steel reinforced paving around planters in sidewalk areas. Root barriers should be installed where buttressing root species are planted.
56. Tree planting design should not be compromised by lighting requirements; however, adequate lighting for safety at night is to be provided.
57. Encourage foundation planting where planting does not obscure window displays.
58. Appropriate design techniques such as the following should be incorporated to make a proposed development compatible with the existing environment:
  - a. Preserve and incorporate existing natural and landscaping features and mature trees into new development;
  - b. Select landscaping elements that are appropriate to the site and complement the area's overall character.
59. Use landscaping elements that complement the characteristics of nearby developments.**Goal:** Reduce access points to Upper State Street that conflict with through travel.

**Guidelines:**

60. Shared Driveway Access and Parking at Existing Development. Explore opportunities for shared access and parking to reduce the number of driveways to Upper State Street and attempt to pool parking supplies for more efficient use of space and parking capacities. Wherever possible, remove existing barriers between parking lots and do not construct new barriers between parking lots.
61. Access Management. Development projects should incorporate the following access management techniques:
  - a. Achieve uniform spacing of driveways along the street as much as possible.
  - b. Require complete on-site circulation including safe pedestrian paths.
  - c. Ensure design of adequate driveway throat length to avoid a conflict with the flow of off-site traffic and provide adequate corner clearance.
  - d. Orient lots, buildings, and access points to side streets when feasible.

**Goal:** Improve pedestrian and bicycle facilities within the corridor, and increase connectivity between parcels and between the commercial corridor and surrounding neighborhoods. Implement streetscape improvements and pedestrian and bicycle connections through private projects.

**Guidelines:**

62. Pedestrian Connections. Improve sidewalk connections along cross streets and establish more paseo connections through parcels to increase pedestrian connectivity throughout the corridor as parcels are redeveloped. (See *Figure 8* for locations for cross-street sidewalk improvements, and blocks where new mid-block pedestrian paseos would improve connectivity.) Establish long-term operation and maintenance agreements to assure paseos' availability for public use.
63. Bicycle Parking. Provide quality bicycle parking for both the public and employees, consistent with the *Bicycle Master Plan*.

**Goal:** Improve transit facilities and service, and encourage increased ridership.

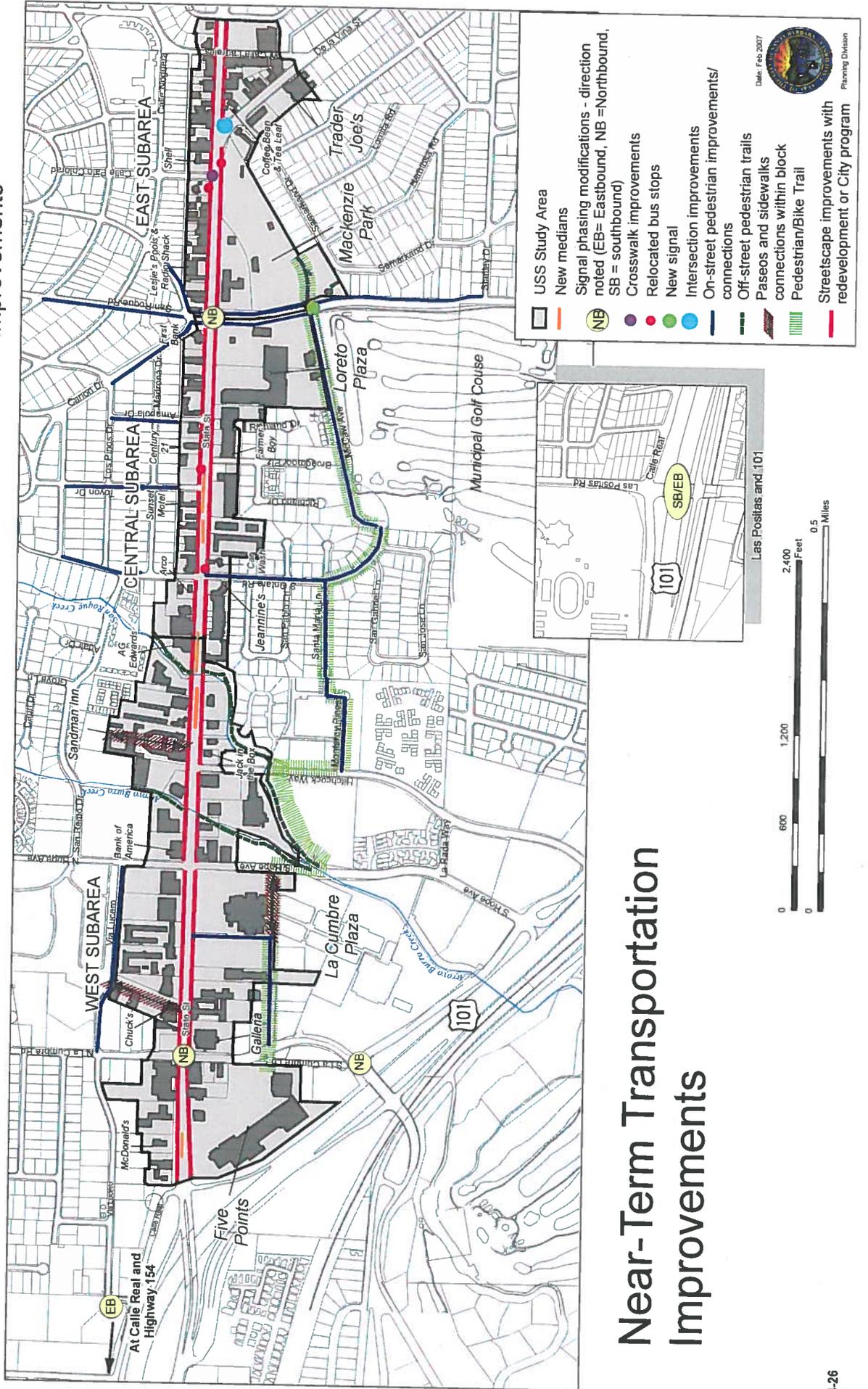
**Guidelines:**

65. Relocate Bus Stops. Relocating bus stops situated on the near side of traffic signals to the far side of traffic signals benefits the flow of vehicle through traffic. Also, as part of the land development projects and as MTD funding permits, bus stops can be moved off of sidewalks to improve pedestrian circulation. For example, as part of any major development, property owners should work with MTD to relocate the bus stop westbound at 1635 State Street.



# Upper State Street Study

Figure 9  
Near-Term Transportation Improvements



# Near-Term Transportation Improvements



# MITIGATION MONITORING PROGRAM

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## PURPOSE

The purpose of the Sandman Inn Redevelopment Project Mitigation Monitoring and Reporting Program (MMRP) is to ensure compliance with all mitigation measures identified in the Initial Study to mitigate or avoid potentially significant adverse environmental impacts resulting from the proposed project. The implementation of this MMRP shall be accomplished by City staff and the project developer's consultants and representatives. The program shall apply to the following phases of the project:

- Plan and specification preparation,
- Preconstruction conference,
- Construction of the site improvements, and
- Post construction.

## RESPONSIBILITIES AND DUTIES

A qualified representative of the developer, approved by the City Planning Division and paid for by the developer, shall be designated as the Project Environmental Coordinator (PEC). The PEC shall be responsible for assuring full compliance with the provisions of this mitigation monitoring and reporting program to the City. 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 this program.

It is the responsibility of the contractor to comply with all mitigation measures listed in the MMRP matrix. Any problems or concerns between monitors and construction personnel shall be addressed by the PEC and the contractor. The contractor shall prepare a construction schedule subject to the review and approval of the PEC. The contractor shall inform the PEC of any major revisions to the construction schedule at least 48 hours in advance. The PEC and contractor shall meet on a weekly basis in order to assess compliance and review future construction activities.

***Preconstruction Briefing.*** The PEC shall prepare a preconstruction project briefing report. The report shall include a list of all mitigation measures and a plot plan delineating all sensitive areas to be avoided. This report shall be provided to all construction personnel.

The preconstruction briefing shall be conducted by the PEC. The briefing shall be attended by the PEC, construction manager, necessary consultants, monitors, Planning Division case planner, building inspector, Public Works representatives, and all contractors and subcontractors associated with the

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project. Preconstruction briefings shall be conducted as needed as the work progresses or if a change in contractor occurs.

The MMRP shall be presented to those in attendance. The briefing presentation shall include project background, the purpose of the MMRP, duties and responsibilities of each participant, communication procedures, monitoring criteria, compliance criteria, filling out of reports, and duties and responsibilities of the PEC and project consultants.

It shall be emphasized at this briefing that the PEC and project consultants have the authority to stop construction and redirect construction equipment in order to comply with all mitigation measures.

Once construction commences, field meetings between the PEC and project consultants, and contractors shall be held on an as-needed basis in order to create feasible mitigation measures for unanticipated impacts, assess potential effects, and resolve conflicts.

### **IMPLEMENTATION PROCEDURES**

There are three types of activities which require monitoring. The first type pertains to the review of the Conditions of Approval and Construction Plans and Specifications. The second type relates to construction activities and the third to ongoing monitoring activities during operation of the project.

*Monitoring Procedures.* The PEC and required consultant(s) shall monitor all field activities. The authority and responsibilities of the PEC and consultant(s) are described in the previous section.

*Reporting Procedures.* The following three types of reports shall be prepared:

*Schedule.* The PEC and contractor shall prepare a monthly construction schedule to be submitted to the City prior to or at the preconstruction briefing.

*General Progress Reports.* The PEC shall be responsible for preparing written progress reports submitted to the City. These reports would be expected on a weekly basis during demolition, grading, and excavation, and on a monthly basis during all other construction activities. The reports would document field activities and compliance with project mitigation measures, such as dust control and sound reduction during construction.

*Final Report.* A final report shall be submitted to the Planning Division when all monitoring (other than long-term operational) has been completed and shall include the following:

- a. A brief summary of all monitoring activities.

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- b. The date(s) the monitoring occurred.
- c. An identification of any violations and the manner in which they were dealt with.
- d. Any technical reports required, such as noise measurements.
- e. A list of all project mitigation monitors.

**MMRP Matrix.** Table 14.0-1, **Sandman Inn Redevelopment Project Mitigation Monitoring and Reporting Program Matrix**, describes each mitigation measure, lists responsible parties, the required actions, and the frequency of the actions. The matrix should be used in conjunction with the mitigation measures described in full in the Initial Study and the final EIR.

The MMRP Matrix is intended to be used by all parties involved in monitoring the project mitigation measures, as well as project contractors and others working in the field. The matrix should be used as a compliance checklist to aid in compliance verification and monitoring requirements. A copy of the MMRP matrix shall be kept in the project file as verification that compliance with all mitigation measures has occurred.



Table 14.0-1  
 Sandman Inn Redevelopment Project - Revised  
 Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Requirements	Responsible Entity	Monitor	Action by Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency
Air Quality - Recommended Mitigation Measures							
AQ-1	<p><b>Dust Mitigation - Site Watering.</b> 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. Water trucks or sprinkler systems shall be used in the late morning; during clearing, grading, earth moving, or transportation of cut and fill materials; and after work is completed for the day to prevent dust from leaving the project site and to create a crust after each day's activities cease. Reclaimed water shall be used if available. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.</p> <p>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. Frequency of construction site watering shall be increased when wind speeds exceed 15 miles per hour (mph) to reduce PM10 emissions.</p>	Contractor	PEC	Inspect in field to ensure compliance with requirement	During clearing, grading, and excavation	Daily Inspections	Weekly reports
AQ-2	<p><b>Dust Mitigation - Speed Limit.</b> An on-site speed limit of 15 miles per hour shall be imposed for operation of construction vehicles on dirt surfaces.</p>	Contractor	PEC	Inspect in field to ensure compliance with requirement	During all construction activities	Daily Inspections	Weekly reports
AQ-3	<p><b>Dust Mitigation - Gravel Pad/Street Sweepings.</b> Gravel pads shall be installed at all access points prior to beginning construction to prevent tracking of mud onto public roads.</p> <p>Streets adjacent to the project site shall be inspected daily for accumulation of mud, dirt, or silt on streets. Affected road segments shall be cleaned daily.</p>	Contractor	PEC	Ensure installation of gravel pads	Prior to beginning of construction	Prior to construction	Weekly reports
		Contractor	PEC	Inspect in field to ensure compliance with requirement	During all construction activities	Daily during construction	Weekly reports

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Mitigation Measure	Mitigation Requirements	Responsible Entity	Monitor	Action by Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency
AQ-4	<b>Dust Mitigation - Stockpile Treatment.</b> All stockpiled soil materials shall be watered regularly as needed to inhibit dust generation. Excavated material and stockpiled soil shall be covered if not being used within the next 48 hours.	Contractor	PEC	Inspect in field to ensure compliance with requirement	During all construction activities	Regularly as Needed	Weekly reports
AQ-5	<b>Dust Mitigation - Grading Suspension.</b> Grading and scraping operations will be suspended when wind speeds exceed 20 mph to reduce PM10 emissions.	Contractor	PEC	Inspect in field to ensure compliance with requirement	During all construction activities	Regularly as Needed	Weekly reports
AQ-6	<b>Dust Mitigation - Site Stabilization.</b> Disturbed areas will be permanently stabilized with landscaping ground cover or site improvements as soon as practicable following the completion of earthwork. After clearing, grading, earth moving, or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by A. seeding and watering until grass cover is grown; B. spreading soil binders; C. sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind; D. other methods approved in advance by the Air Pollution Control District. All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.	Contractor	PEC	Inspect in field to ensure compliance with requirement	Following completion of earthwork	As needed during construction	Weekly reports
AQ-7	<b>Dust Mitigation - Truck Covering.</b> All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) section 23114 ("freeboard" means vertical space between the top of the load and top of the trailer).	Contractor	PEC	Inspect in field to ensure compliance with requirement	During all construction activities	Daily Inspections	Weekly reporting

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Mitigation Measure	Mitigation Requirements	Responsible Entity	Monitor	Action by Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency
AQ-8	<b>Dust Mitigation - Monitor.</b> The contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the City and SBCAPCD prior to permit clearance for grading.	Contractor	City Staff	Monitor information to be included on construction grading and building plan specifications inspect in field to ensure	During all construction activities	At plan check	NA
AQ-9	<b>Dust Mitigation - Plan Specifications.</b> Prior to grading permit clearance, the applicant shall include all dust control requirements as notes on construction grading and building plans.	Applicant	City Staff	Notes to be included on construction plans	Prior to issuance of grading permit	At plan check	NA
AQ-10	<b>Diesel Vehicle Emissions Control.</b> Operators of diesel-powered vehicles should turn off the engine after 5 minutes when the vehicle is not in motion, keep the vehicles well-tuned and maintained, and retrofit engines with pollution-control devices. Consideration should be given to purchasing trucks and buses that meet new US EPA standards ahead of schedule. Vehicle owners should use ultra-low-sulfur fuel in combination with pollution control equipment such as particulate matter filters.	Contractor	PEC	Inspect in field to ensure compliance with requirement	During all construction activities	Daily Inspections	Weekly reporting
AQ-11	<b>Construction Equipment Emissions.</b> As of June 15, 2008, fleet owners are subject to sections 2449, 2449.1, 2449.2, and 2449.3 in Title 13, Article 4.8, Chapter 9, of the California Code of Regulations (CCR) to reduce diesel particulate matter and criteria pollutant emissions from in-use off-road diesel-fueled vehicles. The following shall be adhered to during project grading and construction to reduce NOX and PM 2.5 emissions from construction equipment: <ul style="list-style-type: none"> <li>o All portable construction equipment shall be registered with the state's portable equipment registration program OR permitted by the district by September 18, 2008.</li> <li>o Diesel construction equipment meeting the California Air Resources Board's Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting Tier 2 or higher emission standards should be used to the maximum extent feasible.</li> </ul>	Contractor	PEC	Inspect in field to ensure compliance with requirement	During all construction activities	Daily inspections	Weekly reporting

*Mitigation Monitoring Program*

Mitigation Measure	Mitigation Requirements	Responsible Entity	Monitor	Action by Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency
<b>AQ-11</b> (continued)	<ul style="list-style-type: none"> <li>□ The engine size of construction equipment shall be the minimum practical size.</li> <li>□ The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.</li> <li>□ Construction equipment shall be maintained in tune per the manufacturer's specifications.</li> <li>□ Construction equipment operating on site shall be equipped with two- to four- degree engine timing retard or pre-combustion chamber engines.</li> <li>□ Catalytic converters shall be installed on gasoline-powered equipment, if feasible.</li> <li>□ Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by US EPA or California shall be installed on equipment operating on site.</li> <li>□ Diesel powered equipment should be replaced by electric equipment whenever feasible.</li> <li>□ Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible.</li> </ul>						
<b>AQ-12</b>	<p><b>Construction Equipment Operations.</b> The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number of equipment is operating at any one time. The construction contractor shall ensure that work crews shut off equipment when not in use. In addition, California's more recent anti-idling regulations (with some exemptions) require that drivers of diesel-fueled commercial vehicles weighing more than 10,000 pounds (1) shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, and (2) shall not use diesel-fueled auxiliary power units for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle equipped with a sleeper berth, at any location.</p>	Contractor	PEC	Inspect in field to ensure compliance with requirement	During all construction activities	Daily inspections	Weekly reporting

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Mitigation Measure	Mitigation Requirements	Responsible Entity	Monitor	Action by Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency
<b>AQ-13</b>	<b>Architectural Coating Emissions.</b> Compliance with the SBAPCD Rules and Regulations on the use of architectural coatings shall be implemented as applicable, including using pre-coated/natural-colored building materials, using water-based or low-VOC coating, and using coating transfer or spray equipment with high transfer efficiency.	Contractor	PEC	Inspect in field to ensure compliance with requirement.	During Construction	Daily inspections when coatings are being applied	Weekly reporting
<b>AQ-14:</b>	<b>Asbestos.</b> The project applicant shall complete and submit a SBAPCD Asbestos Demolition and Renovation Compliance Checklist at least 10 days prior to the commencement of any demolition activities.	Applicant	PEC	Verify submission	Prior to demolition	NA	NA
<b>AQ-15</b>	<b>Construction Worker Trips.</b> Construction worker trips should be minimized by requiring carpooling and by providing for lunch on site.	Applicant	PEC	Inspect in field to ensure compliance with requirement	During all construction activities	Daily inspections	Weekly reporting
<b>Biological Resources – Recommended Mitigation Measure</b>							
<b>BIO-1</b>	<b>Seasonal Restriction.</b> Removal of trees during initial site development should be limited to the time period between September 1 and January 31. If tree removal or construction is to occur during the bird nesting season (February 1 through August 31), a City-approved biologist shall conduct a survey at the site for active nests two weeks prior to any scheduled tree removal, tree pruning, development, or grading. If active nests are located, setbacks for construction work would be required until the nest is no longer active or the young have fledged. If no active nests are found, the construction, tree removal, or grading restrictions specified in this section shall not apply.	Applicant	City-approved biologist	Prepare preconstruction surveys if vegetation must occur during nesting season and establish buffers if necessary.	Prior to removal of vegetation	Regular (daily) inspections during breeding/ nesting season	Weekly reports during breeding/ nesting season
<b>Cultural Resources – Recommended Mitigation Measure</b>							
<b>CR-1</b>	<b>Unanticipated Archaeological Resources</b> Contractor Notification. Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified, and an archaeologist from the most current City Qualified Archaeologists List shall be retained by the applicant. The latter shall be employed to assess the	Applicant	PEC	Alert contractors and construction personnel of potential to uncover subsurface archaeological features	Prior to the start of any vegetation or paving removal, demolition, trenching, or grading	During preconstruction conference and during construction	PEC Reports

*Mitigation Monitoring Program*

Mitigation Measure	Mitigation Requirements	Responsible Entity	Monitor	Action by Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency
CR-1 (cont)	<p>nature, extent, and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City-qualified Barbareño Chumash Site Monitors List, etc.</p> <p>If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the coroner determines that the remains are Native American, the coroner shall contact the California Native American Heritage Commission. 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 Environmental Analyst grants authorization.</p> <p>If the discovery consists of possible prehistoric or Native American artifacts or materials, 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 Environmental Analyst grants authorization.</p>						
<b>Geophysical Conditions – Required Mitigation Measure</b>							
G-1	<p><b>Geotechnical Recommendations.</b> Site preparation and project construction related to soil conditions and seismic hazards shall be in accordance with the recommendations contained in the Soils Engineering Report, prepared by Earth Systems Pacific, dated September 25, 2003. Compliance shall be demonstrated on plans submitted for grading and building permits.</p>	Applicant and Qualified Geotechnical Engineer	City Building and Safety Department	Review Geotechnical Reports  Final	Prior to the issuance of grading permits	Prior to plan check for grading permit	NA
<b>Noise – Required Mitigation Measures</b>							
N-3	<p><b>Exterior Residential Areas.</b> Usable residential exterior areas (patios, balconies, courtyards) shall be oriented away from State Street to the extent feasible, and preferably shielded from roadways by the structures themselves.</p>	Applicant	Community Development Department	Review Project Plans	Prior to issuance of building permits	Prior to plan check	After review of plans

*Mitigation Monitoring Program*

Mitigation Measure	Mitigation Requirements	Responsible Entity	Monitor	Action by Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency
N-6	<p><b>Construction Notice.</b> At least 30 days prior to commencement of construction, the contractor shall provide written notice to all property owners and building occupants within 450 feet of the project area that proposed construction activities could substantially affect outdoor or indoor living areas. The notice shall contain a description of the proposed project, a construction schedule including days and hours of construction, a description of noise-reduction measures, and the name and phone number of the Project Environmental Coordinator (PEC) who can answer questions and provide additional information or address problems that may arise associated with construction noise. A 24-hour construction hot line shall be provided. Any noise complaints received shall be documented, and, as appropriate, construction activities shall be modified to the extent feasible to address such complaints. Informational signs with the PEC's name and telephone number shall also be posted at the site and shall be easily viewed from adjacent public areas.</p>	Contractor	PEC	In field observation to verify	Prior to and during construction	Daily during all construction activities	PEC Reports
N-7	<p><b>Construction Hours.</b> Noise-generating construction activities (which may include preparation for construction work) shall be permitted weekdays between the hours of 8:00 AM and 5:00 PM, excluding holidays observed by the City as legal holidays: New Year's Day (January 1); Martin Luther King Jr.'s Birthday (3rd Monday in January); President's Day (3rd Monday in February); Memorial Day (Last Monday in May); Independence Day (July 4); Labor Day (1st Monday in September); Thanksgiving Day (4th Thursday in November); Day Following Thanksgiving Day (Friday following Thanksgiving); Christmas Day (December 25). When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday respectively shall be observed as a legal holiday. Occasional night work may be approved for the hours between 5:00 PM and 8:00 AM weekdays by the Chief of Building and Zoning (per Section 9.13.015 of the Municipal Code). In the event of such night work approval, the applicant shall provide written notice to all property owners and occupants within 450 feet of the project property boundary and the City Planning and Building Divisions at least 48 hours prior to</p>	Contractor	PEC	In field observation to verify construction hours as 8:00 AM-5:00 PM Monday-Friday and no construction activities on weekends and legal holidays	Prior to and during construction	Daily during all construction activities	PEC Reports

*Mitigation Monitoring Program*

Mitigation Measure	Mitigation Requirements	Responsible Entity	Monitor	Action by Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency
N-7 (cont)	commencement of night work. Night work shall not be permitted on weekends or holidays.						
N-8	<b>Construction Equipment Sound Barrier.</b> Stationary construction equipment that generates noise that exceeds 50 dB(A) at the property boundaries shall be shielded with a barrier that meets a STC) rating of 25.	Contractor	PEC	In field observation to verify	Prior to issuance of a demolition, grading, or building permit for any construction phase	Daily, or otherwise as necessary during construction	PEC Reports
N-9	<b>Construction Equipment Sound Control.</b> All construction equipment powered by internal combustion engines shall be properly muffled and maintained. No internal combustion engine shall be operated on the site without a muffler. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory -recommended mufflers. Unnecessary idling of internal combustion engines shall be prohibited.	Contractor	PEC	Verify use of equipment with best available noise control technology	Prior to issuance of a demolition, grading, or building permit for any construction phase	Daily, or otherwise as necessary during construction	PEC Reports
N-10	<b>Construction Noise Barrier.</b> Air compressors and generators used for construction shall be surrounded by temporary acoustical shelters. Whenever feasible, electrical power shall be used to run air compressors and similar power tools.	Contractor	PEC	In field observation to verify	Prior to issuance of a demolition, grading, or building permit for any construction phase	Daily, or otherwise as necessary during construction	PEC Reports
N-13	<b>Construction Sound Barrier Wall.</b> Install a temporary construction sound barrier wall along the northern half of the western edge of the project site, the entire northern end of the site, and the northern half of the eastern edge of the project site. <u>The wall can be a combination of existing, proposed and temporary wall structures provided it offers the same noise attenuation identified below.</u> <u>Project-specific examples are identified as mitigation measures 6 through 9 in the Supplemental Noise Study prepared by Dudek (August 2013).</u> The barrier should be made of sound-attenuating material (not landscaping). The noise barrier can be constructed from concrete, masonry, wood, metal, or other materials determined to be appropriate by the City. To effectively reduce sound transmission through the barrier, the material chosen must be rigid and sufficiently dense (at least 20 kilograms/square meter). All noise barrier material types are equally effective, acoustically, if they have this density. The barrier shall be of sufficient height to	Contractor	PEC	In field observation to verify	During construction (all phases)	Daily, or otherwise as necessary during construction	NA

*Mitigation Monitoring Program*

Mitigation Measure	Mitigation Requirements	Responsible Entity	Monitor	Action by Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency
N-13 (cont)	block direct line of sight to the first story of adjacent residential uses. It is estimated that a noise barrier of the prescribed density would reduce average noise levels to sensitive receptors by up to 5 dB if the barrier blocks direct line of sight, and an additional 1.5 dB for each meter of barrier height for those uses blocked from direct line of sight.						
N-14	<p><b>Interior Noise Reduction for Residential Units Near State Street:</b></p> <ul style="list-style-type: none"> <li>a. The walls, doors, and windows of residential units closest to State Street shall be constructed to include sufficient noise attenuation to reduce interior levels to a CNEL of 45 dB(A).</li> <li>b. Windows shall have a minimum Standard Transmission Class (STC) of 35 and be properly installed, weather-stripped, and insulated.</li> <li>c. Doors with a minimum STC of 35 shall be used for doorways facing State Street and shall be insulated in conformance with California Title 24 requirements.</li> <li>d. Roof or attic vents facing State Street shall be baffled.</li> <li>e. Air conditioning or a mechanical ventilation system shall be installed in the two dwelling units outside the 60 dB noise corridor so that windows and doors may remain closed. Ventilation systems shall be installed and operable prior to Certificate of Occupancy.</li> </ul>	Applicant	Community Development Department	Review Project Plans	Prior to issuance of building permits	Prior to plan check	After review of plans
N-15	<p><b>Interior Noise Reduction for Commercial Development Near State Street:</b> The walls, doors, and windows of office/commercial units adjacent to State Street shall be constructed to include sufficient noise attenuation to reduce interior levels to a CNEL of 50 dB(A).</p>	Applicant	Community Development Department	Review Project Plans	Prior to issuance of building permits	Prior to plan check	After review of plans

**Mitigation Monitoring Program**

Mitigation Measure	Mitigation Requirements	Responsible Entity	Monitor	Action by Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency
<b>Public Services – Recommended Mitigation Measure</b>							
PS-2	<b>Trash Enclosure Provision and Design.</b> A trash enclosure with adequate area for recycling containers shall be provided on each property and screened from view from surrounding properties and the street. Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within 5 feet of combustible walls, openings, or roofs unless protected with fire sprinklers. Project trash container areas shall incorporate approved long-term structural storm water best management practices (BMPs) to protect water quality. The applicant shall submit project plans to the satisfaction of the Environmental Services Division that incorporate long-term structural BMPs for trash storage areas to protect storm water quality. The owners shall maintain these structural storm water quality protections in working order for the life of the project, and shall inspect them at least annually and report to the City annually.	Applicant	Community Development Department	Review Project Plans	Prior to issuance of building permits	Prior to plan check	After review of plans
<b>Public Services – Required Mitigation Measure</b>							
PS-3	<b>Waste Management Plan.</b> The applicant shall develop and implement a solid waste management plan to reduce waste generated by construction and demolition activities. Consistent with City of Santa Barbara ordinances, and in order to achieve the waste diversion goals required by state law, the contractor may choose to separate waste and recyclables on site or use a combination of source separation and a construction and demolition (C&D) sorting facility. The solid waste management plan shall include the following: <ol style="list-style-type: none"> <li>Contact information: The name and contact information of who will be responsible for implementing the solid waste management plan.</li> <li>Waste assessment: A brief description of the proposed project wastes to be generated, including types and estimated quantities during the construction phase of this project. A minimum of 90 percent of demolition and construction materials shall be recycled or reused.</li> <li>Recycling and waste collection areas: Waste sorting and/or collection and/or recycling areas shall be clearly indicated on the project plans and approved by the City Solid Waste Specialist.</li> </ol>	Applicant	City Environmental Program Supervisor	Review Waste Management Plan	Prior to the start of construction activities	Annually	Annually

*Mitigation Monitoring Program*

Mitigation Measure	Mitigation Requirements	Responsible Entity	Monitor	Action by Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency
PS-3 (cont)	<p>4. Transportation: A description of the means of transportation of recyclable materials and waste (whether materials will be site-separated and self-hauled to designated centers, or whether mixed materials will be collected by a waste hauler and removed from the site to be processed) and destination of materials.</p> <p>5. Landfill information: The name of the landfill(s) where trash will be disposed of and a projected amount of material that will be landfilled.</p> <p>6. Meetings: A description of meetings to be held between applicant and contractor to ensure compliance with the site solid waste management plan.</p> <p>7. Alternatives to landfilling: A list of each material proposed to be salvaged, reused, or recycled during the course of the project.</p> <p>8. Contingency Plan: An alternate location to recycle and/or stockpile C&amp;D in the event of local recycling facilities becoming unable to accept material (for example: all local recycling facilities reaching the maximum tons per day due to a time period of unusually large volume).</p> <p>9. Implementation and documentation of solid waste management plan:</p> <p>a. Manager: The permit applicant or contractor shall designate an on-site party (or parties) responsible for instructing workers and overseeing and documenting results of the solid waste management plan for the project site foreman. The contact will notify the Environmental Services Division immediately should any deviance from the solid waste management plan be necessary.</p> <p>b. Distribution: The contractor shall distribute copies of the solid waste management Plan to the job site foremen, impacted subcontractors, and the architect.</p> <p>c. Instruction: The permit applicant or contractor shall provide on-site instruction of appropriate separation, handling, and recycling, salvage, reuse, and return methods to be used by all parties at the appropriate stages of project development.</p> <p>d. Separation and/or collection areas: The permit applicant or contractor shall ensure that the approved recycling and waste collection areas are designated on site.</p>						

**Mitigation Monitoring Program**

Mitigation Measure	Mitigation Requirements	Responsible Entity	Monitor	Action by Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency
PS-3 (continued)	<p>e. Construction of recycling and waste container facilities: Inspection shall be made by the Building Division to ensure the appropriate storage facilities are created in accordance with AB 2176, California State Public Resources Code 42911 and City of Santa Barbara Zoning Ordinances.</p> <p>f. Hazardous wastes: Hazardous wastes shall be separated, stored, and disposed of according to federal, state, and local regulations.</p> <p>g. Documentation: The contractor shall submit evidence at each inspection to show that recycling and/or reuse goals are being met and a summary of waste generated by the project shall be submitted on a monthly basis. Failure to submit this information shall be grounds for a stop work order. The summary shall be submitted on a form acceptable to the Environmental Services Division and shall contain the following information:</p> <ul style="list-style-type: none"> <li>   Disposal information: amount (in tons or cubic yards) of material landfilled; identity of the landfill; total amount of tipping fees paid at the landfill; weight tickets, manifests, receipts, and invoices (attach copies).</li> <li>   Recycling information: amount and type of material (in tons or cubic yards); receiving party; manifests, weight tickets, receipts, and invoices (attach copies).</li> <li>   Reuse and salvage information: list of items salvaged for reuse on project or campus (if any); amount (in tons or cubic yards); receiving party or storage location.</li> </ul> <p>h. Contingency Plan: The permit applicant or contractor shall detail the location and recycling of stockpiled material in the event of the implementation of a contingency plan.</p>						
<b>Transportation and Circulation - Recommended Mitigation Measures</b>							
T-4	<p><b>Prohibit Left Turns into Site.</b> The proposed left-turn access from eastbound State Street should not be included as part of the proposed project in order to reduce the potential conflicts with opposing traffic on State Street, reduce the potential for queuing left-turn vehicles to block through traffic and reduce potential impacts on pedestrians and bicyclists.</p>	Applicant	Community Development Department	Review Project Plans	Prior to issuance of building permits	Prior to plan check	After review of plans

*Mitigation Monitoring Program*

Mitigation Measure	Mitigation Requirements	Responsible Entity	Monitor	Action by Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency
T-5	Extend Raised Median. The raised median in front of the site on State Street should be extended to the east, or other similar treatment, to restrict left-turns into and out of the site. The applicant should work with the City Transportation Engineer to determine what modifications to the existing raised median would be required to adequately accommodate the extended median and shall confer with the City Arborist to see if new street trees are appropriate for the median. No U-Turn signage will need to be provided at the new eastern end of the raised median. The revised median design shall be reviewed and approved by the City's Transportation Division and the City Engineer.	Applicant	Community Development Department	Review Project Plans	Prior to issuance of building permits	Prior to plan check	After review of plans
T-10	<b>Construction Waste Management Plan.</b> To reduce impacts associated with export of site debris, prior to issuance of grading and/or demolition permits, the applicant shall develop and implement a solid waste management plan for review and approval by the City to reduce waste generated by construction and demolition activities. In addition, the applicant shall work with other development projects in the area to minimize the distance that export material is hauled from the site and manage the hours during which that hauling occurs to minimize the effects on area traffic.	Applicant	Community Development Department/PE C	Review Plan	During demolition, grading and construction	Daily	Daily
T-11	<b>Construction Management Plan.</b> Prior to issuance of building permits, the applicant shall prepare a construction management plan for review and approval by City staff. Prior to beginning the next phase of construction, review the plan with City Engineering staff and modify as needed to ensure coordination with other area construction projects to minimize any lane closures or traffic intensive activities. The construction management plan shall provide for: <ul style="list-style-type: none"> <li>▫ No hauling of bulk materials and waste shall occur during peak traffic hours.</li> <li>▫ Hauling of materials shall be limited along streets that have fronting residential land uses or near school sites.</li> <li>▫ Flagmen shall be provided at the project's truck entrance to expedite movements into and out of the site.</li> </ul>	Applicant	Community Development Department/PEC	Review Plan	During demolition, grading and construction	Daily	Daily

*Mitigation Monitoring Program*

Mitigation Measure	Mitigation Requirements	Responsible Entity	Monitor	Action by Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency
T-11 (cont)	<ul style="list-style-type: none"> <li>▫ Access of all but essential construction traffic on San Remo Drive shall be limited.</li> <li>▫ Any lane closures required along State Street for construction should be done during off-peak hours and all lanes should be open for travel during the peak commute hours and on weekends.</li> </ul>						
T-12	<p><b>Construction Parking/Storage/Staging.</b> Prior to issuance of building permits, the applicant shall prepare a management plan for review and approval by City staff for employee parking to eliminate intrusion into area on-street parking spaces and maximize the use of available on-site parking.</p> <p>Construction parking and storage shall be provided as follows:</p> <ul style="list-style-type: none"> <li>▫ During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Public Works Director. Construction workers are prohibited from parking within the public right-of-way, except as outlined below.</li> <li>▫ Parking in the public right of way is permitted as posted by Municipal Code, as reasonably allowed for in the 2006 Greenbook (or latest reference), and with a Public Works permit in restricted parking zones. No more than three (3) individual parking permits without extensions may be issued for the life of the project.</li> <li>▫ Storage or staging of construction materials and equipment within the public right-of-way shall not be permitted, unless approved by the Transportation Manager.</li> </ul>	Applicant	Community Development Department/ PEC	Review Plan	During demolition, grading and construction	Daily	Daily
<b>Visual Aesthetics – Required Mitigation Measures</b>							
VA-1	<p><b>Tree Relocation.</b> Prior to removal of any trees, and prior to final design review, a landscape plan accommodating the relocation of existing mature palm trees, particularly those considered "skyline trees" (tall [55 to 65 foot] Mexican Fan palms [Washingtonia robusta]) to the extent reasonably feasible shall be submitted to the City arborist for review and approval. This plan shall include planter design specifications to ensure the long-term growth and survival of the relocated trees.</p>	Applicant	City Staff	Review and approve landscape plan	Prior to issuance of tree removal permit	NA	NA

**Mitigation Monitoring Program**

Mitigation Measure	Mitigation Requirements	Responsible Entity	Monitor	Action by Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency
VA-2	<b>Tree Removal.</b> Prior to removal of any trees, the applicant shall revise the landscape plan to include one replacement specimen tree for each mature tree (as determined by the City arborist) removed.	Applicant	City Staff	Review and approve landscape plan	Prior to issuance of tree removal permit	NA	NA
<b>Water Environment - Required Mitigation Measures</b>							
W-1	<p><b>Construction Erosion/Sedimentation Control Plan.</b> Project grading and construction shall be conducted in accordance with an approved erosion control plan to protect water quality throughout the duration of site preparation, earthwork, and construction process. Prior to the issuance of a demolition or building permit for the proposed project, the applicant or project developer shall prepare an erosion control plan that is consistent with the requirements outlined in the Procedures for the Control of Runoff into Storm Drains and Watercourses and the Building and Safety Division Erosion/Sedimentation Control Policy (2003). The erosion control/water quality protection plan shall specify how the required water quality protection procedures are to be designed, implemented, and maintained over the duration of the development project. A copy of the plan shall be submitted to the Community Development and Public Works Departments for review and approval, and a copy of the approved plan shall be kept at the project site.</p> <p>At a minimum, the erosion control/water quality protection plan prepared for the proposed project shall address the implementation, installation, and/or maintenance of each of the following water resource protection strategies: paving and grinding, sandbag barriers, spill prevention/control, solid waste management, storm drain inlet protection, stabilize site entrances and exits, illicit connections and illegal discharges, water conservation, stockpile management, liquid wastes, street sweeping and vacuuming, concrete waste management, sanitary/septic waste management, vehicle and equipment maintenance, vehicle and equipment cleaning, and vehicle and equipment fueling.</p>	Contractor	Public Works Director	Review Project Storm Water Management Plan	Issuance of any grading permit	Prior to plan check	Subsequent to review of Storm Water Management Plan

*Mitigation Monitoring Program*

Mitigation Measure	Mitigation Requirements	Responsible Entity	Monitor	Action by Monitor	Mitigation Frequency	Monitoring Frequency	Reporting Frequency
W-2	<p><b>Minimization of Storm Water Pollutants of Concern.</b> The applicant shall implement approved plans incorporating long-term storm water best management practices (BMPs) to minimize identified storm water pollutants of concern including automobile oil, grease and metals. The applicant shall submit project plans incorporating long-term BMPs to minimize storm water pollutants of concern to the extent feasible, and obtain approval from Creeks Division. The owners association shall maintain approved facilities in working order for the life of the project, and shall inspect annually and submit report to City annually.</p>	Applicant	PEC	Compliance inspections to ensure compliance with requirement	During project operation	Periodic inspections as determined applicable	Annually
W-3	<p><b>Storm Drain System Stenciling and Signage.</b> Within the project area, the applicant shall implement stenciling of all storm drain inlets and catch basins, and posting of signs at all public access points along channels and creeks, with language in English and Spanish and graphic icons prohibiting dumping, per approved plans. The applicant shall submit project plans to the satisfaction of Public Works Engineering that identify storm drain inlet locations throughout the project area, and specified wording and design treatment for stenciling of storm drain inlets and signage for public access points that prohibit dumping. The owners association shall maintain ongoing legibility of the stenciling and signage for the life of the project, and shall inspect at least annually and submit report annually.</p>	Applicant	Public Works Director	In field observation to verify	Prior to issuance of occupancy permits	NA	NA



**CITY OF SANTA BARBARA**

**ADDENDUM TO ENVIRONMENTAL IMPACT REPORT  
PREPARED FOR 3714-3744 STATE STREET  
“SANDMAN INN REDEVELOPMENT PROJECT”  
(PREPARED UNDER MST2007-00591)**

**FOR 3714-3744 STATE STREET  
“SANDMAN INN REDEVELOPMENT PROJECT – REVISED”  
TENTATIVE SUBDIVISION MAP  
MST2012-00443**

March 21, 2014

This Addendum is prepared in accordance with State CEQA Guidelines Section 15164, which provides that an addendum to a certified Environmental Impact Report may be prepared if only minor changes or additions are necessary to make the prior document adequate for the current project.

**PRIOR ENVIRONMENTAL DOCUMENT**

An Environmental Impact Report (EIR) was prepared for the Sandman Inn Redevelopment Project. The EIR included a co-equal level of analysis for both the “Proposed Project” (hotel and 73-unit residential condominium development) and the “Applicant’s Alternative” (office and 73-unit residential condominium development).

The EIR concluded that, with application of identified mitigation measures, no significant effects on the environment would result from either of the two projects analyzed. The Draft EIR was circulated for public review and comment, and the Final EIR was certified by the Planning Commission on December 17, 2009 and by the City Council on appeal on April 20, 2010.

Mitigation measures to reduce potentially significant impacts associated with Geophysical Conditions, Noise, Public Services, Transportation and Circulation, Visual Aesthetics, and Water Environment to a less than significant level were incorporated into the project as conditions of approval.

Recommended mitigation measures were also applied as conditions of approval to further minimize adverse but less than significant impacts associated with Air Quality, Biological Resources, Cultural Resources, Public Services and Transportation and Circulation issues.

## **CURRENT PROJECT DESCRIPTION**

The Sandman Inn Redevelopment Project – Revised (“Current Project”) involves the demolition of existing site improvements, a four-lot subdivision, the construction of 5,110 square feet of commercial space (2,596 square feet on proposed Lot A, 1,043 square feet on proposed Lot B, and 1,471 square feet on proposed Lot C), and the construction of 72 residential condominiums on proposed Lot D (32 two-bedroom units and 40 three-bedroom units, of which 9 are designated as Inclusionary units). Refer to Attachment 1 – Site Plan.

The primary differences between the Current Project and the Applicant’s Alternative analyzed in the EIR are that the Current Project does not include underground parking, the number of residential units has been reduced by one (from 73 to 72), and the project’s commercial square footage has been reduced by 9,144 square feet (from 14,254 square feet to 5,110 square feet). The site plan, landscape plan and building elevations have also changed accordingly.

## **CHANGES IN ENVIRONMENTAL CIRCUMSTANCES**

There have been no substantial changes in existing environmental conditions since preparation of the EIR.

## **PROJECT IMPACTS AND MITIGATIONS**

### **Potentially Significant, Mitigable Impacts (Class II)**

The following discussion includes a description of potentially significant project impacts identified in the EIR and the required mitigations for the Applicant’s Alternative, as well as a comparison to the Current Project description.

Geophysical Conditions. The EIR identified that the project had the potential to be affected by ground shaking and other seismic hazards. This impact would be reduced to a less than significant level with implementation of the recommendations in the Soils Engineering Report prepared for the project, as well as compliance with building code requirements that would minimize potential hazards associated with ground shaking.

The Current Project would be subject to the same ground shaking and seismic hazards as identified in the EIR. The Current Project would also be subject to compliance with building code requirements to minimize hazards associated with ground shaking, including compliance with recommendations from an updated Soils Report. The previously identified mitigation measure G-1 (Geotechnical Recommendations) would continue to apply to the Current Project.

Noise. The EIR identified that the residential units located near State Street and/or adjacent to the parking garage ramp may experience interior noise levels above 45 dBA (interior) and/or exterior noise levels above 60 dBA, and commercial uses adjacent to State Street and/or adjacent to the commercial parking garage ramp may experience interior noise levels above 50 dBA. These impacts would be reduced to a less than significant level with the implementation of noise attenuation measures in building construction and in the parking ramp design. Construction

noise was also identified as having the potential to impact existing adjacent residents, and mitigation measures to address construction hours, construction equipment sound, noise barriers and improvement to adjacent residential units were included.

The Current Project would also be subject to long-term noise from State Street traffic. Previously identified mitigation measures N-3 (Exterior Residential Areas), N-14 (Interior Noise Reduction for Residential Units Near State Street), and N-15 (Interior Noise Reduction for Commercial Development Near State Street) would continue to apply.

However, previously identified noise impacts associated with the underground parking garage ramp (due to tire squeal and cars noise from accelerating to get up the ramp) have been eliminated due to the elimination of the underground parking garage from the Current Project. Therefore, previously identified mitigation measures N-4 (Pavement) and N-5 (Left Turns) are not applicable to the Current Project.

An updated Construction Noise Study (Dudek, 2013) was prepared to analyze the Current Project's construction noise, given that the Current Project would have a shorter construction period (96 weeks compared to 104 weeks) and, more significantly, the construction phase that was identified in the EIR as having the greatest potential for noise generation, temporary shoring and mass excavation, has been eliminated from the Current Project due to the elimination of the underground parking garage. The Current Project would continue to result in the generation of short-term construction noise and previously identified mitigation measures N-6 (Construction Noise), N-7 (Construction Hours), N-8 (Construction Equipment Sound Barrier), N-9 (Construction Equipment Sound Control), N-10 (Construction Noise Barrier), and N-13 (Construction Sound Barrier Wall) would continue to apply.

However, the updated Construction Noise Study concludes that previously identified mitigation measures N-11 (Window Replacement) and N-12 (Air Conditioning) are no longer necessary to address potentially significant noise impacts based on the scope of the Current Project. This is due to: 1) eliminating the underground parking garage, which reduces the duration of construction by 8 weeks and reduces peak noise levels associated with excavation and concrete pours, and 2) the phasing of the project, which includes constructing the buildings along the northern property boundary first in order to create an acoustic barrier between the remainder of the construction on the project site and the adjacent residences. Therefore, impacts associated with short-term noise would be reduced through the updated project description and other required noise mitigation measures such that there is no nexus to require the Applicant to offer window replacement or air conditioning installation to adjacent residential units.

Public Services. The EIR identified that the project would result in the short-term generation of construction and demolition waste. This impact would be reduced to a less than significant level with implementation of a construction waste management plan.

The Current Project would also result in the generation of short-term (construction) waste very similar to the amounts identified in the EIR. Previously identified mitigation measure PS-3 (Waste Management Plan) would continue to apply to the Current Project.

Transportation and Circulation. The EIR identified that the project would result in circulation impacts along San Remo Drive resulting from relocation of the Town and Country Apartment access driveway. These impacts would be reduced to a less than significant level by improving

sight lines on either side of the new driveway through vegetation removal and additional red curb area.

The relocation of the Town and Country access driveway has already been accomplished and all associated mitigation measures (T-1 (Vegetation Along San Remo) and T-2 (Parking On San Remo)) have already been implemented. Therefore, these mitigation measures do not need to be applied to the Current Project.

Visual Aesthetics. The EIR focused on public scenic view impacts resulting from the project. It was determined that the Applicant's Alternative would result in a less than significant impact related to public scenic views. The EIR also determined that removal of existing mature trees would significantly alter the site's visual appearance. This impact would be reduced to a less than significant level by relocating existing mature trees on-site rather than removing them, and by replacing each mature tree removed with an appropriate replacement tree, as determined by the City's Arborist.

Updated photo simulations were prepared for the Current Project, using the same views that were analyzed in the EIR (Attachment 4). Staff has reviewed these photo simulations and has determined that the overall impact on scenic views would be similar to those identified in the EIR. Namely, views of the mountains would be generally similar to existing views, although the nature of the view would change (view blockage by buildings rather than landscaping). The Current Project includes a revised landscape plan that addresses the mitigation measures related to tree preservation, relocation and replacement (VA-1 (Tree Relocation), VA-2 (Tree Removal)), which would continue to apply, and a Tree Protection and Retention Plan ( Dudek, October 1, 2013) has been prepared for the Current Project and includes recommendations to ensure the trees proposed for retention and/or relocation are adequately protected (Attachment 3).

Water Environment. The EIR identified that the project had the potential to result in significant short- and long-term water quality impacts. These impacts would be reduced to a less than significant level with the implementation of erosion control measures, compliance with standard City requirements, the use of storm drain surface pollutant interceptors, storm drain stenciling and incorporation of Best Management Practices.

The Current Project has a simplified drainage plan due to the elimination of the underground garage and must be designed in conformance with the City's Storm Water Management Plan requirements. All previously identified mitigation measures (W-1 (Construction Erosion/Sedimentation Control Plan), W-2 (Minimization of Storm Water Pollutants of Concern) and W-3 (Storm Drain System Stenciling and Signage)) would continue to apply to the Current Project.

### **Less than Significant Impacts (Class III)**

The following discussion includes a description of adverse, but less than significant impacts identified in the EIR for which mitigation measures were recommended to minimize said adverse impacts, as well as a comparison to the Current Project description.

Air Quality. The EIR identified that short-term grading and construction activities would result in fugitive dust and emissions from construction equipment, although at levels well below the

established threshold of significance. Standard dust and emissions control measures to further reduce potential impacts were included as recommended mitigation measures.

The Current Project would have reduced impacts related to dust and equipment emissions because the amount of grading and excavation has been significantly reduced due to elimination of the underground parking garage. Nevertheless, all previously identified recommended mitigation measures (AQ-1 through AQ-15) would still be appropriate for the Current Project in order to minimize dust and emissions impacts.

Biological Resources. The EIR identified the removal of trees from the project site as an adverse biological impact of the project. To minimize potential impacts to nesting birds, timing restrictions on tree removal were included as a recommended mitigation measure.

The Current Project still involves tree removal, and recommended mitigation measure BIO-1 (Seasonal Restriction) would still apply to the Current Project.

Cultural Resources. The EIR identified a remote possibility of encountering unknown buried deposits during ground-disturbing activities. Standard mitigation requiring contractor notification of this potential would further reduce potential impacts.

The Current Project still includes ground disturbing activities, although the depth of disturbance would be significantly less because the project no longer includes an underground parking garage. Standard mitigation measure CR-1 (Unanticipated Archaeological Resources Contractor Notification) would still apply to the Current Project.

Public Services. The EIR identified that the project would result in an adverse impact related to the long-term generation of waste from residential and commercial uses. This impact would be further reduced by designing adequate trash enclosures with recycling areas into the project.

The Current Project would also result in the generation of long-term waste very similar to the amounts identified in the EIR. Previously identified mitigation measure PS-2 (Trash Enclosure Provision and Design) would still apply to the Current Project.

Transportation/Circulation. The EIR identified a short-term increase in traffic due to construction-related activities as a less than significant effect that could be further reduced by construction haul route and parking mitigation measures. Additionally, the project's proposal to include a left turn lane into the residential parking garage would result in less than significant impacts to circulation along State Street. To mitigate this impact, the EIR recommended that the existing median not be reduced to accommodate said left turn, and, further, that the median be extended to physically restrict left-turns into and out of the site. The EIR also identified that the project's long-term parking may not be fully utilized as designed, which may lead to future parking problems. This less than significant impact would be further reduced by assigning and signing specific parking stalls.

The Current Project does not include a left turn lane into the site and proposes to extend the existing median, thereby implementing mitigation measures T-4 (Prohibit Left Turns Into Site) and T-5 (Extend Raised Median), and making T-6 (Left Turn Lane) inapplicable. The parking design has been revised and there is no longer an underground parking garage; therefore, recommended mitigation measures T-7 (Garage Design), T-8 (Assign Commercial Parking in Garage) and T-9 (Assign Commercial Parking Spaces Along Driveway) are no longer applicable.

The construction timeframe and number of construction trips required to build the project has been reduced due to the elimination of the underground parking garage; nevertheless, recommended mitigation measures T-10 (Construction Waste Management Plan), T-11 (Construction Management Plan), and T-12 (Construction Parking/Storage/Staging) would still apply in order to minimize short-term traffic increases associated with construction.

### Summary

Mitigation measures identified in the Environmental Impact Report for the Applicant's Alternative would continue to apply to the Current Project as conditions of approval, such that no significant impacts would result. Mitigation measures that are no longer applicable to the Current Project (i.e. N-4, N-5, N-11, N-12, T-1, T-2, T-6, T-7, T-8, T-9) due to changes in the project description are indicated as such. See Attachment - Mitigation Measure Matrix for a list of all required and recommended mitigation measures and their status relative to the Current Proposal.

### CEQA FINDING

Based on the above review of the project, in accordance with State CEQA Guidelines Section 15162 and 15164, no subsequent Negative Declaration or EIR is required for the Current Project because:

- (1) Project changes do not require major revisions of the previous EIR because there are no new significant environmental effects and there is no increase in the severity of previously identified significant effects, as identified above.
- (2) There have been no substantial changes with respect to the circumstances under which the project is undertaken; therefore, no major revisions of the EIR are required to address new significant environmental effects or an increase in the severity of previously identified significant effects, as identified above.
- (3) There is no new information of substantial importance that shows that the project will have any significant effects not discussed in the previous EIR or that significant effects previously examined will be more severe than shown in the previous EIR. The project proponent has not declined to adopt any identified mitigation measures or alternatives.

This Addendum identifies the changes to previously identified project impacts, based on the Current Project description. With application of identified mitigation measures, all project impacts would be less than significant. This Addendum, together with the certified EIR for the Project, constitutes adequate environmental documentation in compliance with CEQA for the Current Project.

Prepared by: Allison De Busk Date: 3-21-14  
Allison De Busk, Project Planner

Reviewed by: Steven Greer Date: 3-21-14  
Steven Greer, Environmental Analyst

Attachments

1. Site Plan
2. Supplemental Construction Noise Analysis prepared by Dudek and dated August 2013
3. Tree Protection and Retention Plan prepared by Dudek and dated October 1, 2013
4. Photo Simulations
5. Mitigation Measure Matrix





**tree/palm statistics**

Description	Quantity
Existing trees to remain	138
Existing trees to be removed	81
Total of (E) trees to remain	189
Proposed trees	27
Total of (P) trees to be added	27
Total of (E) trees to remain	17
Total of (P) trees to be added	7
Total of (E) trees to remain	22
Total of (P) trees to be added	178
Total of (E) trees to remain	94

**tree palette**

**material legend**

**Legend**

1. Landscaping shall be installed in accordance with the City of San Francisco's "Urban Greenery Ordinance" and the City of San Francisco's "Green Building Ordinance".
2. The landscaping shall be installed in accordance with the City of San Francisco's "Urban Greenery Ordinance" and the City of San Francisco's "Green Building Ordinance".
3. The landscaping shall be installed in accordance with the City of San Francisco's "Urban Greenery Ordinance" and the City of San Francisco's "Green Building Ordinance".
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9. The landscaping shall be installed in accordance with the City of San Francisco's "Urban Greenery Ordinance" and the City of San Francisco's "Green Building Ordinance".
10. The landscaping shall be installed in accordance with the City of San Francisco's "Urban Greenery Ordinance" and the City of San Francisco's "Green Building Ordinance".



**SANDMAN INN  
MIXED USE DEVELOPMENT  
PROJECT**

*Supplemental Construction Noise Analysis*

*REVISED*

*Prepared for:*

Kellog Associates  
c/o Investec  
200 E. Carrillo Street, Suite 200  
Santa Barbara, CA 93101

*Prepared by:*

**DUDEK**  
621 Chapala Street  
Santa Barbara, California 93101  
*Contact: Jonathan Leech, INCE*

AUGUST 2013

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CITY OF SANTA BARBARA  
PLANNING DIVISION

ATTACHMENT 2

# Construction Noise Study

## Sandman Inn Mixed Use Proposal, Santa Barbara

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### 1.0 Introduction

This report is an update of the prior construction noise analysis, conducted in 2006 (Rincon Consultants Inc., 2006), to address changes in the project and the associated construction phases, equipment, activities and duration of activities. Definitions for noise terminology used in this report are provided in *Attachment 1*.

### 2.0 Project Phasing Schedule and Anticipated Construction Equipment

The following is the proposed construction phasing (shown in *Table 1*) for the redesign of the Sandman project, based on the plans submitted for the development application review team (DART) on April 25, 2013 and the anticipated construction schedule (ref: Memo to Greg Parker from John Schuck, Franciscan Developments, January 24, 2013 regarding: Estimated Construction Phasing – Sandman Project).

**Table 1**  
**Sandman Inn 2013 Mixed Use Development Project Construction Schedule**

Phase # - Description	Duration
Phase 1- Hazardous Material Abatement	5 weeks
Phase 2 - Building Demolition and Site Clearing	9 weeks
Phase 3 - Site Grading 24 weeks	24 weeks
Phase 4 - Office and Condominium Construction	58 weeks

#### 2.1 Detailed Construction Description By Phase:

##### Phase 1 – Hazardous Material Abatement

**Description:** Selective abatement within buildings. VCT, Roof Mastic, and limited amounts of pipe lagging have been identified. Minimal acoustical concerns.

**Equipment Needed:** Small tools only. Dumpsters and trucks as required.

**Workers and Vehicles On Site:** Average 35 workers per day with 12 vehicles.

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# Construction Noise Study

## Sandman Inn Mixed Use Proposal, Santa Barbara

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### Phase 2 – Building Demolition and Site Clearing

**Description:** Removal of 65,500 square feet of existing structures and 135,000 square feet of site clearing. Demolition of Buildings, concrete, asphalt and landscaping will be removed to selective sites to be determined. Recycling of materials will take place in accordance with City of Santa Barbara Recycling Specialist and MarBorg Industries recycling programs.

**Equipment Needed:** (1) Track Excavator Cat 330 - 9 weeks/8 hours per day  
(1) Front End Loader Cat 973 - 9 weeks/8 hours per day Workers and  
(5) End dumps 2-3 staged on site per hour- 9 weeks/8 hours per day  
(2) Small Bob Cats 800 Series - 9 weeks/8 hours per day  
Misc small tools and jack hammers - 4 weeks (during hard demolition)

**Workers and Vehicles On Site:** Average 10 workers per day (excludes truck drivers) with 7 vehicles.

**Truck Routing:** Soft demolition of buildings - 35 cyds per load/2-3 loads per hour.  
Total duration: 4 weeks.  
Hard demolition (foundations, etc.) - 9 cyds per load/2-3 loads per hour.  
Total duration: 2 weeks.  
Site clearing, asphalt, landscape - 12 cyds per load/3-4 loads per hour.  
Total duration: 3 weeks.

**TOTAL = 1,200 Trucks      Average= 26 Trucks per day**

### Phase 3 – Site Grading

**Description:** Mass grading of overall site to cut and bench to approximate new grades, over-excavate building pad locations, cut roadways to subgrade elevations, install all site utilities including storm drain, water, sewer, gas, phone, cable, and power, install base in roadways, install curbs and gutters, pave roadways, other site improvements.

**Equipment Needed:** (1) Cat 973 Loader- 6 weeks / 8 hours per day  
(1) John Deere Dozer 850 - 6 weeks / 8 hours per day .  
(1) Track Excavator Cat 350 - 4 weeks / 8 hours per day  
(1) Cat CP323 - Sheepsfoot compactor- 6 weeks / 8 hours per day  
(1) Gradall Forklift 434D-9 - 6 weeks/ 2 hours per day  
(2) John Deere Backhoe 410G - 14 weeks/ 8 hours per day  
(1) Cat CB14 - Smooth Drum compactor - 2 weeks/ 8 hours per day  
(1) Cat 140H - Motor Grader- 2 weeks I 8 hours per day  
(5) End dump and Bottom dumps for haul off export and import or new materials - 6 weeks/ 6 hours per day).

**Workers and Vehicles On Site:** Average 5-25 workers per day with 3-18 vehicles.

# Construction Noise Study

## Sandman Inn Mixed Use Proposal, Santa Barbara

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**Truck Routing:** Truck timing and spacing will be dependent on daily activities and necessary deliveries. Major export days would be limited to 3-4 days of 5 trucks making round trips. New product deliveries would be 1-2 trucks per week. Base course will be 3-4 days with 5 trucks making round trips. Concrete pours will be only 1-2 trucks per day for 3-4 weeks. AC paving will be 3-4 days of 5 trucks making round trips.

### Phase 4 – Office and Condominium Construction

**Description:** Construction of a new 5,274 square foot office building, with 26 on-grade uncovered commercial parking spaces, 72 condominium units, with 116 covered parking spaces and 46 on-grade uncovered parking spaces and hardscape and landscape for common area as shown on 2013 Project re-design plans.

**Equipment Needed:** (2) Extended Boom Forklifts - 58 weeks  
(4) Concrete Trucks 2 on site during pours. Once / 2 weeks -16 weeks  
(1) Hydraulic Boom Pump. Once every 2 weeks -16 weeks  
(1) Lumber Deliveries - Once every 2 weeks -16 weeks  
(1) Steel and CMU Deliveries - Once every 6 weeks - 30 weeks  
(15) Air Compressors during framing  
(1) Misc small tools, saws, etc.

**Workers and Vehicles On Site:** Average 40-80 workers per day with 35-50 vehicles.

**Truck Routing:** Major concrete and CMU work completed during construction of at-grade parking. Minimal traffic impacts can be anticipated during this phase. Anticipated deliveries of materials are 2-3 times per week. 58 weeks total. Major deliveries are noted above.

## 3.0 Methodology and Assumptions

### 3.1 On-Site Construction Noise

The City of Santa Barbara's municipal code (Section 9.16.025) provides the basis for the thresholds used to determine whether the project will have an impact on neighborhood land uses. Specifically, the requirements are summarized as follows:

**A. Hours of Operation.** Hours of operation for planting, grading, vegetation removal, harvesting, sorting, cleaning, packing, shipping, and pesticide application shall be limited to 7:00 AM to 7:00 PM Monday through Saturday. Hours of operation for the above-stated activities shall be limited to 8:00 AM to 7:00 PM on Sunday and holidays.

## Construction Noise Study

### Sandman Inn Mixed Use Proposal, Santa Barbara

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**B. Mechanical Equipment.** Mechanical equipment other than vehicles and equipment which is operated by electricity obtained from an electricity utility company shall not be used outside before 8:00 AM or after 7:00 PM on Saturday, Sunday or holidays or before 7:00 AM or after 7:00 PM Monday through Friday.

**C. Noise Limitations.** All mechanical equipment other than vehicles shall be insulated and sound at the property line of any adjacent parcel used or zoned for residential, institutional or park purposes shall not exceed sixty A-weighted decibels using the Community Noise Equivalent Level (60 dBA CNEL). All wind machines are prohibited in the City. (Ord. 4878, 1994.)

It should be noted that there are no explicit standards in the City's Noise Element or municipal code that relate directly to short-term construction noise, provided that construction is not carried out at nighttime (defined in Section 9.16.015 of the Public Peace and Safety Ordinance (Title 9) as between the hours of 8 p.m. and 7 a.m).

For long-term operational noise related to traffic, the City's Noise Element includes the following standards related to various land uses:

- *Residential uses: normally acceptable exterior noise level of 60 dBA Ldn and an interior noise level of 45 dBA Ldn.*
- *Hospital uses: normally acceptable exterior noise level of 65 dBA Ldn and an interior noise level of 45 dBA Ldn.*
- *Parks: normally acceptable exterior noise level of 65 dBA*
- *Commercial uses: normally acceptable exterior noise level of 75 dBA Ldn and an interior noise level of 50 dBA Ldn.*

For purposes of this analysis, Ldn is approximately equivalent to CNEL, and thus both are used interchangeably herein.

With the noise sources identified from the construction management schedule, a noise analysis was performed using a model developed under the auspices of the Federal Highway Administration (FHWA) called the Roadway Construction Noise Model (RCNM) (FHWA 2008). Input variables for RCNM consist of the receiver / land use types, the equipment type (i.e., backhoe, crane, truck, etc.), the number of equipment pieces, the duty cycle for each piece of equipment (i.e., percentage of hours the equipment

## Construction Noise Study

### Sandman Inn Mixed Use Proposal, Santa Barbara

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typically works per day), the distance from the sensitive noise receptor, and the ambient day and night time noise levels without the equipment operating. The reader is referred to *Attachment 2* for the inputs used in the RCNM model, as well as results.

The various construction equipment types and quantities (as described above by phase) were used for this analysis. The RCNM has default duty cycle values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those default duty cycle values were utilized for this analysis.

Noise-sensitive land uses exist along the northern, northwestern and northeastern sides of the project site. The closest noise-sensitive receivers consist of two-story apartment and condominium complexes that are as near as 10 feet from the project site perimeter, located at the northeastern corner of the site. While off-site structures are located as close as 10 feet from the property line, the separation between these structures and existing or proposed structures on the subject property is a minimum of 30 feet. The adjacent apartment or condominium complexes have windows that face the project site, and were therefore used to analyze potential construction noise effects during all phases of site preparation and construction; because these best represent the nearest noise-sensitive receivers. A 30 foot distance between the receptor and the nearest construction activity was assumed to occur at these locations, in order to provide a reasonable worst-case noise scenario. It should be noted there are no exterior living areas for adjacent properties that are located along the property boundaries; courtyards and pools for each adjacent property are located on the opposite side of a two-story continuous section (wing) of the adjacent residential structures.

However, the above distance separation assumption would not be representative of more typical construction noise, because in general the construction activities would not take place either at the nearest or at the farthest portions of the project site, but somewhere in between. Thus, in order to provide information on typical construction noise levels, the distance from the nearest receivers to the project's "acoustic center" was also analyzed. The acoustic center represents the idealized point from which the energy sum of all construction activity noise, near and far, would be centered. The acoustic center is derived by taking the square root of the product of the nearest and the farthest distances. For this project, the acoustic center was found to be approximately 173 feet from the nearest noise sensitive receivers located to the northwest and northeast. Given the overall size of the project site, and the relatively

# Construction Noise Study

## Sandman Inn Mixed Use Proposal, Santa Barbara

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equal distribution of proposed development across the property, noise levels derived from the acoustic center of construction activity would provide a better representation of average noise level exposure across the entire construction process for a given off-site receiver, than using the minimum distance worst-case method. In addition, buildings developed in the first sub-phase of Phase 4 would result in both the introduction of structural shielding for the closest off-site residences, as well as an increase in the distance to construction activities, with respect to all of the later Phase 4 sub-phases.

### 3.2 Construction-Related Traffic Noise

The project will create some additional traffic along State Street during all construction phases from associated material deliveries and worker trips. A noise model (the Federal Highway Administration's Traffic Noise Model (TNM version 2.5) was used to determine to what extent the additional vehicles that will be on State Street will increase the existing noise levels. The construction management schedule contained estimates regarding the total number of vehicles that will be added to State Street. The model was run using the associated estimated daily potential maximum number of passenger vehicle and truck trips, as shown in Table 2. The reader is referred to *Attachment 2* for the inputs and results for the off-site traffic noise analysis using TNM. Because the relative change in traffic noise is of primary interest, a generic receiver located 100 feet from the centerline of State Street was used for each of the modeling scenarios (Existing, Existing plus Phase 1, Existing plus Phase 2, Existing plus Phase 3 and Existing plus Phase 4).

**Table 2**  
**Assumptions Regarding Construction-Related Traffic<sup>1</sup> on State Street<sup>2</sup>**

Construction Phase	Number of Passenger Vehicle Trips	Number of Daily Truck Trips	Duration of Activity (Weeks)
1. Hazardous Material Abatement	12	5	9
2. Building Demolition & Site Clearing	7	26	9
3. Site Grading & Site Infrastructure	18	25	24
4. New Office & Condo Construction	50	13	58

1- The estimates above represent peak-activity-level days

2- Existing Average Daily Traffic volume on State Street is approximately 28,000 vehicles (City of Santa Barbara, 2011)

# Construction Noise Study

## Sandman Inn Mixed Use Proposal, Santa Barbara

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### 4.0 Existing Noise Conditions

Noise measurements were previously conducted by others for this project (Rincon, 2004 and 2006), and are summarized below in Tables 3 and 4. As shown, daytime ambient noise measurements varied from 68 to 70 dBA Leq on the southern side of the project site, near State Street, to 46 to 55 dBA Leq along the northern side of the project site, near the adjoining residential land uses (refer to *Attachment 1* for definition of Leq). The primary noise source contributing to the documented ambient noise levels on the project site is from traffic along State Street.

**Table 3**  
**Ambient Noise Measurements (2004)**

Location	Time Start (p.m.)	dBA Leq
Southwest corner of the site - State Street	5:35	67.7
Southeast corner of the site - State Street	6:00	67.7
Northeast corner of the site	6:30	51.0
Northwest corner of the site	6:55	45.8

**Table 4**  
**Ambient Noise Measurements (2006)**

Location	Time Start (a.m.)	dBA Leq
Southwest corner of the site - State Street	9:34	70.4
Southeast corner of the site - State Street	10:14	68.6
Northeast corner of the site	11:00	55.0
Northwest corner of the site	11:25	49.6

### 5.0 Noise Analysis Results

#### 5.1 On-Site Construction Noise Results

Using the provided construction information, the RCNM construction noise model was used to predict noise from on-site construction activities. The results are summarized in Table 5 (see *Attachment 2* for complete results). As shown, the highest noise levels from construction are predicted to range from approximately 87 dBA Leq (during Phase

# Construction Noise Study

## Sandman Inn Mixed Use Proposal, Santa Barbara

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1) to 94 dBA Leq (during Phase 4) at the nearest receivers (i.e., 30 feet from the closest point of construction). This maximum noise level is considered to be a peak exposure, applicable not more than 10-15% of the total construction period, only while the construction activity is taking place in one location at a distance of 30 feet from any of the off-site receivers. The average construction noise levels (for construction taking place at a range of locations on-site and modeled at the acoustical center for analysis purposes) range from approximately 72 dBA Leq (during Phase 1) to approximately 79 dBA Leq (during Phase 4), and are also shown in Table 5. The average noise levels (based upon the acoustic center) are considered a better representation of the overall noise exposure experience for adjacent receivers over the duration of each construction phase.

**Table 5**  
**On-Site Construction Noise Summary of Results (dBA Leq)**

Receiver Location/Description	Land Use	Construction Noise Level (dBA Leq) by Construction Phase			
		Phase 1: Hazardous Material Abatement	Phase 2: Building Demolition and Site Clearing	Phase 3: Site Grading and Site Infrastructure	Phase 4: New Office and Condominiums
Nearest Receivers / Construction at Nearest Property Boundary (50')	Residential	87	92	92	94
Nearest Receivers / Construction at Acoustic Center (173')	Residential	72	77	77	79
Estimated Duration (weeks)		5	9	24	58

Ref: Roadway Construction Noise Model (RCNM), Version 1.1

# Construction Noise Study

## Sandman Inn Mixed Use Proposal, Santa Barbara

Table 6 shows the construction noise analysis results in terms of the Community Noise Equivalent Level (CNEL), the 24-hour weighted average noise level. It was assumed for the purposes of this calculation that construction would occur over a typical 8-hour workday. In terms of CNEL, the worst-case noise levels based upon the minimum separation distance from construction activities to off-site receivers are predicted to range from approximately 83 dBA CNEL (during Phase 1) to 90 dBA CNEL (during Phase 4) at the nearest receivers. The average construction-related noise levels (for construction taking place at a range of locations on-site and modeled at the acoustical center for analysis purposes) range from approximately 68 dBA CNEL (during Phase 1) to approximately 75 dBA CNEL (during Phase 4), and are also shown in Table 6.

**Table 6**  
**On-Site Construction Noise Summary of Results (dBA CNEL)**

Receiver Location/Description	Land Use	Construction Noise Level by Construction Phase (dBA CNEL)			
		Phase 1: Hazardous Material Abatement	Phase 2: Building Demolition and Site Clearing	Phase 3: Site Grading and Site Infrastructure	Phase 4: New Office and Condominiums
Nearest Receivers / Construction at Nearest Property Boundary (50')	Residential	83	88	88	90
Nearest Receivers / Construction at Acoustic Center (173')	Residential	68	73	73	75
<b>Estimated Duration (weeks)</b>		5	9	24	58

Ref: Roadway Construction Noise Model (RCNM), Version 1.1

# Construction Noise Study

## Sandman Inn Mixed Use Proposal, Santa Barbara

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### 5.2 Construction-Related Traffic Noise Results

Using the construction vehicle estimates, the TNM model was used to compare relative changes in traffic noise compared to existing traffic noise along State Street. Table 7 summarizes the noise levels for each of the modeled scenarios. As shown, the increase above existing noise levels on State Street from construction traffic would be negligible throughout all phases, because the maximum daily increase in volumes (7 autos and 26 trucks per day in Phase 2 or 50 autos and 13 trucks per day in Phase 4) would represent a very small change in the total daily traffic on that roadway (28,000 ADT). The largest change in traffic noise in terms of hourly average levels would be approximately 0.1 dB (one-tenth of a decibel), which would be well below an audible change.

**Table 7**  
**Traffic Noise on State Street:**  
**Summary of Results**

Modeled Scenario	Predicted Traffic Noise Level (dBA Leq)
Existing	65.9
Existing plus Phase 1	65.9
Existing plus Phase 2	66
Existing plus Phase 3	66
Existing plus Phase 4	66

### 6.0 Summary of Findings

Noise from construction activities was re-assessed using current projections of equipment inventory, construction duration and worker and truck trips. The resulting analysis indicates the following.

## **Construction Noise Study**

### **Sandman Inn Mixed Use Proposal, Santa Barbara**

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- ❖ All four major construction phases of the proposed project will result in substantial noise levels at the nearest noise-sensitive receptors, located to the rear (north) of the site.
- ❖ The range of predicted worst-case or peak noise levels for all four phases would be from approximately 87 to 94 dBA Leq (83 to 90 dBA CNEL), representing various types of equipment and activity levels operating by phase, at the closest point to off-site residences. Such circumstances are not anticipated to exist for more than 10-15% of the total construction duration. Average noise levels from activities and equipment use across the entire site (represented by the construction activity acoustic center) would range from approximately 72 to 79 dBA Leq (68 to 75 dBA CNEL), at the nearest existing residential uses.
- ❖ Phase 4 has the greatest intensity of potential construction noise impacts, and this phase will last an estimated 58 weeks. However, Phase 4 itself is proposed to be staged in 4 to 5 consecutive sub-phases. The initial sub-phase would entail construction of the row of structures along the northern property line; this row of structures would function to partially shield the off-site existing residences from construction noise for the balance of Phase 4, and would also increase the distance from off-site residences to active on-site construction.
- ❖ The City has not established numerical thresholds related to construction noise, but construction with a duration of greater than one year is required to incorporate reasonable noise control methods.
- ❖ Construction-related traffic (worker vehicles and truck deliveries, etc.) would not result in an audible increase in traffic noise levels on State Street, the arterial which would be utilized for site access.

Control measures (mitigation measures) to reduce noise from construction are described below.

### **7.0 Proposed Noise Control Measures (Mitigation Measures)**

To minimize annoyance at nearby residences, the following noise control measures are proposed. The measures correlate exactly to mitigation measures from the November 2009 *Final EIR Sandman Inn Redevelopment Project 3714-3744 State Street*, except

## Construction Noise Study

### Sandman Inn Mixed Use Proposal, Santa Barbara

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where noted. Application of the following mitigation measures, equivalent to those required in the Final EIR, would reduce construction noise impacts to less than significant levels.

Potential noise levels that may be experienced during project construction are consistent with those anticipated in the City's Noise Element for construction activities. It should be noted that the applicant already intends to minimize the noise generation of construction by running the equipment with the proper manufacture specifications and by phasing of the project implementation to construct the initial structures at the north end of the site, which will provide partial shielding of later phase on-site construction noise for the closest existing off-site noise-sensitive receptors to the site.

1. At least 30 days prior to commencement of construction, the contractor shall provide written notice to all property owners and building occupants within 450 feet of the project area that proposed construction activities could substantially affect outdoor or indoor living areas. The notice shall contain a description of the proposed project, a construction schedule including days and hours of construction, a description of noise-reduction measures, and the name and phone number of the Project Environmental Coordinator (PEC) who can answer questions and provide additional information or address problems that may arise associated with construction noise. A 24-hour construction hot line shall be provided. Any noise complaints received shall be documented, and, as appropriate, construction activities shall be modified to the extent feasible to address such complaints. Informational signs with the PEC's name and telephone number shall also be posted at the site and shall be easily viewed from adjacent public areas.

*Note: Mitigation Measure N-6 from Final EIR*

2. Noise-generating construction activities (which may include preparation for construction work) shall be permitted weekdays between the hours of 8:00 AM and 5:00 PM, excluding holidays observed by the City as legal holidays: New Year's Day (January 1); Martin Luther King Jr.'s birthday (3rd Monday in January); President's Day (3rd Monday in February); Memorial Day (Last Monday in May); Independence Day (July 4); Labor Day (1st Monday in September); Thanksgiving Day (4th-Thursdays in November); Day Following Thanksgiving Day (Friday following Thanksgiving); Christmas Day (December 25). When a holiday

## Construction Noise Study

### Sandman Inn Mixed Use Proposal, Santa Barbara

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falls on a Saturday or Sunday, the preceding Friday or following Monday respectively shall be observed as a legal holiday. Occasional night work may be approved for the hours between 5:00 PM and 8:00 AM weekdays by the Chief of Building and Zoning (per Section 9.13.015 of the Municipal Code). In the event of such night work approval, the applicant shall provide written notice to all property owners and occupants within 450 feet of the project property boundary and the City Planning and Building Divisions at least 48 hours prior to commencement of night work. Night work shall not be permitted on weekends or holidays.

*Note: Mitigation Measure N-7 from Final EIR*

3. Stationary construction equipment that generates noise that exceeds **63** dB(A) at the property boundaries shall be shielded with a barrier that meets a STC rating of 25.

*Note: Mitigation Measure N-8 from Final EIR, revised to apply to property line equipment noise of **63** dBA. With restricted construction hours from 8 AM to 5 PM an hourly Leq of 63 dBA would equate to a CNEL of 60 dBA, which is the maximum allowable mechanical noise at a residential property boundary. The original N-8 requires shielding for stationary equipment with noise level exceeding 50 dBA at the property line, which goes beyond noise ordinance requirements and is not necessary to avoid a significant impact.*

4. All construction equipment powered by internal combustion engines shall be properly muffled and maintained. No internal combustion engine shall be operated on the site without a muffler. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended mufflers. Unnecessary idling of internal combustion engines shall be prohibited.

*Note: Mitigation Measure N-9 from Final EIR*

5. Air compressors and generators used for construction shall be surrounded by temporary acoustical shelters. Whenever feasible, electrical power shall be used to run air compressors and similar power tools.

*Note: Mitigation Measure N-10 from Final EIR*

## Construction Noise Study

### Sandman Inn Mixed Use Proposal, Santa Barbara

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6. Along the northern subject property line, west of the trash enclosure block wall to be retained, construct the permanent retaining / boundary wall immediately following removal of existing on-site structures that currently conflict with the location of the wall. The wall shall be 8 feet in height, as measured from the ground surface on the construction side of the wall. This wall is proposed to be of masonry construction, which is suitable to function as a sound barrier. If the height of the permanent wall is reduced below 8 feet via the City design review and permitting process, temporary plywood should be installed along the top of the permanent wall for the duration of construction, to achieve a combined wall height of 8 feet. Openings in the permanent wall for pedestrian access should be covered with plywood for the duration of construction to achieve the target attenuation of the wall element. Plywood shall be a minimum thickness of 5/8 inch, and shall be mounted with no gaps between adjacent sheets or between the top of the concrete block wall and the plywood.
7. Along the northern subject property boundary, east of the trash enclosure block wall to be retained, the existing concrete block retaining wall along the property boundary shall be increased in height to 8 feet as a permanent boundary wall that will also function as a sound wall during construction. Alternatively, plywood shall be mounted against the construction side of the existing wood fencing for the duration of construction, in order to achieve a total combined retaining and plywood wall height of 8 feet, as measured from the ground surface on the construction side of the wall. Plywood shall be a minimum thickness of 5/8 inch, and shall be mounted with no gaps between adjacent sheets or between the top of the concrete block wall and the plywood.
8. Install a temporary construction sound barrier wall along the western site boundary, from the southern edge of the Building 4 location northward to connect to the northern permanent boundary wall. The barrier should be made of sound attenuating material (not landscaping). To effectively reduce sound transmission through the barrier, the material chosen must be rigid and sufficiently dense (at least 20 kilograms/square meter). All noise barrier material types are equally effective, acoustically, if they have this density. For example, 5/8 inch plywood, mounted with no gaps between adjacent sheets, would be of sufficient density to achieve the target attenuation. The barrier shall be 8 feet in height from the ground surface on the construction side of the wall, to achieve

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the goal of blocking direct line of sight to the adjacent first floor residence windows. It is estimated that a noise barrier of the prescribed density would reduce average noise levels to sensitive receptors by up to 5 dB by blocking direct line of sight to ground-level receptors.

9. Install a temporary construction sound barrier wall along the eastern site boundary, from the southern edge of the Building 7 location northward to connect to the northern permanent boundary wall. The barrier should be made of sound attenuating material (not landscaping). To effectively reduce sound transmission through the barrier, the material chosen must be rigid and sufficiently dense (at least 20 kilograms/square meter). All noise barrier material types are equally effective, acoustically, if they have this density. For example, 5/8 inch plywood, mounted with no gaps between adjacent sheets, would be of sufficient density to achieve the target attenuation. The barrier shall be 8 feet in height from the ground surface on the construction side of the wall, to achieve the goal of block direct line of sight to the adjacent first floor residence windows. It is estimated that a noise barrier of the prescribed density would reduce average noise levels to sensitive receptors by up to 5 dB by blocking direct line of sight to ground-level receptors.

*Note: Mitigation N-13 from the Final EIR, which prescribes a sound wall along the northwest, north, and northeast property lines of the project has been divided into four separate soundwall mitigations (8-11), to more accurately address existing boundary wall conditions along segments of the site perimeter that will be preserved under the proposal. Measures 8 – 11 above are functionally equivalent to N-13 with respect to sound wall attenuation performance, but are simply more detailed than the original version of the mitigation (N-13). Imposition of measures 8-11 would represent an equivalent replacement, or identical mitigation results as, for N-13.*

#### **8.0 EIR Mitigation Measures Not Proposed (Eliminated)**

The project evaluated in the *2009 Sandman Inn Redevelopment Project 3714-3744 State Street Final EIR* included an underground parking garage entailing continuous excavation with a substantial fleet of construction equipment and trucks for export of soil materials, followed by a lengthy period of concrete pours for the garage and podium. Because of the continuous nature of the excavation and podium construction,

## **Construction Noise Study**

### **Sandman Inn Mixed Use Proposal, Santa Barbara**

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the peak construction noise levels for that project would have been sustained for longer periods, becoming representative as construction noise exposure levels for neighboring residences. The following two mitigation measures were prescribed in the Final EIR to address impacts to neighboring residences from the prevalence of peak construction noise levels associated with project development.

- N-11 The applicant shall offer to have a minimum 4-millimeter-thick, double-paned glass installed in the first- and second-story windows of the residences that face the project site.
  
- N-12 The applicant shall offer to install temporary air conditioning in those residential units adjacent to the project site that do not already have this feature to allow residents to keep their windows closed during construction activities.

The current proposal eliminates the underground parking structure, reducing the overall construction duration by 22% (28 weeks). The current proposal also reduces the number of simultaneous equipment during earthwork and for concrete work. Whereas the originally proposed extensive concrete parking structure and deck (podium) would have entailed a number of continuous concrete pours, extending the daily construction schedule, the individual structure foundations now proposed should avoid or minimize this potential. Finally, the current proposal includes construction of the initial row of structures along the northern portion of the site, creating an acoustic barrier between construction of later sub-phases in Phase 4 and the off-site residences intended to be addressed in these mitigation measures.

Consequently, Mitigation Measures N-11 and N-12 are not necessary to address a potentially significant noise impact, and are not considered reasonable to impose upon the proposed project, given the following: required adherence to a daily construction schedule of 8 AM to 5 PM (which avoids evening annoyance and overnight sleep disturbance); consideration of a shorter overall construction duration and less frequent occurrence of peak construction noise levels (from a smaller equipment fleet and absence of extensive underground garage); and construction of the first row of buildings along the northern portion of the property as the first sub-phase of Phase 4 (which will function as an acoustic barrier for the remaining Phase 4 construction activities).

# Construction Noise Study

## Sandman Inn Mixed Use Proposal, Santa Barbara

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### References

Federal Highway Administration. December 8, 2008. Roadway Construction Noise Model (RCNM), Software Version 1.1. U.S. Department of Transportation, Research and Innovative Technology Administration, John A. Volpe National Transportation Systems Center, Environmental Measurement and Modeling Division. Washington, D.C.

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## ATTACHMENT 1 DEFINITIONS

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

**ATTACHMENT 2**

***Noise Calculations***

**Roadway Noise Construction Model  
(RNCM)**

***Input & Results  
Data Sheets***

## Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 3/31/2013

Case Description: Phase 1 Hazardous Material Abatement

### ---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Receivers a Residential		55	50	45

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
			Pneumatic Tools	No	50	85.2
Pickup Truck	No	40	75	30	0	
Pickup Truck	No	40	75	30	0	
Pickup Truck	No	40	75	30	0	

### Results

Equipment	Calculated (dBA)		Noise Limits (dBA)					
	*Lmax	Leq	Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq
Pneumatic Tools	89.6	86.6	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	79.4	75.5	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	79.4	75.5	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	79.4	75.5	N/A	N/A	N/A	N/A	N/A	N/A
Total	89.6	87.5	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

### ---- Receptor #2 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Receivers a Residential		55	50	45

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
			Pneumatic Tools	No	50	85.2
Pickup Truck	No	40	75	173	0	
Pickup Truck	No	40	75	173	0	
Pickup Truck	No	40	75	173	0	

Equipment	Calculated (dBA)		Results					
	*Lmax	Leq	Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq
Pneumatic Tools	74.4	71.4	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	64.2	60.2	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	64.2	60.2	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	64.2	60.2	N/A	N/A	N/A	N/A	N/A	N/A
Total	74.4	72.3	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 3/31/2013  
 Case Description: Phase 2 Building Demolition an Site Clearing

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Residential	Residential	55	50	45

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	30	0
Front End Loader	No	40		79.1	30	0
Dump Truck	No	40		76.5	30	0
Dump Truck	No	40		76.5	30	0
All Other Equipment > 5 HP	No	50	85		30	0
All Other Equipment > 5 HP	No	50	85		30	0
Pneumatic Tools	No	50		85.2	30	0
Pickup Truck	No	40		75	30	0
Pickup Truck	No	40		75	30	0

Equipment	Results							
	Calculated (dBA)			Noise Limits (dBA)				
	*Lmax	Leq	Day Lmax	Evening Lmax	Night Lmax	Leq	Leq	Leq
Excavator	85.1	81.2	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	83.5	79.6	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	80.9	76.9	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	80.9	76.9	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	89.4	86.4	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	89.4	86.4	N/A	N/A	N/A	N/A	N/A	N/A
Pneumatic Tools	89.6	86.6	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	79.4	75.5	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	79.4	75.5	N/A	N/A	N/A	N/A	N/A	N/A
<b>Total</b>	<b>89.6</b>	<b>92.4</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

\*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Acoustic Center	Residential	55	50	45

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Excavator	No	40		80.7	173	0
Front End Loader	No	40		79.1	173	0
Dump Truck	No	40		76.5	173	0
Dump Truck	No	40		76.5	173	0
All Other Equipment > 5 HP	No	50	85		173	0
All Other Equipment > 5 HP	No	50	85		173	0
Pneumatic Tools	No	50		85.2	173	0
Pickup Truck	No	40		75	173	0
Pickup Truck	No	40		75	173	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)						
	*Lmax	Leq	Day	Evening		Night			
			Lmax	Leq	Lmax	Leq	Lmax	Leq	
Excavator	69.9		65.9	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	68.3		64.3	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	65.7		61.7	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	65.7		61.7	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	74.2		71.2	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	74.2		71.2	N/A	N/A	N/A	N/A	N/A	N/A
Pneumatic Tools	74.4		71.4	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	64.2		60.2	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	64.2		60.2	N/A	N/A	N/A	N/A	N/A	N/A
Total	74.4		77.2	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 3/31/2013  
 Case Description: Phase 3 Site Grading and Site Infrastructure

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Receivers at 30 feet	Residential	55	50	45

Description	Impact Device	Usage(%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Front End Loader	No	40		79.1	30	0
Dozer	No	40		81.7	30	0
Excavator	No	40		80.7	30	0
Compactor (ground)	No	20		83.2	30	0
All Other Equipment > 5 HP	No	50	85		30	0
Backhoe	No	40		77.6	30	0
Backhoe	No	40		77.6	30	0
Grader	No	40	85		30	0
Dump Truck	No	40		76.5	30	0
Dump Truck	No	40		76.5	30	0
Pickup Truck	No	40		75	30	0
Pickup Truck	No	40		75	30	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)					
	*Lmax	Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Front End Loader	83.5	79.6	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	86.1	82.1	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	85.1	81.2	N/A	N/A	N/A	N/A	N/A	N/A
Compactor (ground)	87.7	80.7	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	89.4	86.4	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	82	78	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	82	78	N/A	N/A	N/A	N/A	N/A	N/A
Grader	89.4	85.5	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	80.9	76.9	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	80.9	76.9	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	79.4	75.5	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	79.4	75.5	N/A	N/A	N/A	N/A	N/A	N/A
Total	89.4	92	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Receivers at Ac Center	Residential	55	50	45

Description	Impact Device	Usage(%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Front End Loader	No	40		79.1	173	0
Dozer	No	40		81.7	173	0
Excavator	No	40		80.7	173	0
Compactor (ground)	No	20		83.2	173	0
All Other Equipment > 5 HP	No	50	85		173	0
Backhoe	No	40		77.6	173	0
Backhoe	No	40		77.6	173	0
Grader	No	40	85		173	0
Dump Truck	No	40		76.5	173	0
Dump Truck	No	40		76.5	173	0
Pickup Truck	No	40		75	173	0
Pickup Truck	No	40		75	173	0

Equipment	Calculated (dBA)		Results					
	*Lmax	Leq	Day		Evening		Night	
			Lmax	Leq	Lmax	Leq	Lmax	Leq
Front End Loader	68.3	64.3	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	70.9	66.9	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	69.9	65.9	N/A	N/A	N/A	N/A	N/A	N/A
Compactor (ground)	72.4	65.5	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	74.2	71.2	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	66.8	62.8	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	66.8	62.8	N/A	N/A	N/A	N/A	N/A	N/A
Grader	74.2	70.2	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	65.7	61.7	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	65.7	61.7	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	64.2	60.2	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	64.2	60.2	N/A	N/A	N/A	N/A	N/A	N/A
Total	74.2	76.8	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

Equipment	Calculated (dBA)		Results						
	*Lmax	Leq	Day		Evening		Night		
			Lmax	Leq	Lmax	Leq	Lmax	Leq	
All Other Equipment > 5 HP	74.2		71.2	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP	74.2		71.2	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	68		64	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	68		64	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Pump Truck	70.6		63.6	N/A	N/A	N/A	N/A	N/A	N/A
Flat Bed Truck	63.5		59.5	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	66.9		62.9	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	66.9		62.9	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	66.9		62.9	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	66.9		62.9	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	66.9		62.9	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	66.9		62.9	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	66.9		62.9	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	66.9		62.9	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	66.9		62.9	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)	66.9		62.9	N/A	N/A	N/A	N/A	N/A	N/A
Pneumatic Tools	74.4		71.4	N/A	N/A	N/A	N/A	N/A	N/A
Pneumatic Tools	74.4		71.4	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	64.2		60.2	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	64.2		60.2	N/A	N/A	N/A	N/A	N/A	N/A
Total	74.4		79.2	N/A	N/A	N/A	N/A	N/A	N/A

\*Calculated Lmax is the Loudest value.

**Transportation Noise Model  
(TNM 2.5)**

***Input & Results  
Data Sheets***

INPUT: ROADWAYS

<Project Name?>

6 March 2013  
TNM 2.5

Dudek  
M Greene

INPUT: ROADWAYS  
PROJECT/CONTRACT:  
RUN:

Average pavement type shall be used unless  
a State highway agency substantiates the use  
of a different type with the approval of FHWA

<Project Name?>  
Sandman Project Santa Barbara

Roadway Name	Width ft	Points			Coordinates (pavement)			Flow Control			Segment	
		Name	No.	X ft	Y ft	Z ft	Control Device	Speed Constraint mph	Percent Vehicles Affected %	Pvmt Type	On Struct?	
State St Existing	60.0	point3	3	100.0	100.0	100.0					Average	
		point4	4	10,000.0	100.0	100.0						
State Street Phase 1	60.0	point5	5	100.0	10,100.0	100.0					Average	
		point6	6	10,000.0	10,100.0	100.0						
State Street Phase 2	60.0	point7	7	100.0	20,100.0	100.0					Average	
		point8	8	10,000.0	20,100.0	100.0						
State Street Phase 3	60.0	point9	9	100.0	30,100.0	100.0					Average	
		point10	10	10,000.0	30,100.0	100.0						
State Street Phase 4	60.0	point11	11	100.0	40,100.0	100.0					Average	
		point12	12	10,000.0	40,100.0	100.0						

INPUT: TRAFFIC FOR LAeq1h Volumes

<Project Name?>

6 March 2013  
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: <Project Name?>

RUN: Sandman Project Santa Barbara

Roadway Name	Points Name	No.	Segment		Autos		MTrucks		HTrucks		Buses		Motorcycles					
			V	S	veh/hr	mph	V	S	veh/hr	mph	V	S	veh/hr	mph	V	S	veh/hr	mph
State St Existing	point3	3	2394	35	35	50	35	75	35	0	0	0	0	0	0	0	0	0
	point4	4																
State Street Phase 1	point5	5	2406	35	35	50	35	76	35	0	0	0	0	0	0	0	0	0
	point6	6																
State Street Phase 2	point7	7	2401	35	35	50	35	79	35	0	0	0	0	0	0	0	0	0
	point8	8																
State Street Phase 3	point9	9	2412	35	35	50	35	79	35	0	0	0	0	0	0	0	0	0
	point10	10																
State Street Phase 4	point11	11	2444	35	35	50	35	77	35	0	0	0	0	0	0	0	0	0
	point12	12																

<Project Name?>

INPUT: RECEIVERS

6 March 2013  
TNM 2.5

Dudek  
M Greene

INPUT: RECEIVERS

PROJECT/CONTRACT: <Project Name?>

RUN: Sandman Project Santa Barbara

Receiver Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria			Active in Calc.	
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Sub'l Goal		
			ft	ft	ft	ft	dBA	dB	dB		
Receiver1 Existing	1	1	5,000.0	200.0	100.00	5.00	0.00	66	10.0	8.0	Y
Receiver1 Phase 1	4	1	5,000.0	10,200.0	100.00	5.00	0.00	66	10.0	8.0	Y
Receiver1 Phase 2	5	1	5,000.0	20,200.0	100.00	5.00	0.00	66	10.0	8.0	Y
Receiver1 Phase 3	6	1	5,000.0	30,200.0	100.00	5.00	0.00	66	10.0	8.0	Y
Receiver1 Phase 4	7	1	5,000.0	40,200.0	100.00	5.00	0.00	66	10.0	8.0	Y

**RESULTS: SOUND LEVELS**

Dudek  
M Greene

**RESULTS: SOUND LEVELS**

PROJECT/CONTRACT:

RUN:

BARRIER DESIGN:

ATMOSPHERICS:

<Project Name?>

6 March 2013  
TNM 2.5  
Calculated with TNM 2.5

<Project Name?>

Sandman Project Santa Barbara  
INPUT HEIGHTS

68 deg F, 50% RH

Average pavement type shall be used unless  
a State highway agency substantiates the use  
of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h		No Barrier LAeq1h		Increase over existing		Type Impact		With Barrier		Calculated minus Goal
			LAeq1h	dBA	LAeq1h	dBA	Calculated	Crit'n	Calculated	Sub'l Inc	Calculated	Goal	
Receiver1 Existing	1	1	0.0	66	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
Receiver1 Phase 1	4	1	0.0	66	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
Receiver1 Phase 2	5	1	0.0	66	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
Receiver1 Phase 3	6	1	0.0	66	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
Receiver1 Phase 4	7	1	0.0	66	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
<b>Dwelling Units</b>		<b># DUs</b>	<b>Noise Reduction</b>		<b>No Barrier</b>		<b>Increase over existing</b>		<b>Type Impact</b>		<b>With Barrier</b>		
			<b>Min</b>	<b>Avg</b>	<b>Max</b>								
			<b>dB</b>	<b>dB</b>	<b>dB</b>								
All Selected		5	0.0	0.0	0.0								
All Impacted		3	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								



October 1, 2013

7468-2

Mr. Gregory J. Parker, Esq.  
Executive Vice President and General Counsel  
Investec  
200 East Carrillo Street, Suite 200  
Santa Barbara, CA 93101

**Subject: Tree Protection and Retention Plan for Sandman Project Site**

Kellog Associates, c/o Investec:

On June 20, 2013, Dudek's arborists, certified by the International Society of Arboriculture (ISA), conducted an inventory and assessment of 199 trees located within and adjacent the project at 3714 State St. (Sandman Inn), Santa Barbara, California. This arborist report provides an updated tree inventory (last conducted by Peter Winn 2006) and evaluation techniques summary and describes the site's tree resources. In addition, it offers an evaluation of anticipated impacts from the proposed project improvements. Further, this report augments the site's tree protection plan as prepared by Van Atta Associates, Inc. and the attached tree information matrix, which further define tree preservation and protection measures.

A total of 199 individual trees were inventoried and evaluated within or immediately adjacent the project boundary. Based on a review of the preliminary development envelope (June 2013) and the locations of the site's trees, our analysis indicates that up to 17 trees can be preserved in place (with protective measures), 27 additional trees are candidates for relocation, and the remaining 155 trees will require removal. As such, and in order to minimize potential impacts, we have included site specific tree protection and relocation measures recommended for implementation prior to, during, and after construction activities occur.

**PROJECT LOCATION AND DESCRIPTION**

The Project Site is located at 3714 State St., Santa Barbara, California. The site is bordered by State St. to the East, and commercial and residential properties to the north, east and west. The site is currently comprised of building structures and infrastructure associated with the Sandman Inn. The site encompasses 4.58 acres and is represented on the U.S. Geological Survey 7.5-minute map, San Bernardino Meridan, in section 7; Township 4 North; Range 27 West; latitude 34°26'28.47"N; and longitude 119°44'35.84"W.

RECEIVED  
OCT 04 2013

CITY OF SANTA BARBARA

## METHODS

Dudek's ISA certified arborists updated the 2006 tree inventory (Peter Winn 2006) by collecting basic tree attribute information that would aid in determining the preservation, relocation or removal status of the site's trees. General attributes collected included species, trunk diameter, height, crown spread, and overall condition. Tree diameters were measured using a diameter tape. Diameter measurements were collected using standard protocol described by the Council of Tree and Landscape Appraisers in the "Guide for Plant Appraisal," published by the International Society of Arboriculture (Council of Tree and Landscape Appraisers 2000).

Trunk diameters were collected at 4.5 feet above the ground along the trunk axis, with a few common exceptions. In cases where a tree's trunk was located on a slope, the 4.5-foot height was approximated as the average of the shortest and longest sides of the trunk (i.e., the uphill side and downhill side of a tree's trunk, respectively) and the measurement was made at the circumference of the trunk at this point. Tree height measurements were based on ocular estimates of experienced field arborists. Tree canopy diameters were typically estimated by "pacing-off" the measurement based on the investigator's knowledge of his stride length or by visually estimating the canopy width. The tree crown diameter measurements were made along an imaginary line intersecting the tree trunk that best approximated the average canopy diameter.

Pursuant to the Guide for Plant Appraisal, tree health and structure were evaluated with respect to five distinct tree components: roots, trunk, scaffold branches, small branches, and foliage. Each tree component was assessed with regard to health factors such as insect, fungal or pathogen damage, mechanical damage, decay presence, wilted or dead leaves, and wound closure. Components were graded as *good*, *fair*, *poor*, and *dead* with 'good' representing no apparent problems, and 'dead' representing a dying and/or dead tree. This method of tree condition rating is comprehensive and results in ratings that are useful for determining the status of trees based on common urban forestry standards.

## PROJECT LIMITATIONS

This report presents site tree information as observed in the field on June 20, 2013. No root crown excavations or investigations, internal probing, or aerial canopy inspections were performed during the tree assessments. Therefore, the presence or absence of internal wood rot or other hidden or inaccessible inferiorities in individual trees could not be confirmed. It is recommended that any large tree proposed for preservation in an urban setting be thoroughly inspected for internal or subterranean decay by a qualified arborist before finalizing preservation plans.

## OBSERVATIONS

There are a total of 199 trees located within the project survey area, representing 17 species. None of the 199 trees on site are native to the Santa Barbara Coastal region. However, there is one (1) tree species that is native to California, the California fan palm (*Washingtonia filifera*). In general, the trees range from poor to good condition with varying maladies affecting their overall rating. Of the 199 trees on the project site, Dudek identified 27 candidates for relocation and 17 trees that are candidates for preservation in place. The remaining 155 trees were not considered viable candidates for preservation or relocation by Dudek due to one or more of the following: poor health, structure, age, species, or size

and a higher potential for unsuccessful transplant. The 27 trees Dudek identified as candidates for relocation are identified on Attachment I. However, the landscape architect, Van Atta and Associates, has identified 30 additional trees it believes are candidates for relocation, also identified on Attachment I, because of the project applicant's desire to preserve as many of the on-site trees as may be determined to have a plausible chance of survival. As such, the tree disposition results throughout the remainder of the report will be according to those proposed by both the project applicant and Van Atta Associates, Inc.\* Table I provides a summary of trees on the Project Site by Tree Status as provided by Van Atta Associates, Inc.

**Table 1**  
**Summary of Tree Preservation Status**

Tree Preservation Status	Number of Trees *
Candidates Suitable for Relocation	57
Candidates Suitable for Preservation	17
Candidates Not Suitable for Relocation or Preservation	125
<b>Total</b>	<b>199</b>

\* The tree relocation numbers and disposition (relocate, remove) as presented throughout the remainder of this report are those provided by Van Atta Associates, Inc. and are not those recommended for relocation or removal by Dudek.

The *Tree Information Matrix* in Attachment I provides tree attribute details and preservation status for all trees located on the Project Site.

## TREE PROTECTION / MITIGATION

Conditions of approval related to protected tree preservation and mitigation for this project are provided in Resolution No. 06-103, which states:

**1 – Tree Removal and Replacement** – The proposed landscape plan for the site includes the 57 relocated palms in addition to 200 new trees and palms. Trees proposed for removal will be replaced with a variety of canopy trees, skyline trees and fruit trees that will have more presence at street level than existing trees. With the exception of fruit trees, all trees removed will be replaced on-site on a one-for-one basis with a minimum 15-gallon size tree of an appropriate species or like species. Street trees proposed for removal shall be replaced per Parks and Recreation Department requirements.

**2 – Specimen Trees** – There are currently no specimen trees located on the property.

## IMPACTS

Trees on construction sites are often subject to impacts that result in physical injuries or changes to the site caused by machinery involved with the development process. Physical injuries include root damage, soil excavation and compaction, grade changes, loss of canopy, and trunk wounds, amongst others. Indirect impacts to trees are the result of changes to the site that may cause tree decline, even when the

tree is not directly injured. Large-scale alterations to the overall Project Site as well as specific changes that occur around the trees are important considerations.

In general, there is a great deal of variation in a tree's tolerance to construction impacts based on a variety of factors. It is important to know how a certain tree, based on its species, age, and condition, would respond to different types of disturbance. The trees in the Project Site are of varying ages and conditions. Mature trees are very sensitive to root disturbance and grade changes. In general, healthy trees will respond better to changes in their growing environment. Trees of poor health or stressed conditions may not be vigorous enough to cope with impacts from construction activities. Table 3 provides a summary of the preservation candidates on site, by species.

Based on site observations, analysis of tree locations in relation to the proposed project footprint, and our experience working with trees on construction sites, we have concluded that 182 trees will be directly impacted by the project. Seventeen (17) trees can be preserved in place with minimal or no impacts from the proposed project. We have identified 27 candidates for relocation, and Van Atta has identified 30 more. As discussed below, other trees are poor quality trees that are not suitable for relocation and are recommended for removal. The last grouping of trees includes the relocation candidates that may be suitable for relocating on the site, should this be determined desirable by the project applicant. Although, there is no City mandate that tree relocation occur.

#### CANDIDATES SUITABLE FOR RELOCATION

Relocation candidate trees exhibit good health and structure, have no uncorrectable, outwardly detectable defects, and reveal no signs or symptoms of serious pest infestation or disease. The 27 trees meeting these characteristics have been expanded by an additional 30 trees by the project's landscape architect. The 30 additional trees were not considered to all possess specimen tree attributes. Table 2 provides a summary of the project's proposed relocation candidates, by species.

**Table 2**  
**Summary of Relocation Candidates by Species**

Botanical Name	Relocation Candidates
<i>Archontophoenix cunninghamiana</i>	5
<i>Brahea armata</i>	2
<i>Brahea edulis</i>	4
<i>Chamaerops humilis</i>	7
<i>Livistona chinensis</i>	3
<i>Syagrus romanzoffianum</i>	20
<i>Trachycarpus fortunei</i>	7
<i>Washingtonia filifera</i>	5
<i>Washingtonia robusta</i>	4
<b>Total</b>	<b>57</b>

The final quantity of relocation trees will be determined following tree relocation contractor inspection, root crown investigations or internal probing and root pruning operations. The relocation process should be performed by an experienced tree relocation contractor and follow standard tree relocation processes to maximize the probability of relocation success.

### CANDIDATES SUITABLE FOR PRESERVATION

Trees identified as candidates for preservation in place exhibit good health and structure, have no uncorrectable, outwardly detectable defects, and show no signs or symptoms of serious pest infestation or disease. These trees are expected to contribute positively to the post-construction landscape. In order to avoid incidental tree damage during construction, preservation and protection measures must be provided before, during, and following the construction phase. Measures that must be implemented during these phases are provided in Attachment 3.

**Table 3**  
**Summary of Preservation Candidates by Species**

<b>Botanical Name</b>	<b>Preservation Candidates</b>
<i>Cedrus atlantica</i> "Glauca"	1
<i>Ficus benjamina</i>	2
<i>Jacaranda mimosifolia</i>	2
<i>Schefflera actinophylla</i>	1
<i>Syagrus romanzoffianum</i>	5
<i>Washingtonia filifera</i>	1
<i>Washingtonia robusta</i>	2
<i>Yucca gigantea</i>	3
<b>Total</b>	<b>17</b>

### CANDIDATES NOT SUITABLE FOR RELOCATION OR PRESERVATION

Dudek's experience managing and monitoring relocated trees has culminated in comprehensive knowledge of species survival rates following relocation. Dudek has noted several species that are not well suited for relocation due to their inability to recover from the loss of root mass and their limited "shelf-life" following boxing. Dudek has also observed low survival rates when relocating over-mature or senescent trees or trees that are not in at least fair health. Trees with these attributes were not considered for relocation.

The majority of the trees evaluated in this assessment were not considered viable candidates for relocation or preservation. Several factors excluded these trees as candidates including tree defects, local topography, and the low survival rates of certain species and age classes when relocated. It will be more cost effective to plant containerized trees within the post-construction landscape than to relocate trees that are of poor quality, susceptible health, or exhibit other maladies.

## TREE PROTECTION AND MITIGATION REQUIREMENTS

The following recommendations are provided to mitigate the loss of trees from the property and enhance the survivability of those trees designated for retention on the project site:

1. The removal of 125 trees that are not suitable for relocation or preservation shall be mitigated at a ratio of 1:1 by planting 125 trees with a minimum 15-gallon size tree of the same or like species to that which was removed. Furthermore, the applicant is voluntarily choosing to plant an additional 101 trees throughout the property.
2. All remaining trees that will not be relocated or removed shall be preserved and protected in place. Trees within approximately 15 feet of proposed construction activity shall be temporarily fenced with chain link or other material satisfactory to City planning staff throughout grading and construction activities. The fencing shall be installed 3 feet outside of the dripline of each tree (or edge of canopy for cluster of trees), be 4 foot tall, and staked every 6 feet. The fenced area shall be considered the tree protection zone (TPZ).
3. A qualified Arborist shall be present during any grading or excavation adjacent to or beneath the dripline of any protected 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 specimen or protected 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 any specimen or protected tree.
5. Relocation trees slated for preservation or relocation 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: ornamental species shall be replaced at 3:1 with 15-gallon replacement trees. The applicant shall submit an annual report for 5 years summarizing the establishment and success of replacement trees.
6. Relocation trees shall be relocated on the Real Property and shall be fenced and protected during construction.
7. During excavation of utility trenches, roots encountered that are 1 inch in diameter and larger shall be cleanly cut at right angles to avoid root tearing. Trenching or construction completed within the TPZ, as defined in *Attachment 2 – Tree Protection Measures*, shall be accomplished by

hand tools or other methods that avoid damage to tree roots, such as directional drilling, air-spade excavation, or others.

8. The project arborist should monitor all activities within the TPZ, including demolition, excavation, and driveway installation. This will require the project agent and/or contractor to notify the project arborist well in advance of scheduled work adjacent to protected trees. A preconstruction conference with the arborist and contractor should occur prior to commencement of demolition. Documentation of inspections should be submitted to the City Planner within five days of inspection or immediately if violations occur.
9. All trees that were impacted during construction within the tree protection zone should be monitored by an ISA Certified Arborist for the first five years after construction completion. The Arborist shall submit an annual report, photograph each tree and compare tree health and condition to the original, pre-construction baseline.

Additional tree protection measures for the protection of tree # 86 can be found in *Attachment 3 – Tree Removal and Preservation/Protection – 3714-3744 State Street, Santa Barbara, CA*. *Attachment 2 – Tree Protection Measures* provides further detailed tree protection measures for the 17 protected trees on site.

## CONCLUSION

Dudek inventoried and evaluated 199 trees on the Sandman Inn property grounds. For the purposes of this Tree Report, 57 trees have been identified as candidates for relocation and 17 trees have been identified as suitable candidates for preservation. Dudek recommends that the remaining trees evaluated in this assessment not be considered for preservation or relocation because of defects, site constraints and the low survival rates of certain species and age classes when relocated. These removal trees and the related tree impacts associated with the project will be mitigated through landscape tree planting, as defined in the project's landscape architecture plan. In total, 283 trees will be planted throughout the site following development.

This report provides conclusions and recommendations based on an examination of the trees and surrounding site by an ISA Certified Arborist. Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees.

Arborists cannot detect every condition that could possibly lead to the failure of a tree. Trees are living organisms that fail in ways not fully understood. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. There are no guarantees that a tree's condition will not change over a short or long period due to weather or cultural or environmental conditions. Trees can be managed but not controlled. To live near trees is to accept some degree of risk.

Gregory J. Parker, Esq.

Subject: *Tree Evaluations and Arborist Report for Sandman Inn Housing Project*

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If you have any questions or comments regarding the content of this letter, please do not hesitate to contact me at 949.450.2525 ex. 3310 or ckallstrand@dudek.com.

Sincerely,



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Christopher Kallstrand  
Arborist/Urban Forester

Att: *Attachment 1 – Tree Information Matrix*  
*Attachment 2 – Tree Protection Measures*  
*Attachment 3 - Tree Removal and Preservation/Protection Report – 3714-3744 State Street, Santa Barbara, CA.*



**Attachment 1 - Tree Information Matrices - Sandman Inn**

Tree #	Botanical name	Common name	Stems	Basal diameter	D.B.H					Height (ft.)	Canopy (ft.)	Health	Structure	Tree Disposition - VA-LA (7-16-2013)	Notes	Tree Disposition - Dudek (9-26-2013)
					D1	D2	D3	D4	D5							
1	<i>Washingtonia filifera</i>	California fan palm	1	53	20					27	12	Good	Fair	Protect in place		Protect in place
2	<i>Yucca gigantea</i>	Dracaena	1	32	22					20	15	Fair	Fair	Protect in place		Protect in place
3	<i>Yucca gigantea</i>	Dracaena	2	84	32	28				23	18	Good	Fair	Protect in place		Protect in place
4	<i>Washingtonia robusta</i>	Mexican fan palm	2	42	25	24				65	0	Good	Fair	Protect in place		Protect in place
5	<i>Washingtonia robusta</i>	Mexican fan palm	2	42	21	22				65	24	Good	Fair	Protect in place		Protect in place
6	<i>Syagrus romanzoffianum</i>	Queen palm	1	14	14					30	22	Good	Fair	Relocate		Remove
7	<i>Syagrus romanzoffianum</i>	Queen palm	1	20	18					40	18	Good	Fair	Remove		Remove
8	<i>Erobtarya japonica</i>	Loquat	3	12	8	3	3			20	18	Good	Fair	Remove		Remove
9	<i>Yucca gigantea</i>	Dracaena	1	22	17					20	13	Fair	Poor	Remove		Remove
10	<i>Yucca gigantea</i>	Dracaena	2	120	29	54				22	20	Fair	Fair	Protect in place		Protect in place
11	<i>Washingtonia robusta</i>	Mexican fan palm	1	36	20					70	12	Good	Fair	Remove		Remove
12	<i>Washingtonia robusta</i>	Mexican fan palm	1	32	21					70	12	Good	Fair	Remove		Remove
13	<i>Brahea edulis</i>	Guadalupe palm	1	15	16					10	8	Good	Fair	Relocate		Relocate
14	<i>Washingtonia filifera</i>	California fan palm	2	38	18	18				20	20	Good	Fair	Relocate		Remove
15	<i>Syagrus romanzoffianum</i>	Queen palm	1	12	11					65	12	Fair	Fair	Remove		Remove
16	<i>Brahea armata</i>	Mexican blue palm	1	26	22					18	13	Good	Good	Relocate	Relocation may impact surrounding trees, depending on proximity of boxing	Relocate
17	<i>Washingtonia filifera</i>	California fan palm	1	30	22					25	12	Good	Fair	Relocate		Remove
18	<i>Washingtonia filifera</i>	California fan palm	1	34	20					70	12	Good	Fair	Remove		Remove
19	<i>Washingtonia filifera</i>	California fan palm	1	21	22					18	14	Good	Fair	Remove		Remove
20	<i>Washingtonia filifera</i>	California fan palm	1	23	19					12	13	Good	Fair	Relocate		Remove
21	<i>Washingtonia filifera</i>	California fan palm	1	28	24					45	12	Good	Fair	Remove		Remove
22	<i>Washingtonia filifera</i>	California fan palm	1	22	16					8	12	Good	Fair	Relocate		Relocate
23	<i>Washingtonia filifera</i>	California fan palm	1	24	19					43	16	Good	Fair	Remove		Remove
24	<i>Trachycarpus fortunei</i>	Windmill palm	1	10	8					22	10	Good	Good	Relocate	Relocation with 20	Relocate
25	<i>Trachycarpus fortunei</i>	Windmill palm	1	10	8					22	10	Good	Good	Relocate	Relocation with 19	Relocate
26	<i>Brahea armata</i>	Mexican blue palm	1	24	14					10	12	Good	Good	Relocate	in large grouping 23c	Relocate
27	<i>Washingtonia robusta</i>	Mexican fan palm	2	40	20	24				25	12	Good	Good	Remove	in large grouping	Remove
28	<i>Washingtonia filifera</i>	California fan palm	1	42	18					70	15	Good	Good	Remove	in large grouping 23a	Remove
29	<i>Washingtonia filifera</i>	California fan palm	1	24	16					9	12	Good	Good	Relocate	in large grouping 23b	Relocate
30	<i>Washingtonia filifera</i>	California fan palm	1	36	22					35	15	Good	Good	Remove	in large grouping	Remove
31	<i>Washingtonia filifera</i>	California fan palm	1	26	14					20	10	Good	Good	Remove	in large grouping 23d	Remove
32	<i>Trachycarpus fortunei</i>	Windmill palm	1	12	8					25	12	Good	Good	Relocate		Relocate
33	<i>Chamaerops humilis</i>	Mediterranean fan palm	2	24	6	6				5	8	Fair	Fair	Relocate		Remove
34	<i>Livistona chinensis</i>	Chinese fan palm	1	22	14					25	17	Good	Good	Relocate		Relocate
35	<i>Syagrus romanzoffianum</i>	Queen palm	1	13	13					30	25	Good	Good	Relocate		Relocate
36	<i>Syagrus romanzoffianum</i>	Queen palm	1	11	10					40	15	Good	Good	Remove		Relocate
37	<i>Syagrus romanzoffianum</i>	Queen palm	1	10	9					35	12	Good	Good	Relocate		Relocate
38	<i>Schefflera actinophylla</i>	Umbrella tree	2	12	6	5				18	25	Fair	Poor	Remove	Poor quality	Remove
39	<i>Washingtonia robusta</i>	Mexican fan palm	1	36	22					75	12	Good	Good	Remove		Remove
40	<i>Washingtonia robusta</i>	Mexican fan palm	1	32	22					25	13	Good	Good	Relocate		Relocate
41	<i>Chamaerops humilis</i>	Mediterranean fan palm	2	22	8	8				9	9	Poor	Poor	Remove	Poor quality	Remove
42	<i>Chamaerops humilis</i>	Mediterranean fan palm	2	26	9	9				6	8	Poor	Poor	Remove	Poor quality	Remove

**Attachment 1 - Tree Information Matrices - Sandman Inn**

Tree #	Botanical name	Common name	Stems	Basal diameter	D.B.H					Height (ft.)	Canopy (ft.)	Health	Structure	Tree Disposition - VA-LA (7-16-2013)	Notes	Tree Disposition - Dudek (9-26-2013)
					D1	D2	D3	D4	D5							
43	<i>Chamaerops humilis</i>	Mediterranean fan palm	1	14	12					20	14	Good	Fair	Relocate	relo w/37 2 stem in 2x6planter	Relocate
44	<i>Chamaerops humilis</i>	Mediterranean fan palm	1	14	12					30	14	Good	Fair	Relocate	relo w/36 2 stem in 2x6planter	Relocate
45	<i>Washingtonia robusta</i>	Mexican fan palm	1	36	20					33	17	Good	Good	Relocate		Relocate
46	<i>Archontophoenix cunninghamian</i>	King palm	1	12	9					28	20	Good	Good	Relocate		Relocate
47	<i>Archontophoenix cunninghamian</i>	King palm	1	14	8					25	18	Fair	Good	Relocate		Remove
48	<i>Archontophoenix cunninghamian</i>	King palm	1	14	8					25	18	Fair	Good	Relocate		Remove
49	<i>Trachycarpus fortunei</i>	Windmill palm	1	12	10					20	10	Good	Good	Relocate		Relocate
50	<i>Chamaerops humilis</i>	Mediterranean fan palm	2	34	13	12				12	10	Good	Good	Relocate		Relocate
51	<i>Livistona chinensis</i>	Chinese fan palm	1	24	13					50	16	Good	Good	Relocate		Remove
52	<i>Livistona chinensis</i>	Chinese fan palm	1	24	13					50	16	Good	Good	Relocate		Remove
53	<i>Trachycarpus fortunei</i>	Windmill palm	1	12	10					20	8	Fair	Good	Relocate	In concrete	Remove
54	<i>Washingtonia robusta</i>	Mexican fan palm	1	28	16					65	15	Good	Good	Remove		Remove
55	<i>Washingtonia robusta</i>	Mexican fan palm	1	12	8					40	12	Poor	Fair	Remove	Same tree as 48	Remove
56	<i>Washingtonia robusta</i>	Mexican fan palm	1	24	23					18	13	Good	Good	Remove	Large cluster	Remove
57	<i>Washingtonia robusta</i>	Mexican fan palm	1	28	18					70	12	Good	Good	Remove	Large cluster	Remove
58	<i>Trachycarpus fortunei</i>	Windmill palm	1	12	12					15	10	Good	Good	Relocate	Close to large Washingtonia	Relocate
59	<i>Trachycarpus fortunei</i>	Windmill palm	1	10	9					9	10	Good	Good	Relocate	Large cluster	Relocate
60	<i>Washingtonia robusta</i>	Mexican fan palm	1	24	23					70	15	Good	Good	Remove	Large cluster	Remove
61	<i>Washingtonia robusta</i>	Mexican fan palm	1	24	16					70	12	Good	Fair	Remove		Remove
62	<i>Washingtonia robusta</i>	Mexican fan palm	1	24	14					50	12	Good	Fair	Remove		Remove
63	<i>Washingtonia robusta</i>	Mexican fan palm	1	24	14					55	12	Good	Fair	Remove		Remove
64	<i>Washingtonia robusta</i>	Mexican fan palm	1	24	14					70	12	Good	Fair	Remove		Remove
65	<i>Schefflera actinophylla</i>	Umbrella tree	1	24	12					25	25	Good	Fair	Remove		Remove
66	<i>Syagrus romanzoffianum</i>	Queen palm	1	13	10					27	20	Fair	Fair	Relocate	in concrete	Remove
67	<i>Syagrus romanzoffianum</i>	Queen palm	1	13	10					27	20	Fair	Fair	Relocate	in concrete	Remove
68	<i>Jacaranda mimosifolia</i>	Jacaranda	2	34	20	22				40	40	Fair	Fair	Remove		Remove
69	<i>Jacaranda mimosifolia</i>	Jacaranda	1	25	23					35	40	Fair	Fair	Remove		Remove
70	<i>Syagrus romanzoffianum</i>	Queen palm	1	18	14					45	18	Fair	Fair	Remove		Remove
71	<i>Syagrus romanzoffianum</i>	Queen palm	1	18	14					40	18	Fair	Fair	Remove		Remove
72	<i>Syagrus romanzoffianum</i>	Queen palm	1	15	16					30	17	Good	Fair	Relocate	spiked	Remove
73	<i>Washingtonia robusta</i>	Mexican fan palm	1	25	22					40	15	Fair	Fair	Remove		Remove
74	<i>Schefflera actinophylla</i>	Umbrella tree	3	12	2	2	2			12	8	Good	Poor	Remove		Remove
75	<i>Schefflera actinophylla</i>	Umbrella tree	1	20	16					24	22	Fair	Fair	Remove		Remove
76	<i>Washingtonia robusta</i>	Mexican fan palm	1	30	24					65	15	Fair	Fair	Remove		Remove
77	<i>Jacaranda mimosifolia</i>	Jacaranda	1	24	22					35	45	Poor	Fair	Remove		Remove
78	<i>Jacaranda mimosifolia</i>	Jacaranda	1	25	18					30	40	Fair	Fair	Remove		Remove
79	<i>Koelreuteria paniculata</i>	Goldenrain tree	1	12	7					20	23	Good	Good	Remove		Remove
80	<i>Koelreuteria paniculata</i>	Goldenrain tree	1	12	6	5				20	23	Good	Fair	Remove		Remove
81	<i>Koelreuteria paniculata</i>	Goldenrain tree	1	11	8					16	25	Good	Fair	Remove		Remove
82	<i>Schefflera actinophylla</i>	Umbrella tree	1	20	12					25	20	Fair	Poor	Protect in place		Protect in place
83	<i>Archontophoenix cunninghamian</i>	King palm	1	13	9					20	20	Fair	Good	Relocate		Remove
84	<i>Archontophoenix cunninghamian</i>	King palm	1	15	12					25	20	Fair	Good	Relocate		Remove
85	<i>Ficus benjamina</i>	Weeping Benjamin fig	10	30	9	12	12	8	7	30	35	Fair	Poor	Protect in place		Protect in place
86	<i>Cedrus atlantica "Glauca"</i>	Blue cedar	3	25	14	17	12			45	50	Good	Good	Protect in place		Protect in place
87	<i>Erythrina caffra</i>	Coral tree	3	48	17	20	13			40	40	Fair	Poor	Remove		Remove
88	<i>Jacaranda mimosifolia</i>	Jacaranda	2	32	18	22				45	40	Fair	Fair	Remove		Remove
89	<i>Washingtonia robusta</i>	Mexican fan palm	1	28	25					55	18	Good	Fair	Remove		Remove
90	<i>Syagrus romanzoffianum</i>	Queen palm	1	12	11					30	20	Good	Fair	Relocate		Remove
91	<i>Yucca gigantea</i>	Dracaena	1	48	32					18	12	Good	Fair	Remove	in concrete	Remove
92	<i>Jacaranda mimosifolia</i>	Jacaranda	1	26	24					30	30	Fair	Fair	Remove		Remove
93	<i>Syagrus romanzoffianum</i>	Queen palm	1	15	13					34	20	Good	Good	Relocate		Relocate

**Attachment 1 - Tree Information Matrices - Sandman Inn**

Tree #	Botanical name	Common name	Stems	Basal diameter	D.B.H					Height (ft.)	Canopy (ft.)	Health	Structure	Tree Disposition - VA-LA (7-16-2013)	Notes	Tree Disposition - Dudek (9-26-2013)
					D1	D2	D3	D4	D5							
94	<i>Syagrus romanzoffianum</i>	Queen palm	1	15	13					34	20	Good	Good	Relocate		Relocate
95	<i>Syagrus romanzoffianum</i>	Queen palm	1	15	13					34	20	Good	Good	Remove	spiked proximity to building and trees	Remove
96	<i>Yucca gigantea</i>	Dracaena	1	30	9					12	8	Good	Fair	Remove		Remove
97	<i>Chamaerops humilis</i>	Mediterranean fan palm	3	28	9	9	9			12	15	Good	Fair	Relocate		Remove
98	<i>Syagrus romanzoffianum</i>	Queen palm	1	18	15					30	12	Good	Fair	Relocate		Remove
99	<i>Syagrus romanzoffianum</i>	Queen palm	1	12	10					20	10	Good	Fair	Remove		Remove
100	<i>Washingtonia robusta</i>	Mexican fan palm	1	32	24					60	12	Good	Fair	Remove		Remove
101	<i>Washingtonia robusta</i>	Mexican fan palm	1	32	24					60	12	Good	Fair	Remove		Remove
102	<i>Syagrus romanzoffianum</i>	Queen palm	1	16	14					45	18	Good	Fair	Remove		Remove
103	<i>Yucca gigantea</i>	Dracaena	1	32	18					24	12	Good	Fair	Remove		Remove
104	<i>Archontophoenix cunninghamiana</i>	King palm	1	14	8					32	15	Fair	Fair	Remove		Remove
105	<i>Archontophoenix cunninghamiana</i>	King palm	1	14	8					32	15	Fair	Fair	Remove		Remove
106	<i>Washingtonia robusta</i>	Mexican fan palm	1	30	25					45	15	Good	Fair	Remove		Remove
107	<i>Ficus benjamina</i>	Weeping Benjamin fig	1	20	27					38	35	Good	Fair	Remove		Remove
108	<i>Syagrus romanzoffianum</i>	Queen palm	1	10	7					25	12	Good	Good	Remove	Root interference from ficus	Remove
109	<i>Washingtonia robusta</i>	Mexican fan palm	1	37	18					70	15	Good	Good	Remove		Remove
110	<i>Brahea edulis</i>	Guadalupe palm	1	18	14					15	12	Good	Poor	Remove	Lean and tied in with Washingtonia	Remove
111	<i>Brahea edulis</i>	Guadalupe palm	1	22	17					15	12	Good	Good	Relocate		Relocate
112	<i>Syagrus romanzoffianum</i>	Queen palm	1	14	10					35	20	Good	Good	Relocate		Relocate
113	<i>Schefflera actinophylla</i>	Umbrella tree	4	60	9	8	6	7		30	35	Good	Fair	Remove	Roots grafted with nearby tree	Remove
114	<i>Syagrus romanzoffianum</i>	Queen palm	2	39	23	20				60	25	Good	Fair	Remove		Remove
115	<i>Washingtonia robusta</i>	Mexican fan palm	1	30	25					65	12	Fair	Fair	Remove		Remove
116	<i>Washingtonia robusta</i>	Mexican fan palm	2	45	22	8				65	20	Good	Fair	Remove		Remove
117	<i>Ficus benjamina</i>	Weeping Benjamin fig	4	25	8	8	16	10		35	35	Good	Poor	Remove		Remove
118	<i>Ficus benjamina</i>	Weeping Benjamin fig	5	24	4	4	6	8	12	30	30	Good	Fair	Remove		Remove
119	<i>Chamaerops humilis</i>	Mediterranean fan palm	2	20	12	4				13	12	Good	Fair	Relocate		Remove
120	<i>Chamaerops humilis</i>	Mediterranean fan palm	1	20	10					6	8	Good	Good	Relocate		Relocate
121	<i>Washingtonia robusta</i>	Mexican fan palm	1	25	17					65	12	Good	Fair	Remove		Remove
122	<i>Washingtonia robusta</i>	Mexican fan palm	1	25	17					75	8	Poor	Fair	Remove		Remove
123	<i>Brahea edulis</i>	Guadalupe palm	1	32	16					12	12	Fair	Fair	Relocate		Remove
124	<i>Brahea edulis</i>	Guadalupe palm	1	22	15					12	12	Fair	Fair	Relocate		Remove
125	<i>Syagrus romanzoffianum</i>	Queen palm	1	18	14					45	20	Good	Fair	Remove		Remove
126	<i>Syagrus romanzoffianum</i>	Queen palm	1	18	15					45	20	Good	Poor	Remove		Remove
127	<i>Yucca gigantea</i>	Dracaena	3	34	10	4	4			22	12	Good	Fair	Remove		Remove
128	<i>Schefflera actinophylla</i>	Umbrella tree	5	25	4	4	6	4	6	22	20	Good	Fair	Remove		Remove
129	<i>Schefflera actinophylla</i>	Umbrella tree	4	22	4	4	6	4		20	18	Good	Fair	Remove		Remove
130	<i>Schefflera actinophylla</i>	Umbrella tree	4	22	19	4	6	4		20	18	Good	Fair	Remove		Remove
131	<i>Schefflera actinophylla</i>	Umbrella tree	3	25	11	5	4			18	17	Good	Fair	Remove		Remove
132	<i>Syagrus romanzoffianum</i>	Queen palm	1	15	15					30	20	Good	Fair	Relocate		Remove
133	<i>Syagrus romanzoffianum</i>	Queen palm	1	14	12					35	18	Good	Good	Relocate		Relocate
134	<i>Syagrus romanzoffianum</i>	Queen palm	1	20	18					40	20	Good	Very Poor	Remove		Remove
135	<i>Schefflera actinophylla</i>	Umbrella tree	6	14	4	4	3	3	4	20	20	Fair	Fair	Remove		Remove
136	<i>Syagrus romanzoffianum</i>	Queen palm	1	15	15					30	20	Good	Fair	Relocate		Remove
137	<i>Schefflera actinophylla</i>	Umbrella tree	6	27	4	4	4	3	4	18	15	Fair	Fair	Remove		Remove
138	<i>Syagrus romanzoffianum</i>	Queen palm	1	15	13					35	18	Fair	Fair	Relocate		Remove
139	<i>Syagrus romanzoffianum</i>	Queen palm	1	18	15					45	18	Fair	Fair	Remove		Remove
140	<i>Schefflera actinophylla</i>	Umbrella tree	2	15	6	2				20	12	Fair	Poor	Remove		Remove

**Attachment 1 - Tree Information Matrices - Sandman Inn**

Tree #	Botanical name	Common name	Stems	Basal diameter	D.B.H					Height (ft.)	Canopy (ft.)	Health	Structure	Tree Disposition - VA-LA (7-16-2013)	Notes	Tree Disposition - Dudek (9-26-2013)
					D1	D2	D3	D4	D5							
141	<i>Schefflera actinophylla</i>	Umbrella tree	6	38	7	5	5	5	4	25	22	Good	Fair	Remove		Remove
142	<i>Schefflera actinophylla</i>	Umbrella tree	7	38	7	5	5	5	4	25	22	Good	Fair	Remove		Remove
143	<i>Syagrus romanzoffianum</i>	Queen palm	1	15	13					35	18	Good	Fair	Relocate		Remove
144	<i>Syagrus romanzoffianum</i>	Queen palm	1	15	13					35	18	Good	Fair	Relocate		Remove
145	<i>Syagrus romanzoffianum</i>	Queen palm	1	18	17					30	20	Good	Fair	Relocate		Remove
146	<i>Syagrus romanzoffianum</i>	Queen palm	1	18	17					30	20	Good	Fair	Protect in place		Protect in place
147	<i>Ficus benamina</i>	Weeping Benjamin fig	1	14	12					22	22	Good	Fair	Protect in place		Protect in place
148	<i>Syagrus romanzoffianum</i>	Queen palm	1	16	14					30	20	Good	Fair	Relocate		Remove
149	<i>Syagrus romanzoffianum</i>	Queen palm	1	16	14					30	20	Good	Fair	Relocate		Remove
150	<i>Schefflera actinophylla</i>	Umbrella tree	10	38	7	6	8	5	4	23	20	Fair	Poor	Remove		Remove
151	<i>Schefflera actinophylla</i>	Umbrella tree	5	2	8	7	6	5	3	23	25	Fair	Fair	Remove		Remove
152	<i>Schefflera actinophylla</i>	Umbrella tree	12	2	8	7	6	5	3	23	25	Fair	Fair	Remove		Remove
153	<i>Schefflera actinophylla</i>	Umbrella tree	6	2	8	7	6	5	3	23	25	Fair	Fair	Remove		Remove
154	<i>Schefflera actinophylla</i>	Umbrella tree	4	17	8	4	6	5		23	20	Fair	Fair	Remove		Remove
155	<i>Schefflera actinophylla</i>	Umbrella tree	4	17	8	7	6	5		23	25	Fair	Fair	Remove		Remove
156	<i>Syagrus romanzoffianum</i>	Queen palm	1	18	15					28	18	Good	Poor	Remove		Remove
157	<i>Syagrus romanzoffianum</i>	Queen palm	1	28	15					55	25	Good	Fair	Protect in place		Protect in place
158	<i>Syagrus romanzoffianum</i>	Queen palm	1	9	12					28	18	Good	Very Poor	Remove		Remove
159	<i>Syagrus romanzoffianum</i>	Queen palm	1	13	12					32	20	Good	Fair	Protect in place		Protect in place
160	<i>Syagrus romanzoffianum</i>	Queen palm	1	15	13					30	16	Good	Fair	Protect in place		Protect in place
161	<i>Syagrus romanzoffianum</i>	Queen palm	1	15	13					30	16	Good	Fair	Protect in place		Protect in place
162	<i>Washingtonia robusta</i>	Mexican fan palm	1	25	18					65	15	Good	Fair	Remove		Remove
163	<i>Schefflera actinophylla</i>	Umbrella tree	1	20	18					35	20	Good	Fair	Remove		Remove
164	<i>Schefflera actinophylla</i>	Umbrella tree	4	30	15	10	8	9		35	35	Good	Fair	Remove		Remove
165	<i>Washingtonia robusta</i>	Mexican fan palm	1	32	25					75	15	Good	Fair	Remove		Remove
166	<i>Washingtonia robusta</i>	Mexican fan palm	1	25	18					65	15	Good	Fair	Remove		Remove
167	<i>Jacaranda mimosifolia</i>	Jacaranda	1	24	22					33	35	Fair	Fair	Protect in place		Protect in place
168	<i>Jacaranda mimosifolia</i>	Jacaranda	1	24	18					32	30	Fair	Fair	Protect in place		Protect in place
169	<i>Washingtonia robusta</i>	Mexican fan palm	1	22	16					70	12	Good	Fair	Remove		Remove
170	<i>Yucca gigantea</i>	Dracaena	3	48	18	5	4			22	18	Fair	Fair	Remove		Remove
171	<i>Washingtonia robusta</i>	Mexican fan palm	1	36	22					35	12	Good	Fair	Remove		Remove
172	<i>Washingtonia robusta</i>	Mexican fan palm	1	31	23					65	12	Good	Fair	Remove		Remove
173	<i>Washingtonia robusta</i>	Mexican fan palm	1	32	28					65	12	Good	Fair	Remove	Large cluster	Remove
174	<i>Washingtonia robusta</i>	Mexican fan palm	3	42	17	18	25			70	25	Good	Fair	Remove	Large cluster	Remove
175	<i>Yucca gigantea</i>	Dracaena	2	72	27	22				25	18	Good	Fair	Remove	Large cluster	Remove
176	<i>Washingtonia robusta</i>	Mexican fan palm	2	42	24	22				70	25	Good	Fair	Remove	Large cluster	Remove
177	<i>Washingtonia robusta</i>	Mexican fan palm	1	30	24					65	12	Good	Fair	Remove	Large cluster	Remove
178	<i>Washingtonia robusta</i>	Mexican fan palm	1	42	18	25				60	18	Good	Fair	Remove	Large cluster	Remove
179	<i>Washingtonia robusta</i>	Mexican fan palm	1	42	18					70	18	Good	Fair	Remove	Large cluster	Remove
180	<i>Washingtonia robusta</i>	Mexican fan palm	1	30	24					65	12	Good	Fair	Remove	Large cluster	Remove
181	<i>Washingtonia robusta</i>	Mexican fan palm	1	32	28					65	12	Good	Fair	Remove	Large cluster	Remove
182	<i>Yucca gigantea</i>	Dracaena	3	92	36	10	32			30	20	Good	Fair	Remove		Remove
183	<i>Washingtonia robusta</i>	Mexican fan palm	1	20	17					70	12	Good	Fair	Remove		Remove
184	<i>Washingtonia robusta</i>	Mexican fan palm	3	36	23	20	20			65	22	Good	Fair	Remove		Remove
185	<i>Yucca gigantea</i>	Dracaena	2	85	22	25				30	20	Good	Fair	Remove		Remove
186	<i>Washingtonia robusta</i>	Mexican fan palm	1	32	23					55	14	Good	Fair	Remove		Remove
187	<i>Washingtonia robusta</i>	Mexican fan palm	1	14	12					20	11	Good	Fair	Remove		Remove
188	<i>Yucca gigantea</i>	Dracaena	2	88	36	18				20	20	Good	Fair	Remove		Remove
189	<i>Yucca gigantea</i>	Dracaena	3	85	38	11	24			5	15	Good	Fair	Remove		Remove
190	<i>Yucca gigantea</i>	Dracaena	1	40	17					27	15	Good	Fair	Remove		Remove
191	<i>Washingtonia robusta</i>	Mexican fan palm	3	63	24	22	22			55	25	Good	Fair	Remove		Remove
192	<i>Trachycarpus fortunei</i>	Windmill palm	1	3	6					10	8	Good	Very Poor	Remove		Remove
193	<i>Washingtonia robusta</i>	Mexican fan palm	1	29	24					75	12	Good	Fair	Remove		Remove
194	<i>Washingtonia robusta</i>	Mexican fan palm	1	22	17					22	12	Good	Fair	Relocate		Remove

**Attachment 1 - Tree Information Matrices - Sandman Inn**

Tree #	Botanical name	Common name	Stems	Basal diameter	D.B.H					Height (ft.)	Canopy (ft.)	Health	Structure	Tree Disposition - VA-LA (7-16-2013)	Notes	Tree Disposition - Dudek (9-26-2013)
					D1	D2	D3	D4	D5							
195	<i>Yucca gigantea</i>	Dracaena	2	78	44	25				30	18	Good	Fair	Remove		Remove
196	<i>Washingtonia robusta</i>	Mexican fan palm	1	24	22					25	18	Good	Fair	Relocate		Remove
197	<i>Schefflera actinophylla</i>	Umbrella tree	1	5	4					12	10	Fair	Fair	Remove		Remove
198	<i>Schefflera actinophylla</i>	Umbrella tree	2	14	6	6				18	17	Fair	Very Poor	Remove		Remove
199	<i>Schefflera actinophylla</i>	Umbrella tree	4	18	6	5	4	3		22	18	Good	Fair	Remove		Remove

Row Labels	Count of Tree Disposition - Dudek (9-26-2013)
Protect in place	17
Relocate	27
Remove	155
Grand Total	199

Row Labels	Count of Tree Disposition - VA-LA (9-20-2013)
Protect in place	17
Relocate	57
Remove	125
Grand Total	199

## Attachment 2 – Tree Protection Measures

*The following sections are included as general guidelines for tree protection from construction impacts. The measures presented should be monitored by arborists and enforced by contractors and developers for maximum benefit to the trees. Additional tree protection measure for tree #86 can be found in Attachment 3 – Tree Removal and Protection Report.*

### Tree Protection Measures Prior to Construction

**Fencing:** All remaining trees that will not be relocated or removed shall be preserved and protected in place. Trees within approximately 15 feet of proposed construction activity shall be temporarily fenced with chain link or other material satisfactory to City planning staff throughout grading and construction activities. The fencing shall be installed 3 feet outside of the dripline of each tree (or edge of canopy for cluster of trees), be 4 foot tall, and staked every 6 feet. The fenced area shall be considered the tree protection zone (TPZ) unless proximate construction required temporary removal.

**Pre-Construction Meeting:** A pre-construction meeting shall be held between all contractors (including grading, tree removal/pruning, builders, etc.) and the arborist. The arborist will instruct the contractors on tree protection practices and answer any questions. All equipment operators and spotters, assistants, or those directing operators from the ground, shall provide written acknowledgement of their receiving tree protection training. This training shall include information on the location and marking of protected trees, the necessity of preventing damage, and the discussion of work practices that will accomplish such.

### Protection and Maintenance During Construction

Once construction activities have begun the following measures shall be adhered to:

**Equipment Operation and Storage:** Avoid heavy equipment operation around the trees. Operating heavy machinery around the root zones of trees will increase soil compaction, which decreases soil aeration and subsequently reduces water penetration in the soil. All heavy equipment and vehicles should, at minimum, stay out of the fenced tree protection zone, unless where specifically approved in writing and under the supervision of a Certified Arborist or as provided by the approved landscape plan.

**Storage and Disposal:** Do not store or discard any supply or material, including paint, lumber, concrete overflow, etc. within the protection zone. Remove all foreign debris within the protection zone; it is important to leave the duff, mulch, chips, and leaves around the retained trees for water retention and nutrients. Avoid draining or leakage of equipment fluids near retained trees. Fluids such as: gasoline, diesel, oils, hydraulics, brake and transmission fluids, paint, paint thinners, and glycol (anti-freeze) should be disposed of properly. Keep equipment parked at least 50 feet away from retained trees to avoid the possibility of leakage of equipment fluids into the soil. The effect of toxic equipment fluids on the retained trees could lead to decline and death.

**Grade Changes:** Grade changes, including adding fill, are not permitted within the tree protection zone, without special written authorization and under supervision by a Certified Arborist or as provided by the approved landscape plan. Lowering the grade within this area will necessitate cutting main support and feeder roots, jeopardizing the health and structural integrity of the tree(s). Adding soil, even temporarily, on top of the existing grade will compact the soil further, and decrease both

water and air availability to the trees' roots.

**Moving Construction Materials:** Care will be taken when moving equipment or supplies near the trees, especially overhead. Avoid damaging the tree(s) when transporting or moving construction materials and working around the tree (even outside of the fenced tree protection zone). Above ground tree parts that could be damaged (e.g., low limbs, trunks) should be flagged with red ribbon. If contact with the tree crown is unavoidable, prune the conflicting branch(es) using ISA standards.

**Root Pruning:** Except where specifically approved in writing or as provided in Attachment 3, all trenching shall be outside of the fenced protection zone. Roots primarily extend in a horizontal direction forming a support base to the tree similar to the base of a wineglass. Where trenching is necessary in areas that contain tree roots, prune the roots using a Dosko root pruner or equivalent. All cuts should be clean and sharp, to minimize ripping, tearing, and fracturing of the root system. The trench should be made no deeper than necessary.

**Irrigation:** Trees that have been substantially root pruned (30% or more of their root zone) will require irrigation for the first twelve months. The first irrigation should be within 48 hours of root pruning. They should be deep watered every two to four weeks during the summer and once a month during the winter (adjust accordingly with rainfall). One irrigation cycle should thoroughly soak the root zones of the trees to a depth of 3 feet. The soil should dry out between watering; avoid keeping a consistently wet soil. Designate one person to be responsible for irrigating (deep watering) the trees. Check soil moisture with a soil probe before irrigating. Irrigation is best accomplished by installing a temporary above ground micro-spray system that will distribute water slowly (to avoid runoff) and evenly throughout the fenced protection zone *but never soaking the area located within 6- feet of the tree trunk, especially during warmer months.*

**Pruning:** Do not prune any of the trees until all construction is completed. This will help protect the tree canopies from damage. All pruning shall be completed under the direction of an ISA Certified Arborist and using ISA guidelines. Only dead wood shall be removed from tree canopies.

**Washing:** During construction in summer and autumn months, wash foliage of trees adjacent to the construction sites with a strong water stream every two weeks in early hours before 10:00 a.m. to control mite and insect populations.

**Inspection:** An ISA Certified Arborist shall inspect the impacted preserved trees on a monthly basis during construction. A report comparing tree health and condition to the original, pre-construction baseline shall be submitted following each inspection. Photographs of representative trees are to be included in the report on a minimum annual basis.

## **Maintenance After Construction**

Once construction is complete the fencing may be removed and the following measures performed to sustain and enhance the vigor of the preserved trees.

**Mulch:** Provide a 4-inch mulch layer under the canopy of trees. Mulch should include clean, organic mulch that will provide long-term soil conditioning, soil moisture retention, and soil temperature control.

**Pruning:** The trees will not require regular pruning. Pruning should *only* be done to maintain clearance and remove broken, dead or diseased branches. Pruning shall only take place following a recommendation by an ISA Certified Arborist and performed under the supervision of an ISA

Certified Arborist. No more than 20% of the canopy shall be removed at any one time. All pruning shall conform to International Society of Arboriculture standards.

Watering: The natural trees that are not disturbed should not require regular irrigation, other than the twelve months following substantial root pruning. However, soil probing will be necessary to accurately monitor moisture levels. Especially in years with low winter rainfall, supplemental irrigation for the trees that sustained root pruning and any newly planted trees may be necessary. The trees should be irrigated *only* during the winter and spring months.

Watering Adjacent Plant Material: All plants near the trees shall be compatible with water requirements of said trees. The surrounding plants should be watered infrequently with deep soaks and allowed to dry out in-between, rather than frequent light irrigation. The soil shall not be allowed to become saturated or stay continually wet. Irrigation spray shall not hit the trunk of any tree. A 60-inch dry-zone shall be maintained around all tree trunks. An above ground micro-spray irrigation system is recommended over typical underground pop-up sprays.

Washing: Periodic washing of the foliage is recommended during construction but no more than once every two weeks. Washing should include the upper and lower leaf surfaces and the tree bark. This should continue beyond the construction period at a less frequent rate with a high-powered hose only in the early morning hours. Washing will help control dirt/dust buildup that can lead to mite and insect infestations.

Spraying: If the trees are maintained in a healthy state, regular spraying for insect or disease control should not be necessary. If a problem does develop, an ISA Certified Arborist should be consulted; the trees may require application of insecticides to prevent the intrusion of bark-boring beetles and other invading pests. All chemical spraying should be performed by a licensed applicator under the direction of a licensed pest control advisor.

Inspection: All trees that were impacted during construction within the tree protection zone should be monitored by an ISA Certified Arborist for the first five years after construction completion. The Arborist shall submit an annual report, photograph each tree and compare tree health and condition to the original, pre-construction baseline.



**Attachment 3**

***Tree Removal and Preservation/Protection - 3714-3744 State Street, Santa  
Barbara, CA***

September 25, 2013

7468-1

City of Santa Barbara Parks and Recreation Commission  
City Hall  
P.O. Box 1990  
Santa Barbara, CA 93102

**Subject: Tree Removal and Preservation/Protection - 3714-3744 State Street,  
Santa Barbara, CA**

Dear: Santa Barbara Parks and Recreation Commission:

The following letter regards the proposed disposition of one (1) Jacaranda (*Jacaranda mimosifolia*) tree and the proposed preservation of one (1) Blue Atlas Cedar (*Cedrus atlantica 'Glauca'*) tree, located at 3714-3744 State Street (The Sandman Inn) in Santa Barbara, CA. Recently, the City of Santa Barbara's Street Tree Advisory Committee advised against the removal of the Jacaranda tree and requested that site plans surrounding the cedar tree be redesigned to minimize root impacts and damage. As such, Dudek was asked by the project applicant, Kellogg Associates, to evaluate both trees' dispositions in regards to the City of Santa Barbara's Street Tree Advisory Committee recommendations. Further, we were asked to provide recommendations regarding the health and structure of the Jacaranda and to develop supplemental tree protection measures for the cedar. To that end, the following sections provide additional information for consideration prior to finalizing decisions.

## ASSESSMENT

The trees referenced in this letter were evaluated as part of the 2013 Sandman Inn Tree inventory that was conducted on June 20<sup>th</sup>, 2013. Dudek's arborists, certified by the International Society of Arboriculture (ISA), updated the 2006 tree inventory (conducted by Peter Winn 2006) by collecting basic tree attribute information that would aid in classification of the trees as preservation, relocation or removal trees. Tree attributes evaluated and recorded included species, trunk diameter, height, crown spread, and overall external condition. Tree diameters were measured using a diameter tape. Diameter measurements were collected using standard protocol described by the Council of Tree and Landscape Appraisers in the "Guide for Plant Appraisal," published by the International Society of Arboriculture (Council of Tree and Landscape Appraisers 2000).

Tree height measurements were based on ocular estimates of experienced field arborists. Tree canopy spread diameters were estimated by "pacing-off" the measurement based on the investigator's knowledge of his stride length or by visually estimating the maximum canopy width. The tree crown diameter measurements were made along an imaginary line intersecting the tree trunk that best approximated the canopy diameter at its widest point. Canopy measurements for this assessment were augmented with landscape plans which include canopy coverage based on aerial image tree crown extents.

Pursuant to the Guide for Plant Appraisal, tree health and structure were evaluated with respect to five distinct tree components: roots, trunk, scaffold branches, small branches, and foliage. Each tree component was assessed with regard to health factors such as insect, fungal or pathogen damage, mechanical damage, presence of decay, presence of wilted or dead leaves, and wound closure. Components were graded as *good*, *fair*, *poor*, and *dead* with 'good' representing no apparent problems, and 'dead' representing a dying and/or dead tree. This method of tree condition rating is comprehensive and results in ratings that are useful for determining the status of trees based on common urban forestry standards. Note that no subterranean or internal tree probing was conducted as part of this tree assessment. The assessment was a standard tree inventory assessment that did not include more extensive hazard assessment protocols.

## TREE OBSERVATIONS

### Tree #88 - Jacaranda

Tree #88 is a medium to large sized jacaranda tree, estimated to be 30+ years old. It is located near the main office at the Sandman Inn, set back from State Street roughly 20 feet. The tree is located in an irrigated, island planter, surrounded by turf and other landscaping vegetation within, and concrete/pavement outside, the planter (*Attachment 1 – Photograph Log*). The tree is multi-stemmed with 2 individual trunks that bifurcate at the base of the tree and include a narrow angle of attachment at the intersection/crotch. The individual trunk diameters are 18 inches and 22 inches at breast height (4.5 feet above ground level). The tree's canopy reaches approximately 45 feet in height and extends nearly 40 feet across at its widest point. Approximately 35% of the tree canopy and drip-line is over the adjacent concrete/pavement. The jacaranda's canopy is medium to large sized. Overall, the tree appears to be in fair or slightly below average health and structural condition.. The tree's location in an irrigated turf area indicates that the soils are likely maintained in a very wet condition. Further, it appears that the irrigation may be over spraying onto the tree trunk (whitish bark area that has been "bleached" by irrigation water deposition), resulting in concentration (water flows from trunk to soil) at the root crown area. Moist soil at the root crown, especially during summery months, may facilitate the establishment and proliferation of fungal pathogens, which over time, can destroy cambium and result in wood rot. Symptoms of root issues typically are revealed in the tree's crown by thinning foliage and die-back from the tips inward.

The "poor" structural condition rating exhibited by this tree results from poor branch architecture, including poor branch and stem attachments (multiple branches at the same connection), included bark (where two large branches are too close together and will cause failure of one or both over time), and evidence of potential rot at old pruning wounds within the upper canopy. The tree appears to have not received proper branch "training" for the first few years following it's planting, nor as-needed during its development.

### Tree #86 – Blue Atlas cedar

Tree #86 is a medium to large sized Blue Atlas Cedar located near the main office at the Sandman Inn. The tree is located in a small island planter, immediately adjacent to a concrete patio. The cedar is surrounded by irrigated, landscape vegetation (*Attachment 1 – Photograph Log*). The tree is multi-stemmed with 3 individual trunks that originate at the base of the tree. The individual trunk diameters are 14 in., 17 in. and 12 in. at 4.5 feet above ground. The tree's canopy reaches approximately 45 feet in height and extends nearly 50 feet across at its widest point. The scaffold branches that rise from the trunk intersection grow vertically (as necessitated and likely trained due to the existing covered patio) before widening at roughly 13 to 15 feet height.

Overall the tree is considered to be in good health and fair to good structural condition. As a “good” health tree, the canopy exhibits vigorous growth and lacks symptoms of stress. The “fair” to “good” structural rating results from minor branch architectural issues.

## DISCUSSION AND RECOMMENDATIONS

### Tree #88 – Jacaranda

As stated in the introduction, the City of Santa Barbara’s Street Tree Advisory Committee advised against the removal of tree #88, a medium to large sized jacaranda and recommended a re-design of the current driveway layout to preserve the tree. As such, Kellogg Associates evaluated driveway layout alternatives that took into consideration the preservation of tree #88, but maintained the original design of the proposed development footprint. Alternative driveway layouts specifically considered both lane width reduction and the removal of a proposed median. However, upon completion of the re-designed driveway entrance, it was found that approximately 50% of the tree’s root system would potentially be impacted in either scenario. Taking both the redesigned layout and the above evaluation, conducted in June of 2013, into consideration, Dudek recommends that tree #88 be removed and replaced at a ratio of 1:1 with a similar species following construction. This recommendation is based upon the tree’s apparent declining health, overall structural condition which includes poor overall structural condition with included bark at a major scaffold branch intersection low on the trunk, and potential root impacts from driveway construction. As mentioned above, the tree is exhibiting signs of potential structural issues. A more thorough evaluation would be needed to confirm the root conditions and overall tree health.

The tree is currently contributing to the landscape in which it is planted as it provides a larger stature landscape component and includes seasonal color and filtered shade. However, based on the tree’s mature/semi-mature age, it is arguable that replacing the tree with a healthy, vigorously growing tree that is hand selected from a local nursery would provide long term benefits that cannot be provided by the existing jacaranda. The replacement tree would be planted within the post-construction landscape where it will not be subject to construction related impacts. The tree could be guaranteed to establish and grow or it would be replaced at the project developer’s expense.

The existing tree provides many benefits to the City of Santa Barbara residents, including, seasonal shade, aesthetics, carbon sequestration, oxygen production, and air and water quality improvements, amongst other. It is acknowledged that the existing tree’s benefits currently outweigh those that would be provided by a replacement trees (which would be a 15 gallon or 24-inch box), but only in the short term. As the replacement tree grows, within roughly 10 years, it would begin to outpace the benefits provided by the existing tree. Thereafter, it would contribute substantially more benefits than the existing tree would as it would either be lost or require higher levels of maintenance during its decline. Therefore, we recommend that Tree #88 is removed and considered replaced by the landscape tree planting proposed for this site and to include one *Jacaranda mimosifolia*.

### Tree #86 – Blue Atlas Cedar

As previously stated, tree #86 is considered to be in “good” health and “fair” to “good” structural condition. As such, Dudek and the project applicant agree that this Blue Atlas Cedar is a quality tree that is of value to both the City of Santa Barbara and the property. The Street Tree Advisory Committee requested that the applicant investigate a potential redesign of the adjacent building to reduce the potential impacts to the Cedar. The Applicant did redesign this building to provide an atrium entry and an inverted “U” shape which emphasizes and features the retention of the Cedar. To supplement the City of Santa Barbara’s Street Tree Advisory Committee’s recommendation for redesign, Dudek believes that this tree can be protected in place within the

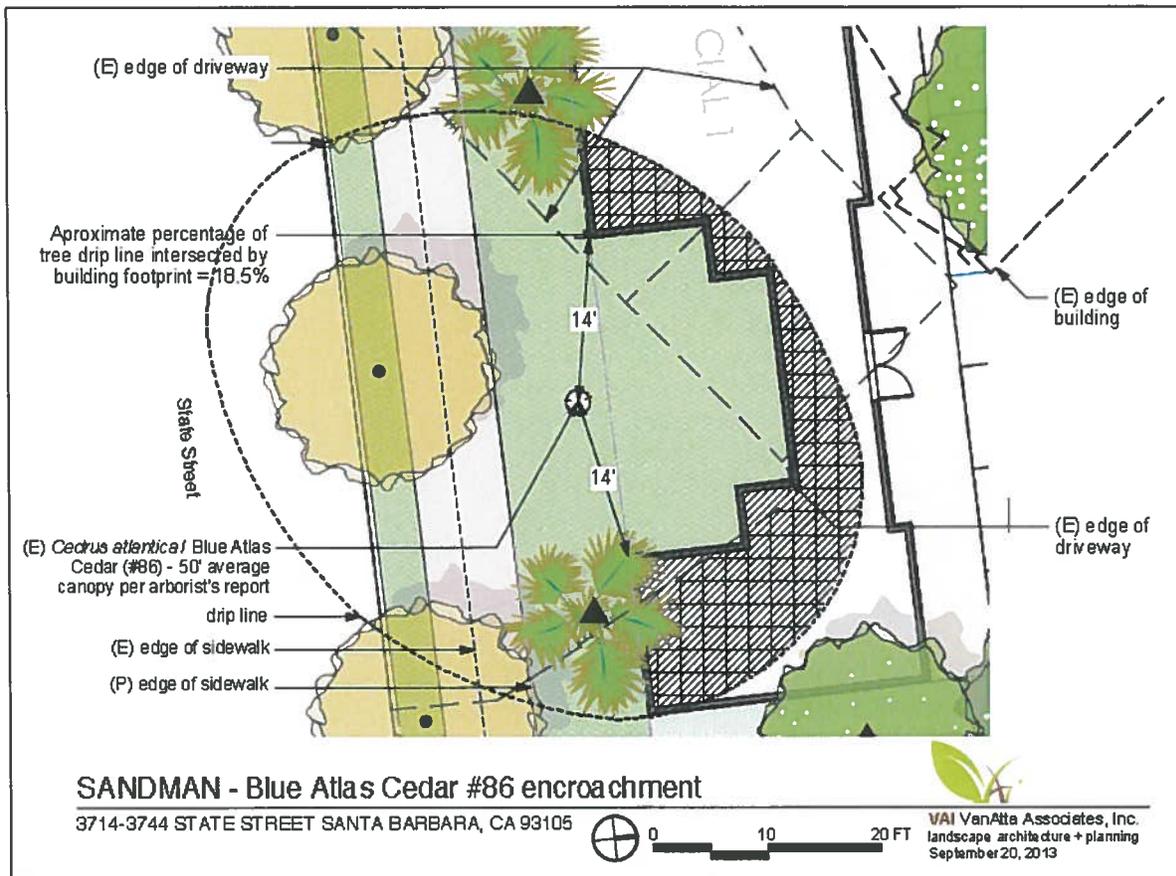
constraints of the currently proposed development footprint through a series of enhanced tree protection measures. The existing covered patio is located within a few feet of the tree and it will be deconstructed using sensitive methods and with tree protection measures to minimize impacts, as described below. The proposed building at this location will not be closer than roughly 14 feet to the tree and has been designed to largely avoid any soil disturbances adjacent the tree canopy (Figure 1). However, the foundation for the building will be built under roughly 18.5% of the tree's dripline. This does not mean that 18.5% of the tree's roots will be impacted, as foundations will require excavations of up to 24 inches deep and a few feet wide, but tree roots in this area may be more widespread and deeper, especially the structural supporting roots. Similarly, City-required sidewalk and planter areas will be constructed on the street side of the tree, under the tree's canopy. This work will require surface disturbances and irrigation related trenching, which will be minimized as much as possible.

In any case, all work near the tree and any required tree root monitoring and pruning will be supervised by a certified arborist and documentation of root impacts will be completed so that appropriate measures can be taken to minimize tree stress. The tree's scaffold branches (trunks) are vertical to about 12 to 15 feet above ground. At that point, secondary and tertiary branches occur and grow more horizontally, giving the trees its wide canopy. Some of the lower branches may require pruning or removal to avoid conflict with construction activities and/or the building roof, but the number or extent of pruning cannot be determined until construction commences in this area. A certified arborist will be on site to provide input on the need to prune and will supervise any pruning that does occur.

In order to protect this cedar to the maximum extent possible, within the constraints of the current development footprint, Dudek recommends that following tree protection strategies:

- 1) **Construction Phase Monitoring by an International Society of Arboriculture (ISA) Certified Arborist** – An ISA certified arborist shall be present during any construction activities that occur within 5 feet of the canopies drip-line. This shall include both the deconstruction/demo of the portion of the current building immediately adjacent to the tree and during all active, ground disturbing construction that is directly adjacent the tree. The onsite monitor will provide guidance and recommendations for the protection of the tree.
- 2) **Standard Tree Protection Measures** – The cedar will be provided the attached tree protection measures (Attachment 2 – Standard Tree Protection Measures) to the maximum extent possible within the constraints of the existing footprint and proposed construction.
- 3) **Deconstruction/Demo of the Adjacent Structure** – The adjacent structure will be manually deconstructed without the use of heavy machinery. Limiting heavy machinery within the critical root zone of the tree will minimize potential impacts to the trees root system and to the tree crown. Use of mini-skid steer equipment with rubber track may be acceptable and may result in a reduction in tree disturbance, but will be monitored by an arborist.
- 4) **Root Protection** – Prior to the start of construction, a 4 inch layer of mulch shall be placed on the exposed bare ground within the tree's dripline and extending just outside the drip line (as feasible). Following mulch placement,  $\frac{3}{4}$  inch plywood shall be placed over the mulch in any areas where construction activities will occur within the dripline. The mulch and plywood will aid in lessening soil compaction and help with load distribution should a mini skid-steer or similar equipment be proposed within or directly adjacent the tree's drip line.
- 5) **Pavement Removal** – All pavement that is located within the drip line of the tree will be

Figure I. Canopy Extents and Planned Construction



manually removed using root sensitive techniques, where the pavement is broken up and “peeled” back in small sections to minimize root damage. This may be accomplished with the use of a mini skid steer or similar equipment with rubber track.

- 6) **Deconstruction within the Dripline** – No new construction will occur within 13 feet of the trunk on the side(s) of the tree adjacent to the proposed building following the removal of the adjacent structure. Furthermore, new construction which will occur within 5 feet of the tree’s dripline on the remaining sides of the tree shall be minimized to the extent practical and shall be performed under the guidance of an ISA Certified Arborist at all times.. Prior to commencing deconstruction of the adjacent building, a 4-foot high, orange-webbing, polypropylene barricade fence with tree protection signs shall be erected around the preserved cedar tree prior to the start of deconstruction activities. The fence will be placed at the edge of the work activity zone. If the above conditions result in the fence being closer than 4 feet to the tree trunk, the trunk should be protected with strapped-on planking to a height of 8 feet (or to the limits of the lower branching) in addition to the reduced fencing. Once deconstruction is completed, the fencing will be re-positioned outward as far as possible to the edge of the construction zone.
- 7) **Excavation within the Tree’s Dripline** – Any excavation, aside from pavement removal, will be conducted by hand or by backhoe under the supervision of an ISA Certified Arborist.

Manual digging will minimize root damage and help to avoid the removal of supporting buttress roots. Backhoe use will include removal of soil in shallow layers so that the arborist can determine if tree roots are being encountered. If roots over 1/2" inch diameter are encountered, soil around them will be removed with the use of a shovel and the root will be clean-cut with a hand saw or similar.

- 8) **Permeable Ground Cover** – Any ground cover placed within the dripline of the tree shall consist of permeable material. Acceptable permeable materials include pavers, rock, pervious concrete, or other permeable materials. Permeable material that will be placed within the courtyard in these areas will enable water and oxygen exchange into the root zone, resulting in an improved growing situation for the tree and favorable conditions for roots to grow and the tree to compensate for any roots removed during construction.
- 9) **Root Pruning** – Conduct root pruning, when necessary, under the guidance of an ISA certified arborist. Root pruning shall be minimized to impact no more than 10 - 12% of the trees existing root system. Root pruning should be conducted where any roots larger than 1/2" are exposed during any grading activity near the tree. The proposed building to be constructed adjacent this tree would encompass an area under the tree of roughly 18.5% of the tree's canopy (Figure 1). Foundations for the building will require excavation up to 24 inches deep within this area. It is expected that roots will be encountered, but the extent cannot be determined until excavations begin.
- 10) **Supplemental Watering** - Supplemental watering will be provided as needed during and following construction.
- 11) **Canopy Pruning** – No canopy pruning will be conducted until all construction is completed, unless standard pruning would reduce conflict between canopy and equipment and would not remove more than 20% of the tree canopy. Pruning would be conducted according to ANSI A-300 pruning standards.
- 12) **Canopy Washing** – During construction the contractors will wash the foliage of the tree, with a strong water stream every two weeks (as necessary), during the duration of construction in early hours before 10:00 am to control mite and insect populations.
- 13) **Post Construction Monitoring** – The cedar should be evaluated on a quarterly basis for one year following construction and annually for an additional 4 years.

Construction near trees resulting in root or crown impacts can be managed and minimized, but the inherent risk of tree loss due to impacts cannot be eliminated. As such, Dudek further recommends that if tree #86 dies or its condition declines to the point where removal is required within the monitoring period, it will be replaced at a 3:1 ratio on-site, including at the location of the existing tree. A higher replacement ratio will ensure that the project applicant meets and exceeds the proposed enhanced tree protection and ensures that the City of Santa Barbara would be adequately compensated for the loss of what both parties feel is an exceptional tree.

## CONCLUSION

This report provides conclusions and recommendations based on the basic examination of a jacaranda tree and a Blue Atlas Cedar tree and their surrounding growing environment on June 20<sup>th</sup>, 2013. Arborists are tree specialists who use their education, knowledge, training and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk

of living near trees. No internal probing was conducted for this project to determine presence/absence of and general extent of internal wood rot. Similarly, no subterranean evaluations were conducted as part of this assessment. Therefore, the condition of roots and soil conditions cannot be fully determined.

Arborists cannot detect every condition that could possibly lead to the failure of a tree. Trees are living organisms that fail in ways that cannot be accurately predicted or fully understood. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree would be healthy or safe under all circumstances, or for a specified period of time. There are no guarantees that a tree's condition would not change over a short or long period due to climatic, cultural or environmental conditions. Trees provide many benefits to those who live near them. They also include inherent risk that can be minimized, but not eliminated.

I would be pleased to answer any questions or respond to any comments regarding this tree evaluation.

Sincerely,



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Michael Huff, Sr. Project Manager  
Certified Arborist No. WE 4276A





## Sandman Redevelopment Project – Revised (MST2012-00443)

### MITIGATION MEASURE MATRIX

MITIGATION MEASURE		REQUIRED/ RECOMMENDED	NOTES
AQ-1	<p>Dust Mitigation - Site Watering. During site grading and transportation of fill materials, regular water sprinkling shall occur, using reclaimed water whenever the Public Works Director determines that it is reasonably available. Water trucks or sprinkler systems shall be used in the late morning; during clearing, grading, earth moving, or transportation of cut and fill materials; and after work is completed for the day to prevent dust from leaving the project site and to create a crust after each day's activities cease. Reclaimed water shall be used if available. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.</p> <p>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. Frequency of construction site watering shall be increased when wind speeds exceed 15 miles per hour (mph) to reduce PM10 emissions.</p>	Recommended	Applicable to Current Project.
AQ-2	Dust Mitigation - Speed Limit. An on-site speed limit of 15 miles per hour shall be imposed for operation of construction vehicles on dirt surfaces.	Recommended	Applicable to Current Project.
AQ-3	<p>Dust Mitigation - Gravel Pad/Street Sweepings. Gravel pads shall be installed at all access points prior to beginning construction to prevent tracking of mud onto public roads.</p> <p>Streets adjacent to the project site shall be inspected daily for accumulation of mud, dirt, or silt on streets. Affected road segments shall be cleaned daily.</p>	Recommended	Applicable to Current Project.
AQ-4	Dust Mitigation - Stockpile Treatment. All stockpiled soil materials shall be watered regularly as needed to inhibit dust generation. Excavated material and stockpiled soil shall be covered if not being used within the next 48 hours.	Recommended	Applicable to Current Project.
AQ-5	Dust Mitigation - Grading Suspension. Grading and scraping operations will be suspended when wind speeds exceed 20 mph to reduce PM10 emissions.	Recommended	Applicable to Current Project.
AQ-6	<p>Dust Mitigation - Site Stabilization. Disturbed areas will be permanently stabilized with landscaping ground cover or site improvements as soon as practicable following the completion of earthwork.</p> <p>After clearing, grading, earth moving, or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by</p> <ol style="list-style-type: none"> <li>a. seeding and watering until grass cover is grown;</li> <li>b. spreading soil binders;</li> <li>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;</li> <li>d. other methods approved in advance by the Air Pollution Control District.</li> </ol> <p>All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</p>	Recommended	Applicable to Current Project.
AQ-7	Dust Mitigation - Truck Covering. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) section 23114 ("freeboard" means vertical space between the top of the load and top of the trailer).	Recommended	Applicable to Current Project.
AQ-8	Dust Mitigation - Monitor. The contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the City and SBCAPCD prior to	Recommended	Applicable to Current Project.

	permit clearance for grading.		
AQ-9	Dust Mitigation - Plan Specifications. Prior to grading permit clearance, the applicant shall include all dust control requirements as notes on construction grading and building plans.	Recommended	Applicable to Current Project.
AQ-10	Diesel Vehicle Emissions Control. Operators of diesel-powered vehicles should turn off the engine after 5 minutes when the vehicle is not in motion, keep the vehicles well-tuned and maintained, and retrofit engines with pollution-control devices. Consideration should be given to purchasing trucks and buses that meet new US EPA standards ahead of schedule. Vehicle owners should use ultra-low-sulfur fuel in combination with pollution control equipment such as particulate matter filters.	Recommended	Applicable to Current Project.
AQ-11	<p>Construction Equipment Emissions. As of June 15, 2008, fleet owners are subject to sections 2449, 2449.1, 2449.2, and 2449.3 in Title 13, Article 4.8, Chapter 9, of the California Code of Regulations (CCR) to reduce diesel particulate matter and criteria pollutant emissions from in-use off-road diesel-fueled vehicles. The following shall be adhered to during project grading and construction to reduce NOX and PM2.5 emissions from construction equipment:</p> <ul style="list-style-type: none"> <li>• All portable construction equipment shall be registered with the state's portable equipment registration program OR permitted by the district by September 18, 2008.</li> <li>• Diesel construction equipment meeting the California Air Resources Board's Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting Tier 2 or higher emission standards should be used to the maximum extent feasible.</li> <li>• The engine size of construction equipment shall be the minimum practical size.</li> <li>• The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.</li> <li>• Construction equipment shall be maintained in tune per the manufacturer's specifications.</li> <li>• Construction equipment operating on site shall be equipped with two- to four-degree engine timing retard or pre-combustion chamber engines.</li> <li>• Catalytic converters shall be installed on gasoline-powered equipment, if feasible.</li> <li>• Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by US EPA or California shall be installed on equipment operating on site.</li> <li>• Diesel powered equipment should be replaced by electric equipment whenever feasible.</li> <li>• Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible.</li> </ul>	Recommended	Applicable to Current Project.
AQ-12	Construction Equipment Operations. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number of equipment is operating at any one time. The construction contractor shall ensure that work crews shut off equipment when not in use. In addition, California's more recent anti-idling regulations (with some exemptions) require that drivers of diesel-fueled commercial vehicles weighing more than 10,000 pounds (1) shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, and (2) shall not use diesel-fueled auxiliary power units for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle equipped with a sleeper berth, at any location.	Recommended	Applicable to Current Project.
AQ-13	Architectural Coating Emissions. Compliance with the SBCAPCD Rules and Regulations on the use of architectural coatings shall be implemented as applicable, including using pre-coated/natural-colored building materials, using water-based or low-ROC coating, and using coating transfer or spray equipment with high transfer efficiency.	Recommended	Applicable to Current Project.

AQ-14	Asbestos. The project applicant shall complete and submit a SBAPCD Asbestos Demolition and Renovation Compliance Checklist at least 10 days prior to the commencement of any demolition activities.	Recommended	Applicable to Current Project.
AQ-15	Construction Worker Trips. Construction worker trips should be minimized by requiring carpooling and by providing for lunch on site.	Recommended	Applicable to Current Project.
BIO-1	Seasonal Restriction. Removal of trees during initial site development should be limited to the time period between September 1 and January 31. If tree removal or construction is to occur during the bird nesting season (February 1 through August 31), a City-approved biologist shall conduct a survey at the site for active nests two weeks prior to any scheduled tree removal, tree pruning, development, or grading. If active nests are located, setbacks for construction work would be required until the nest is no longer active or the young have fledged. If no active nests are found, the construction, tree removal, or grading restrictions specified in this section shall not apply.	Recommended	Applicable to Current Project.
CR-1	<p>Unanticipated Archaeological Resources Contractor Notification. Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and the applicant shall retain an archaeologist from the most current City Qualified Archaeologists List. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.</p> <p>If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. 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 Environmental Analyst grants authorization.</p> <p>If the discovery consists of possible prehistoric or Native American artifacts or materials, 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 Environmental Analyst grants authorization.</p>	Recommended	Applicable to Current Project.
G-1	Geotechnical Recommendations. Site preparation and project construction related to soil conditions and seismic hazards shall be in accordance with the recommendations contained in the Soils Engineering Report, prepared by Earth Systems Pacific, dated September 25, 2003. Compliance shall be demonstrated on plans submitted for grading and building permits.	Required	Applicable to Current Project.
N-3	Exterior Residential Areas. Usable residential exterior areas (patios, balconies, courtyards) shall be oriented away from State Street to the extent feasible, and preferably shielded from roadways by the structures themselves.	Required	Applicable to Current Project.
N-4	Pavement. The residential parking lot driveway shall be paved with a coating to reduce tire squeal. This coating would consist of granulate rubber made from used tires as its aggregate and urethane resin as its binder.	Required	N/A because this mitigation measure addressed noise from tire squeal as cars accelerated up the parking garage ramp, and the underground parking garage has been eliminated from project (mitigated through Current Project design).
N-5	Left Turns. Prohibit left turns onto State Street from the residential parking lot to eliminate sudden car accelerations that could otherwise occur when making this turn.	Required	N/A because this mitigation measure addressed noise from cars accelerating up the parking garage ramp in order to make a left turn out of the parking garage, and the

			underground parking garage has been eliminated from project and left turns have been prohibited through implementation of mitigation measure T-5 (extension of median) (mitigated through Current Project design).
N-6	<p>Construction Notice to Neighborhood. At least thirty (30) days prior to commencement of construction, the contractor shall provide written notice to all property owners and building occupants within 450 feet of the project area that proposed construction activities could substantially affect outdoor or indoor living areas. The notice shall contain a description of the proposed project, a construction schedule, including days and hours of construction, a description of noise-reduction measures, the name and phone number of the Project Environmental Coordinator (PEC) who can answer questions and provide additional information or address problems that may arise associated with construction noise. A 24-hour construction hot line shall be provided. Any noise complaints received shall be documented, and, as appropriate, construction activities shall be modified to the extent feasible to address such complaints. Informational signs with the PEC's name and telephone number shall also be posted at the site and shall be easily viewed from adjacent public areas.</p>	Required	Applicable to Current Project.
N-7	<p>Construction Hours. Noise-generating construction activities (which may include preparation for construction work) shall be permitted weekdays between the hours of 8:00 a.m. and 5:00 p.m., excluding holidays observed by the city of Santa Barbara as legal holidays, <u>as shown below</u>:</p> <p>New Year's Day January 1st  Martin Luther King, Jr. Day 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</p> <p>When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.</p> <p>Occasional night work may be approved for the hours between 5:00 PM and 8:00 AM weekdays by the Chief of Building and Zoning (per Section 9.16.015 of the Municipal Code). In the event of such night work approval, the applicant shall provide written notice to all property owners and occupants within 450 feet of the project property boundary and the City Planning and Building Divisions at least 48 hours prior to commencement of night work. Night work shall not be permitted on weekends or holidays.</p>	Recommended	Applicable to Current Project.
N-8	<p>Construction Equipment Sound Barrier. Stationary construction equipment that generates noise that exceeds 50 dB(A) at the property boundaries shall be shielded with a barrier that meets a STC rating of 25.</p>	Recommended	Applicable to Current Project.
N-9	<p>Construction Equipment Sound Control. All construction equipment powered by internal combustion engines shall be properly muffled and maintained. No internal combustion engine shall be operated on the site without a muffler. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers. Unnecessary idling of internal combustion engines shall be prohibited.</p>	Recommended	Applicable to Current Project.
N-10	<p>Construction Noise Barrier. Air compressors and generators used for construction shall be surrounded by temporary acoustical shelters. Whenever feasible, electrical power shall be used to run air compressors and similar power tools.</p>	Recommended	Applicable to Current Project.
N-11	<p>Window Replacement. The applicant shall offer to have a minimum 4-millimeter-thick, double-paned glass installed in the first- and second-story windows of the residences that face the project site.</p>	Required	No longer applicable to the short-term noise impact because elimination of the underground parking garage (resulting in a shorter construction

			period and less noise-generating equipment at the property line) and proposed construction phasing (where buildings along the rear property line would be constructed first to provide an additional noise buffer) have significantly reduced the potential noise impacts to adjacent residents (refer to updated Construction Noise Analysis (Dudek, 2013))
N-12	Air Conditioning. The applicant shall offer to install temporary air conditioning in those residential units adjacent to the project site that do not already have this feature to allow residents to keep their windows closed during construction activities.	Required	No longer applicable to the short-term noise impact because the elimination of the underground parking garage (resulting in a shorter construction period and less noise-generating equipment at the property line) and proposed construction phasing (where buildings along the rear property line would be constructed first to provide an additional noise buffer) have significantly reduced the potential noise impacts to adjacent residents (refer to updated Construction Noise Analysis (Dudek, 2013))
N-13	Construction Sound Barrier Wall. Install a temporary construction sound barrier wall along the northern half of the western edge of the project site, the entire northern end of the site, and the northern half of the eastern edge of the project site. <u>The wall can be a combination of existing, proposed and temporary wall structures provided it offers the same noise attenuation identified below.</u> <u>Project-specific examples are identified as mitigation measures 6 through 9 in the Supplemental Noise Study prepared by Dudek (August 2013).</u> The barrier should be made of sound-attenuating material (not landscaping). The noise barrier can be constructed from concrete, masonry, wood, metal, or other materials determined to be appropriate by the City. To effectively reduce sound transmission through the barrier, the material chosen must be rigid and sufficiently dense (at least 20 kilograms/square meter). All noise barrier material types are equally effective, acoustically, if they have this density. The barrier shall be of sufficient height to block direct line of sight to the first story of adjacent residential uses. It is estimated that a noise barrier of the prescribed density would reduce average noise levels to sensitive receptors by up to 5 dB if the barrier blocks direct line of sight, and an additional 1.5 dB for each meter of barrier height for those uses blocked from direct line of sight.	Recommended	Applicable to Current Project. Additional text added to reference functional equivalent mitigation measures identified in the Construction Noise Study prepared by Dudek and dated August 2013, which more accurately address existing boundary wall conditions along segments of the site perimeter that will be preserved under the Current Project.
N-14	Interior Noise Reduction for Residential Units Adjacent to <del>to</del> <u>Near</u> State Street. a. The walls, doors, and windows of residential units closest to State Street shall be constructed to include sufficient noise attenuation to reduce interior levels to a CNEL of 45 dB(A). b. Windows shall have a minimum Standard Transmission Class (STC) of 35 and be properly installed, weather-stripped, and insulated. c. Doors with a minimum STC of 35 shall be used for doorways facing State Street and shall be insulated in conformance with California Title 24 requirements. d. Roof or attic vents facing State Street shall be baffled. e. Air conditioning or a mechanical ventilation system shall be installed in the two dwelling units outside the 60 dB noise corridor so that windows and doors may remain closed. Ventilation systems shall be installed and operable prior to Certificate of Occupancy.	Recommended	Applicable to Current Project. Updated to reflect Current Project design.
N-15	Interior Noise Reduction for <del>Office Units Adjacent to</del> <u>Commercial Development</u> <del>Near</del> State Street. The walls, doors, and windows of office/ <u>commercial</u> units adjacent to State Street shall be constructed to include sufficient noise	Recommended	Applicable to Current Project. Updated to reflect Current Project design.

	attenuation to reduce interior levels to a CNEL of 50 dB(A).		
PS-2	<p>Trash Enclosure Provision and Design. A trash enclosure with adequate area for recycling containers shall be provided on each property and screened from view from surrounding properties and the street. Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five (5) feet of combustible walls, openings, or roofs unless protected with fire sprinklers. Project trash container areas shall incorporate approved long-term structural storm water best management practices (BMPs) to protect water quality. The applicant shall submit project plans to the satisfaction of <del>Public Works Engineering and Solid Waste Department</del> <u>Environmental Services Division</u> that incorporate long-term structural BMPs for trash storage areas to protect storm water quality. The owners shall maintain these structural storm water quality protections in working order for the life of the project, and shall inspect them at least annually and report to the City annually.</p>	Recommended	Applicable to Current Project. Updated to reference the Environmental Services Division, which handles solid waste issues in the City.
PS-3	<p>Waste Management Plan. The applicant shall develop and implement a solid waste management plan to reduce waste generated by construction and demolition activities. Consistent with City of Santa Barbara ordinances, and in order to achieve the waste diversion goals required by state law, the contractor may choose to separate waste and recyclables on site or use a combination of source separation and a construction and demolition (C&amp;D) sorting facility. The solid waste management plan shall include the following:</p> <ol style="list-style-type: none"> <li>1. Contact information: The name and contact information of who will be responsible for implementing the solid waste management plan.</li> <li>2. Waste assessment: A brief description of the proposed project wastes to be generated, including types and estimated quantities during the construction phase of this project. A minimum of 90 percent of demolition and construction materials shall be recycled or reused.</li> <li>3. Recycling and waste collection areas: Waste sorting and/or collection and/or recycling areas shall be clearly indicated on the project plans and approved by the City Solid Waste Specialist.</li> <li>4. Transportation: A description of the means of transportation of recyclable materials and waste (whether materials will be site-separated and self-hauled to designated centers, or whether mixed materials will be collected by a waste hauler and removed from the site to be processed) and destination of materials.</li> <li>5. Landfill information: The name of the landfill(s) where trash will be disposed of and a projected amount of material that will be landfilled.</li> <li>6. Meetings: A description of meetings to be held between applicant and contractor to ensure compliance with the site solid waste management plan.</li> <li>7. Alternatives to landfilling: A list of each material proposed to be salvaged, reused, or recycled during the course of the project.</li> <li>8. Contingency Plan: An alternate location to recycle and/or stockpile C&amp;D in the event of local recycling facilities becoming unable to accept material (for example: all local recycling facilities reaching the maximum tons per day due to a time period of unusually large volume).</li> <li>9. Implementation and documentation of solid waste management plan: <ol style="list-style-type: none"> <li>a. Manager: The permit applicant or contractor shall designate an on-site party (or parties) responsible for instructing workers and overseeing and documenting results of the solid waste management plan for the project site foreman. The contact will notify the <del>Public Works Department</del> <u>Environmental Services Division</u> immediately should any deviance from the solid waste management plan be necessary.</li> <li>b. Distribution: The contractor shall distribute copies of the solid waste management Plan to the job site foremen, impacted subcontractors, and the architect.</li> <li>c. Instruction: The permit applicant or contractor shall provide on-site instruction of appropriate separation, handling, and recycling, salvage, reuse, and return methods to be used by all parties at the appropriate stages of project development.</li> <li>d. Separation and/or collection areas: The permit applicant or contractor shall</li> </ol> </li> </ol>	Required	Applicable to Current Project. Updated to reference the Environmental Services Division, which handles solid waste issues in the City.

	<p>ensure that the approved recycling and waste collection areas are designated on site.</p> <p>e. Construction of recycling and waste container facilities: Inspection shall be made by <del>Public Works</del> <u>the Building Division</u> to ensure the appropriate storage facilities are created in accordance with AB 2176, California State Public Resources Code 42911 and City of Santa Barbara Zoning Ordinances.</p> <p>f. Hazardous wastes: Hazardous wastes shall be separated, stored, and disposed of according to federal, state, and local regulations.</p> <p>g. Documentation: The contractor shall submit evidence at each inspection to show that recycling and/or reuse goals are being met and a summary of waste generated by the project shall be submitted on a monthly basis. Failure to submit this information shall be grounds for a stop work order. The summary shall be submitted on a form acceptable to the <del>Public Works Department</del> <u>Environmental Services Division</u> and shall contain the following information:</p> <ul style="list-style-type: none"> <li>• Disposal information: amount (in tons or cubic yards) of material landfilled; identity of the landfill; total amount of tipping fees paid at the landfill; weight tickets, manifests, receipts, and invoices (attach copies).</li> <li>• Recycling information: amount and type of material (in tons or cubic yards); receiving party; manifests, weight tickets, receipts, and invoices (attach copies).</li> <li>• Reuse and salvage information: list of items salvaged for reuse on project or campus (if any); amount (in tons or cubic yards); receiving party or storage location.</li> </ul> <p>h. Contingency Plan: The permit applicant or contractor shall detail the location and recycling of stockpiled material in the event of the implementation of a contingency plan.</p>		
T-1	<p>Final plans submitted to the Architectural Board of Review for review and approval prior to issuance of a building permit shall show the existing vegetation and fencing adjacent to the proposed new Town &amp; Country Apartment driveway being trimmed and/or removed to provide adequate sight lines along San Remo Drive in accordance with City code (SBMC §28.90.001.K). This shall apply to all landscaping and fencing on the 3715 San Remo Drive property. The owner of 3715 San Remo Drive shall request the neighboring property owner to the east to trim or remove vegetation and fencing on that property sufficient to provide adequate sight lines from the proposed new driveway, to be paid for by the owner of 3715 San Remo Drive.</p>	Required	Already implemented as part of another project.
T-2	<p>Existing on-street parking adjacent to the proposed Town &amp; Country Apartment driveway will need to be removed to allow for adequate sight lines along San Remo Drive. This will result in the loss of at least one on-street parking space along the south curb. This will include the curbfront between the proposed driveway and the remaining 3715 San Remo driveway to the west. Parking should be restricted along the south curb on San Remo Drive within 5 feet of the east side of the driveway to provide adequate sight lines along the street for exiting vehicles. This information shall be shown on final plans submitted to the Architectural Board of Review for review and approval prior to issuance of a building permit.</p>	Required	Already implemented as part of another project.
T-4	<p><u>Prohibit Left Turns into Site.</u> The proposed left-turn access from eastbound State Street should not be included as part of the proposed project in order to reduce the potential conflicts with opposing traffic on State Street, reduce the potential for queuing left-turn vehicles to block traffic and reduce potential impacts on pedestrian and bicyclists.</p>	Recommended	Applicable to Current Project. Incorporated into Current Project design.
T-5	<p><u>Extend Raised Median.</u> The raised median in front of the site on State Street should be extended to the east, or other similar treatment, to restrict left turns into and out of the site. The applicant should work with the City staff <u>Transportation Engineer</u> to determine what modifications to the existing raised median would be required to adequately accommodate the extended median, and shall confer with the City Arborist to see if new street trees are appropriate for the median. No U-Turn signage will need to be provided at the new eastern</p>	Recommended	Applicable to Current Project. Updated to more accurately reflect the City's current review process.

	end of the raised median. The revised median design shall be reviewed and approved by the City's Transportation Division and the City Engineer.		
T-6	<u>Left Turn Lane.</u> If the residential left-turn lane is allowed, the median and turn lane should be designed to accommodate No U-Turn signage, to physically restrict the ability for vehicles to turn left out of the residential driveway, and to discourage drivers from attempting U-turns at the median opening. The revised median design shall be reviewed and approved by the City's Transportation Division and the City Engineer.	Recommended	N/A because left-turn lane is not proposed by Applicant and would not be supported by City staff (mitigated by Current Project design).
T-7	<u>Garage Design.</u> Internal garage conflicts at the drive aisle junctions should be addressed to provide better sight lines between vehicles. Options include cutting back corners of some garages (locations 8 and 9 as identified in EIR Figure 7.0-12 for the proposed project, or locations 3 and 4 on EIR Figure 7.0-13 for the applicant's alternative) to improve sight lines within the garage. Circulation problems that were identified in the analysis as problematic will need to be modified or the parking spaces relocated to address congestion/conflicts in the garage.	Recommended	N/A because underground garage is no longer part of the project (mitigated by Current Project design).
T-8	<u>Assign Commercial Parking in Garage.</u> Commercial parking spaces located in the residential parking garage should be assigned to specific users to ensure greater use of the spaces.	Recommended	N/A because underground garage is no longer part of the project (mitigated by Current Project design).
T-9	<u>Assign Commercial Parking Spaces Along Driveway.</u> Spaces located along the office access driveway that are included in the total number of spaces required to meet the parking code requirement for the office use, should be marked as "for office use only" during business hours.	Recommended	N/A because commercial parking spaces are no longer provided along the access driveway (mitigated by Current Project design).
T-10	<u>Construction Waste Management Plan.</u> To reduce trips associated with export of site debris, prior to issuance of grading and/or demolition permits, the applicant shall develop and implement a solid waste management plan for review and approval by the City to reduce waste generated by construction and demolition activities. In addition, the applicant shall work with other development projects in the area to minimize the distance that export material is hauled from the site and manage the hours during which that hauling occurs to minimize the effects on area traffic.	Recommended	Applicable to Current Project.
T-11	<u>Construction Management Plan.</u> Prior to issuance of building permits, the applicant shall prepare a construction management plan for review and approval by City staff. Prior to beginning the next phase of construction, review the plan with City Engineering staff and modify as needed to ensure coordination with other area construction projects to minimize any lane closures or traffic intensive activities.  The construction management plan shall provide for: <ul style="list-style-type: none"> <li>• No hauling of bulk materials and waste shall occur during peak traffic hours.</li> <li>• Hauling of materials shall be limited along streets that have fronting residential land uses or near school sites.</li> <li>• Flagmen shall be provided at the project's truck entrance to expedite movements into and out of the site.</li> <li>• Access of all but essential construction traffic on San Remo Drive shall be limited.</li> <li>• Any lane closures required along State Street for construction should be done during off-peak hours and all lanes should be open for travel during the peak commute hours and on weekends.</li> </ul>	Recommended	Applicable to Current Project.
T-12	<u>Construction Parking/Storage/Staging.</u> Prior to issuance of building permits, the applicant shall prepare a management plan for review and approval by City staff for employee parking to eliminate intrusion into area on-street parking spaces and maximize use of available on-site parking. Construction parking and storage shall be provided as follows: <ul style="list-style-type: none"> <li>• During construction, free parking spaces for construction workers and construction shall be provided on-site or off-site in a location subject to the approval of the Public Works Director. Construction workers are prohibited from parking within the public right-of-way, except as outlined below.</li> <li>• Parking in the public right of way is permitted as posted by Municipal Code, as reasonably allowed for in the 2006 Greenbook (or latest reference), and with a</li> </ul>	Recommended	Applicable to Current Project.

	<p>Public Works permit in restricted parking zones. No more than three (3) individual parking permits without extensions may be issued for the life of the project.</p> <ul style="list-style-type: none"> <li>Storage or staging of construction materials and equipment within the public right-of-way shall not be permitted, unless approved by the Transportation Manager.</li> </ul>		
VA-1	<p><u>Tree Relocation.</u> Prior to removal of any trees, and prior to final design review, a landscape plan accommodating the relocation of existing mature palm trees particularly those considered "skyline trees" (tall [55 to 65 foot] Mexican Fan palms [<i>Washingtonia robusta</i>]) to the extent reasonably feasible shall be submitted to the City Arborist for review and approval. This plan shall include planter design specifications to ensure the long-term growth and survival of the relocated trees.</p>	Required	Applicable to Current Project.
VA-2	<p><u>Tree Removal.</u> Prior to removal of any trees, the applicant shall revise the landscape plan to include one replacement specimen tree for each mature tree (as determined by the City arborist) removed.</p>	Required	Applicable to Current Project.
W-1	<p>Construction Erosion/Sedimentation Control Plan. Project grading and construction shall be conducted in accordance with an approved erosion control plan to protect water quality throughout the duration of site preparation, earthwork, and construction process. Prior to the issuance of a demolition or building permit for the proposed project, the applicant or project developer shall prepare an erosion control plan that is consistent with the requirements outlined in the Procedures for the Control of Runoff into Storm Drains and Watercourses and the Building and Safety Division Erosion/Sedimentation Control Policy (2003). The erosion control/water quality protection plan shall specify how the required water quality protection procedures are to be designed, implemented, and maintained over the duration of the development project. A copy of the plan shall be submitted to the Community Development and Public Works Departments for review and approval, and a copy of the approved plan shall be kept at the project site.</p> <p>At a minimum, the erosion control/water quality protection plan prepared for the proposed project shall address the implementation, installation, and/or maintenance of each of the following water resource protection strategies: paving and grinding, sandbag barriers, spill prevention/control, solid waste management, storm drain inlet protection, stabilize site entrances and exits, illicit connections and illegal discharges, water conservation, stockpile management, liquid wastes, street sweeping and vacuuming, concrete waste management, sanitary/septic waste management, vehicle and equipment maintenance, vehicle and equipment cleaning, and vehicle and equipment fueling.</p>	Required	Applicable to Current Project.
W-2	<p>Minimization of Storm Water Pollutants of Concern. The applicant shall implement approved plans incorporating long-term storm water best management practices (BMPs) to minimize identified storm water pollutants of concern including automobile oil, grease and metals. The applicant shall submit project plans incorporating long-term BMPs to minimize storm water pollutants of concern to the extent feasible, and obtain approval from <del>Public Works Engineering</del><u>Creeks Division</u>. The owners association shall maintain approved facilities in working order for the life of the project, and shall inspect annually and submit report to City annually.</p>	Required	Applicable to Current Project. Updated to reflect City's current review process.
W-3	<p>Storm Drain System Stenciling and Signage. Within the project area, the applicant shall implement stenciling of all storm drain inlets and catch basins, and posting of signs at all public access points along channels and creeks, with language in English and Spanish and graphic icons prohibiting dumping, per approved plans. The applicant shall submit project plans to the satisfaction of Public Works Engineering that identify storm drain inlet locations throughout the project area, and specified wording and design treatment for stenciling of storm drain inlets and signage for public access points that prohibit dumping. The owners association shall maintain ongoing legibility of the stenciling and signage for the life of the project, and shall inspect at least annually and submit report annually.</p>	Required	Applicable to Current Project.