

**CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION**

INITIAL STUDY/ ENVIRONMENTAL CHECKLIST MST2007-00413

PROJECT: 110 W Sola Street

April 16, 2009

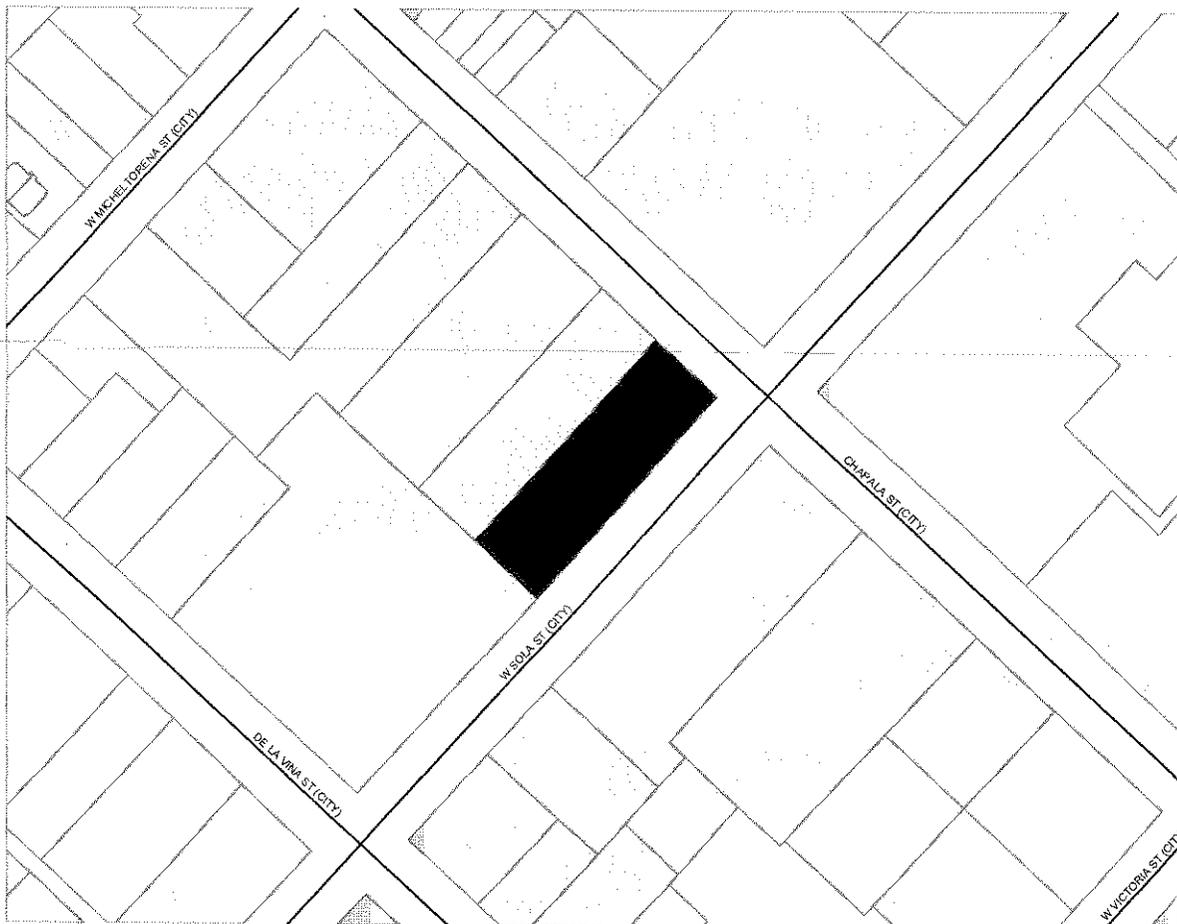
This Initial Study has been completed for the project described below because the project is subject to review under the California Environmental Quality Act (CEQA) and was determined not to be exempt from the requirement for the preparation of an environmental document. The information, analysis and conclusions contained in this Initial Study are the basis for deciding whether a Negative Declaration (ND) is to be prepared or if preparation of an Environmental Impact Report (EIR) is required to further analyze impacts. Additionally, if preparation of an EIR is required, the Initial Study is used to focus the EIR on the effects determined to be potentially significant.

APPLICANT/ PROPERTY OWNER

Applicant: Jeff Gorrell, Lenvik & Minor Architects
Owner: Carmac & Associates LLC

PROJECT ADDRESS/LOCATION

The subject property is a 15,883 square foot lot located in the Oak Park Neighborhood and the city's Central Business District. The property records have also identified the property as 1401 and 1405 Chapala Street.



PROJECT DESCRIPTION (See *Exhibit A-Project Plans*)

Project Components:

Proposal to demolish an existing, one-story 15,730 square foot commercial office building and construct a 21,370 square foot, three-story mixed-use building, with a maximum height of 39'-6". The project consists of four (4) three-bedroom residential condominium units on the second and third floors, ranging in size from 2,243 square feet to 3,430 square feet, and three (3) ground floor commercial condominium units totaling 2,399 square feet. Sixteen covered parking spaces, which include four (4) residential two-car garages (8 residential parking spaces), will be provided on the ground level of this 15,883 square foot parcel. There will be approximately 140 cubic yards of grading on the site.

Required Applications and Permits:

1. A Modification to allow the three-story structure to encroach into the required interior yard setback at the westerly property line.
2. A Tentative Subdivision Map for a one-lot subdivision to create four (4) residential and three (3) commercial condominium units (SBMC §27.07 & § 27.13)
3. Historic Landmarks Commission review and approval (SBMC §22.22)
4. A Building Permit for the demolition and new construction of a mixed use building.
5. A Public Works Permit for any work that will occur within the public right-of-way.

ENVIRONMENTAL SETTING

Existing Site Characteristics

Topography: The site has an average of 4 percent slope, sloping towards Sola Street, the southerly property line.

Seismic/Geologic Conditions:

According to the Master Environmental Assessment (MEA) Map, the project site is located in an area of the "low damage level to single family and small 2 to 3 story structures." The site is not located in an area of known or mapped faults, but would be subject to ground shaking due to earthquakes on nearby faults. The City Master Environmental Assessment (MEA) indicates that the project site is located in an area of "Minimal Liquefaction Potential." Additionally, the site is in an area subject to minimal erosion potential.

Fire. The project site is not located in a High Fire District area.

Flooding/ Drainage. The project site is not located within flood hazard zone as depicted on a Flood Insurance Rate Map (FEMA, 2005).

Biological Resources:

The project site is located in an urban setting surrounded by residential development, the Upham Hotel, senior housing, and various types of commercial development. The minimal amount of existing vegetation onsite is contained in small planters at perimeter at the public right-of-way. There are no sensitive, endangered, rare or threatened species known to occur on the site.

Archaeological Resources:

The project site is located within four cultural resource sensitivity zones as defined in the City's Master Environmental Assessment. A Phase 1 Archaeological investigation was prepared for the site in October 2008 (David Stone, Dudek). The site has been highly disturbed in the past due to previous development of the large commercial building on the site. According to the report, it is unlikely that the project site contains intact and in situ archaeological resources. However, the existing buildings on the site prevented a full surface survey from being conducted. Due to the inability to complete a full surfaced survey, the potential for archaeological resources at the site can not be ruled out.

Historic:

The building at 110 West Sola Street, formerly known as the Arlington Hotel Garage, was constructed to provide additional parking for the hotels in the area and is potentially eligible as a City Structure of Merit. The project site is within close proximity to three City Landmarks: the Mortimer Cook House (1407 Chapala Street); the Upham Hotel (1404 De La Vina Street); and the Arlington Theatre (1317 State Street).

Noise:

Noise affecting the project sites is primarily from street traffic along the northeasterly property line along Chapala Street. The City's MEA indicates that noise levels range from 60-65 dBA to greater than 70 dBA. The measured noise level at the Project site ranged between 58.2 dBA Ldn and 69.4 dBA Ldn (URS, October 2006).

Existing Land Use

Existing Facilities and Uses:

Currently the site is developed with a 15,730 square foot single story commercial building and does not provide on-site parking.

Access and Parking:

Because there is no on-site parking provided there is currently no vehicular access to site. Employees park in a number of areas including neighboring on-street parking and in rented spaces on other parcels.

PROPERTY CHARACTERISTICS

Assessor's Number:	Parcel 039-062-010	General Designation:	Plan Commercial and Residential (12 units per acre)
Zoning:	C-2	Parcel Size:	15,883 square feet
Existing Land Use:	Commercial	Proposed Land Use:	Mixed Use
Slope:	4%, flat		
SURROUNDING LAND USES:			
North:	Commercial		
South:	Multi-family Residential		
East:	Bed & Breakfast		
West:	Commercial		

PLANS AND POLICY DISCUSSION

(CEQA Guidelines 15063, Contents of Initial Study specifies inclusion of "An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls.)

Land Use and Zoning Designations:

The project site is located in the Oak Park neighborhood and has a General Plan designation of Residential 12 units per acre. The Oak Park neighborhood is bounded on the north by Mission Creek; on the south by Sola Street; on the east by State Street; and on the west by Highway 101. This neighborhood is developed with older homes that are gradually being replaced by multi-family developments. The development of the northern part of the neighborhood, above Mission Street, has been influenced by Cottage Hospital and the surrounding medical complexes. This area has seen continual transition from residential to office and multi-family uses. The project site is located within walking distance to restaurants and stores along De La Vina and State Streets. The residential development would be subject to the requirements of the C-2 Commercial Zone. Density for

residential units is determined by following the R-4 Multi-Family Residential Zone which allows for 12 units per acre. The proposed project would result in a density of approximately 10 units per acre, which, based on the above discussion, would be consistent with the Land Use and Housing Elements of the General Plan.

Housing Element:

Santa Barbara has very little vacant or available land for new residential development. Therefore, City housing policies support build out of infill housing units in the City's urban areas. The City's Housing Element encourages construction of a wide range of housing types to meet the needs of various household types. The project would be consistent with the Housing Element as it will contribute four additional residential units to the City's existing housing stock.

In accordance with Housing Element Policy 3.3, which requires new development to be compatible with the prevailing character of the neighborhood, the proposed building would be compatible in scale, size and design with the surrounding neighborhood. The surrounding neighborhood is comprised of a mix of office, residential and commercial buildings, with a wide range of heights and architectural styles. The proposed three-story building has been broken up to reduce the verticality of the structure. The units share a common driveway. The building has been set back from De La Vina Street to provide a new landscaped buffer between the back of sidewalk and the building. The residential units have individual pedestrian entries from Sola Street that provide relief to the streetscape and additional opportunities for landscaping. Although, a setback modification is required as discussed below, the proposed setback is consistent with the surrounding development.

Circulation Element:

The Circulation Element of the General Plan contains goals and implementing measures to reduce adverse impacts to the City's street system and parking by reducing reliance on the automobile, encouraging alternative forms of transportation, reviewing traffic impact standards, and applying land use and planning strategies that support the City's mobility goals.

The project proposes access off of Sola Street. The project would be conditioned to include roadway improvements along Sola Street to ensure proper sight visibility from the driveway. Please refer to discussion in section 11 of this study for additional detail.

Urban Design Guidelines:

One of the goals of the Urban Design Guidelines is to ensure compatibility of new development with the character of the City, the surrounding neighborhood, and adjacent properties. The HLC considers the Urban Design Guidelines in reviewing development proposals. As discussed above, the HLC is supportive of the site plan, and the size, bulk and scale of the project.

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

A draft Mitigation Monitoring and Reporting Program has been prepared for the project in compliance with Public Resources Code §21081.6. The draft MMRP is attached here as *Exhibit B*.

ENVIRONMENTAL CHECKLIST

The following checklist contains questions concerning potential changes to the environment that may result if this project is implemented. If no impact would occur, **NO** should be checked. If the project might result in an impact, check **YES** indicating the potential level of significance as follows:

Significant: Known substantial environmental impacts. Further review needed to determine if there are feasible mitigation measures and/or alternatives to reduce the impact.

Potentially Significant: Unknown, potentially significant impacts that need further review to determine significance level and whether mitigable.

Potentially Significant, Mitigable: Potentially significant impacts that can be avoided or reduced to less than significant levels with identified mitigation measures agreed-to by the applicant.

Less Than Significant: Impacts that are not substantial or significant.

I. AESTHETICS	NO	YES
Could the project:		<i>Level of Significance</i>
a) Affect a public scenic vista or designated scenic highway or highway/roadway eligible for designation as a scenic highway?		<i>Less than significant</i>
b) Have a demonstrable negative aesthetic effect in that it is inconsistent with Architectural Board of Review or Historic Landmarks Guidelines or guidelines/criteria adopted as part of the Local Coastal Program?		<i>Less than significant</i>
c) Create light or glare?		<i>Less than significant</i>

Visual Aesthetics - Discussion

Issues: Issues associated with visual aesthetics include the potential blockage of important public scenic views, project on-site visual aesthetics and compatibility with the surrounding area, and changes in exterior lighting.

Impact Evaluation Guidelines: Aesthetic quality, whether a project is visually pleasing or unpleasing, may be perceived and valued differently from one person to the next, and depends in part on the context of the environment in which a project is proposed. The significance of visual changes is assessed qualitatively based on consideration of the proposed physical change and project design within the context of the surrounding visual setting. First, the existing visual setting is reviewed to determine whether important existing visual aesthetics are involved, based on consideration of existing views, existing visual aesthetics on and around the site, and existing lighting conditions. Under CEQA, the evaluation of a project’s potential impacts to scenic views is focused on views from public (as opposed to private) viewpoints. The importance of existing views is assessed qualitatively based on whether important visual resources such as mountains, skyline trees, or the coastline, can be seen, the extent and scenic quality of the views, and whether the views are experienced from public viewpoints. The visual changes associated with the project are then assessed qualitatively to determine whether the project would result in substantial effects associated with important public scenic views, on-site visual aesthetics, and lighting.

Significant visual aesthetics impacts may potentially result from:

- Substantial obstruction or degradation of important public scenic views, including important views from scenic highways; extensive grading and/or removal of substantial amounts of vegetation and trees visible from public areas without adequate landscaping; or substantial loss of important public open space.
- Substantial negative aesthetic effect or incompatibility with surrounding land uses or structures due to project size, massing, scale, density, architecture, signage, or other design features.
- Substantial light and/or glare that poses a hazard or substantial annoyance to adjacent land uses and sensitive receptors.

Visual Aesthetics – Existing Conditions and Project Impacts

1.a) Scenic Views

The project site is not located along a scenic highway or roadway eligible for designation as a scenic highway. The approximately 30’ tall one-story (with a mezzanine) existing building, formerly known as the Arlington Hotel Garage, was a third-party garage constructed to provide additional parking for the hotels in the area such as the Arlington and Upham Hotels at one time. The proposed project is a three-story (39’6”), mixed-use structure. The project site shares common property lines with two City Landmarks, the Mortimer Cook House

and the Upham Hotel and a third the Arlington Theatre, is located to the east (1317 State Street). Major public views to and from these landmark structures or the mountains would not be obscured by the proposed building. Public views toward the project site are considered somewhat degraded due to the surrounding urban setting. The proposed project would include landscaping and architecture that would be designed to be consistent with design guidelines and standards of the Historic Landmarks Commission (HLC) that take into consideration scenic view compatibility as discussed below. For these reasons, project impacts related to public scenic views are considered *less than significant*.

1.b) On-Site Aesthetics

Currently, the project site is built out to the property lines with no opportunity for landscaping. The project proposes to remove the existing structure to make way for the proposed residential development. From an aesthetic perspective, the project would result in a visual change from the public street. The proposed project includes a building with a much smaller footprint, providing opportunities for landscaping that has received positive comments from the HLC, and would result in a positive aesthetic effect to the site and to the surrounding neighborhood.

The project's neighborhood is characterized by one to two-story buildings of varying heights, and a mixture of architectural styles. The proposed project is three stories and 37 feet and 6 inches in height. The style of the building is Mediterranean Revival. The project received three concept reviews at the HLC, where the proposed project received positive aesthetic comments concerning the mass, bulk and scale and neighborhood compatibility. The HLC made the following statements regarding changes to the project: 1) The majority of the Commission finds that the setback modification is aesthetically acceptable. 2) A nine foot plate height is too high, but the Commission would support a maximum plate height of eight feet, six inches. 3) Regarding the privacy relationship on the north elevation: raise the height of the wall, and study providing texture and openings instead of open railings. 4) There should be more flair and variation, such as the commercial versus residential. 5) Suggestions were made regarding the use of landscape on the north wall, such as the use of a creeping vine. The project's impacts to aesthetics would be considered *less than significant*.

1.c) Lighting

The site is currently developed with a large commercial building. There is no light or glare generated from the existing condition. There are street lights along the Sola and De La Vina Street property frontages. There is an apartment building across the street and a cluster of two-story residential structures that is used as a bed and breakfast to the west of the site that generates minor amounts of light in the project area. The proposed project's outdoor lighting would be required to be in compliance with the City's Outdoor Lighting Ordinance, subject to review and approval of the HLC. The project would not add substantial lighting to an area currently not lit and therefore would be considered to result in a *less than significant* impact with regard to lighting.

Visual Aesthetics - Residual Impacts

Less than significant.

2. AIR QUALITY Could the project:	NO	YES <i>Level of Significance</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?		<i>Less Than Significant</i>
b) Exceed any City air quality emission threshold? Long-term Short-term	✓	<i>Less Than Significant</i>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is designated in non-attainment under an applicable federal or state ambient air quality standard?		<i>Less Than Significant</i>
d) Expose sensitive receptors to substantial pollutants?		<i>Less Than Significant</i>
e) Create objectionable odors affecting a substantial number of people?	✓	

Air Quality - Discussion

Issues. Air quality issues involve pollutant emissions from vehicle exhaust and industrial or other stationary sources that contribute to smog, particulates and nuisance dust associated with grading and construction processes, and nuisance odors.

Smog, or ozone, is formed in the atmosphere through a series of photochemical reactions involving interaction of oxides of nitrogen [NO_x] and reactive organic compounds [ROG] (referred to as ozone precursors) with sunlight over a period of several hours. Primary sources of ozone precursors in the South Coast area are vehicle emissions. Sources of particulate matter (PM₁₀ and PM_{2.5}) include demolition, grading, road dust and vehicle exhaust, as well as agricultural tilling and mineral quarries.

Sensitive receptors are defined as children, elderly, or ill people that can be more adversely affected by air quality emissions. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics. Stationary sources of air emission are of particular concern to sensitive receptors, as is construction dust and particulate matter.

Long-Term (Operational) Impact Guidelines: A project may create a significant air quality impact by:

- Exceeding an APCD pollutant threshold; inconsistency with District regulations; or exceeding population forecasts in the adopted County Clean Air Plan.
- Exposing sensitive receptors, such as children, the elderly or sick people to substantial pollutant exposure.
- Creating nuisance odors inconsistent with APCD regulations.
- Emitting (from all project sources, both stationary and mobile) more than 240 pounds per day for ROG and NO_x, and 80 pounds per day for PM₁₀;
- Emitting more than 25 pounds per day of ROG or NO_x from motor vehicle trips only;
- Contributing more than 800 peak hour trips to an individual intersection (CO);
- Causing a violation of any California or National Ambient Air Quality Standard (except ozone);
- Exceeding the APCD health risks public notification thresholds adopted by the APCD Board; and
- Being inconsistent with the adopted federal and state air quality plans for Santa Barbara.

Short-Term (Construction) Impacts Guidelines: A project would have a significant impact if combined emissions from all construction equipment exceed 25 tons of any pollutant (except carbon monoxide) within a 12-month period.

Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased particulate matter (PM₁₀ and PM_{2.5}). Substantial dust-related impacts may be potentially significant, but are generally considered mitigable with the application of standard dust control mitigation measures. Standard dust mitigation measures are applied to projects with either significant or less than significant effects.

Cumulative Impacts and Consistency with Clean Air Plan: If the project-specific impact exceeds the significance threshold, it is also considered to have a considerable contribution to cumulative impacts. When a project is not accounted for in the most recent Clean Air Plan (CAP) growth projections, then the project's impact may also be considered to have a considerable contribution to cumulative air quality impacts. The Santa Barbara County Association of Governments and Air Resources Board on-road emissions forecasts are used as a basis for vehicle emission forecasting. If a project provides for increased population growth beyond that forecasted in the most recently adopted CAP, or if the project does not incorporate appropriate air quality mitigation and control measures, or is inconsistent with APCD rules and regulations, then the project may be found inconsistent with the CAP and may have a significant impact on air quality.

Setting: The City of Santa Barbara is part of the South Central Coast Air Basin (SCCAB). The City is subject to the National Ambient Air Quality Standards and the California Ambient Air Quality Standards (CAAQS), which are more stringent than the national standards. The CAAQS apply to six pollutants: photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter, and lead. The Santa Barbara County Air Pollution Control District (SBCAPCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan.

The SCAB is considered in attainment of the federal eight-hour ozone standard, and in attainment of the state one-hour ozone standard. The SCAB does not meet the state standard for particulate matter less than ten microns in diameter (PM₁₀). There is not yet enough data to determine SCAB attainment status for either the federal standard for particulate matter less than 2.5 microns in diameter (PM_{2.5}) or the state PM_{2.5} standard, although SCAB will likely be in attainment of the federal 2.5 standard.

Air Quality – Existing Conditions and Project Impacts

2.a) Clean Air Plan

Direct and indirect emissions associated with the project are accounted for in the 2007 Clean Air Plan emissions growth assumptions. Appropriate air quality mitigation measures, including construction dust suppression, would be applied to the project, consistent with CAP and City policies. The project could be found consistent with the 2007 Clean Air Plan; therefore, impacts would be *less than significant*.

2.b) Air Pollutant Emissions and 2.c) Cumulative Impacts

Long-Term (Operational) Emissions:

Long-term project emissions primarily stem from motor vehicles associated with the project and from stationary sources that may require permits from the APCD. Examples of stationary emission sources include gas stations, auto body shops, diesel generators, dry cleaners, oil and gas production and processing facilities, and water treatment facilities. Other stationary sources such as small wineries, residential heating and cooling equipment, wood burning stoves and fireplaces, or other individual appliances do not require permits from the APCD and are known as "area sources". The proposed project does not contain any stationary sources that require permits from APCD.

Using the URBEMIS 9.2.4 computer model, it is estimated that the long-term vehicle emissions resulting from the proposed project would result in a net decrease of 0.81 pounds per day of ROG and 1.51 pounds per day of NO_x which is substantially below significance thresholds adopted by the APCD and the City of Santa Barbara. Although there is a net increase in traffic trips, URBEMIS assumes that the type of vehicle trips will change

from larger trucks or diesel type vehicles to smaller vehicles based on the mix of land uses moving from a large non-residential building to a residential building with a small amount of commercial attached. Therefore, the project has no impacts related to long-term air quality.

Short-Term (Construction) Emissions:

The project would involve grading (125 cubic yards of cut and 15 cubic yards of fill), paving, and landscaping activities which could cause localized dust related impacts resulting in increases in particulate matter (PM₁₀ and PM_{2.5}). Construction equipment would also emit NO_x and ROG. However, given the limited scope of the project, the amount of particulate matter, NO_x and ROG emitted during construction would be significantly below 25 tons of any pollutant within a 12-month period. Additionally, dust, NO_x and ROG control measures will be required as standard conditions of approval for the project and are repeated in the Recommended Mitigation section below. The proposed project impacts on short-term emissions are, therefore, considered less than significant.

Cumulative Impacts:

Global Climate Change (GCC) is a change in the average weather of the earth that can be measured by changes in wind patterns, storms, precipitation and temperature. GCC is generally thought to be caused by increased emission of greenhouse gases (GHG) because these gases trap heat in the atmosphere. Common GHG include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, ozone and aerosols. Natural processes and human activities emit GHG and help to regulate the earth's temperature; however, it is believed that substantial emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. California is a substantial contributor of GHG (2nd largest contributor in the U.S. and the 16th largest contributor in the world), with transportation and electricity generation representing the two largest contributing factors (41 and 22 percent, respectively).

The carbon dioxide (CO₂) equivalent is a consistent methodology for comparing GHG emissions. Using the URBEMIS 9.2.4 computer model, the net decrease in CO₂ emissions is anticipated to be 744 pounds per day.

As the project will result in increased vehicle trips, it will contribute, on a cumulative level, to the generation of GHG emissions. Because no significance thresholds or regulatory guidance currently exists for the generation of GHG emissions, impact determination would be overly speculative at this time. The City has adopted ordinances and guidelines in an effort to reduce the energy consumption of new construction. These measures to require more "green" construction serve to reduce GHG emissions from new and some refurbished development. Also, the City is in the process of preparing revisions to its General Plan. During the analysis of the impacts of the new plan, additional guidance on how to deal with GHG emissions is anticipated.

Since project impacts do not exceed any adopted significance thresholds and the project is consistent with the Clean Air Plan, cumulative project emissions impacts would be less than significant.

2.d) Sensitive Receptors

The project is not located near any schools or hospitals. The proposed residential development would generate approximately one (1) additional AM and one (1) additional PM peak hour trips, which is substantially less than the 800 new peak hour vehicle trip threshold and therefore would be unlikely to generate dangerous concentrations of carbon monoxide at any location. Additionally, the project does not include stationary sources. Impacts associated with nuisance dust are considered less than significant through application of the identified standard emission control mitigation measures.

2.e) Odors

The project is limited to office uses and would not include land uses involving odors or smoke. Therefore, the project would not result in any impacts related to odors.

Air Quality – Standard Conditions of Approval

- AQ-1 Construction Dust Control – Minimize Disturbed Area/Speed.** Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.
- AQ-2 Construction Dust Control - 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. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.
- Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.
- AQ-3 Construction Dust Control – Tarping.** Trucks transporting fill material to and from the site shall be covered from the point of origin.
- AQ-4 Construction Dust Control – Gravel Pads.** Gravel pads shall be installed at all access points to prevent tracking of mud on to public roads.
- AQ-5 Construction Dust Control – Stockpiling.** If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.
- AQ-6 Construction Dust Control – Disturbed Area Treatment.** 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.
- AQ-7 Construction Dust Control – Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- AQ-8 Construction Dust Control – PEC.** The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when construction work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District upon request.

The following shall be adhered to during project grading and construction to reduce NO_x and diesel PM emissions from construction equipment:

- AQ-9 Portable Construction Equipment.** All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- AQ-10 Fleet Owners.** Fleet owners are subject to sections 2449, 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. See <http://www.arb.ca.gov/regact/2007/ordiesl07/froal.pdf>.

- AQ-11 Engine Size.** The engine size of construction equipment shall be the minimum practical size.

AQ-12 Equipment Numbers. 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.

AQ-13 Equipment Maintenance. All construction equipment shall be maintained in tune per the manufacturer's specifications.

AQ-14 Catalytic Converters. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

AQ-15 Diesel Construction Equipment. Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.

AQ-16 Engine Timing and Diesel Catalytic Converters. Other diesel construction equipment, which does not meet CARB standards, shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available.

AQ-17 Diesel Replacements. Diesel powered equipment shall be replaced by electric equipment whenever feasible.

AQ-18 Idling Limitation. Idling of heavy-duty diesel trucks during loading and unloading shall be prohibited; electric auxiliary power units shall be used whenever possible.

Air Quality - Residual Impacts

Air quality impacts related to dust generation during construction and diesel equipment emissions impacts would be less than significant and would be further reduced by implementation of Standard Conditions of Approval AQ-1 through AQ-18.

3. BIOLOGICAL RESOURCES Could the project result in impacts to:	NO	YES <i>Level of Significance</i>
a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	✓	
b) Locally designated historic, Landmark or specimen trees?	✓	
c) Natural communities (e.g. oak woodland, coastal habitat, etc.).	✓	
d) Wetland habitat (e.g. marsh, riparian, and vernal pool)?	✓	
e) Wildlife dispersal or migration corridors?	✓	

Biological Resources - Discussion

Issues: Biological resources issues involve the potential for a project to substantially affect biologically-important natural vegetation and wildlife, particularly species that are protected as rare, threatened, or endangered by federal or state wildlife agencies and their habitat, native specimen trees, and designated landmark or historic trees.

Impact Evaluation Guidelines: Existing native wildlife and vegetation on a project site are qualitatively assessed to identify whether they constitute important biological resources, based on the types, amounts, and

quality of the resources within the context of the larger ecological community. If important biological resources exist, project effects to the resources are qualitatively evaluated to determine whether the project would substantially affect these important biological resources. Significant biological resource impacts may potentially result from substantial disturbance to important wildlife and vegetation in the following ways:

- Elimination or substantial reduction or disruption of important natural vegetative communities and wildlife habitat or migration corridors, such as oak woodland, coastal strand, riparian, and wetlands.
- Substantial effect on protected plant or animal species listed or otherwise identified or protected as endangered, threatened or rare.
- Substantial loss or damage to important native specimen trees or designated landmark or historic trees.

Biological Resources – Existing Conditions and Project Impacts

3.a.-e Native Wildlife and Habitat and Historic or Specimen Trees

The project site is complete developed with structure built from property line to property line. The project is not in the vicinity of any native wildlife or habitat and there is no vegetation existing on the project site. The project will provide opportunities to incorporate landscaping on site

Biological Resources - Residual Impacts

No Impacts are associated with the proposed project.

4. CULTURAL RESOURCES Could the project:	NO	YES <i>Level of Significance</i>
a) Disturb archaeological resources?		<i>Potentially significant, mitigable</i>
b) Affect a historic structure or site designated or eligible for designation as a National, State or City landmark?		<i>Potentially significant, mitigable</i>
c) Have the potential to cause a physical change which would affect ethnic cultural values or restrict religious uses in the project area?		<i>Potentially significant, mitigable</i>

Cultural Resources - Discussion

Issues: Archaeological resources are subsurface deposits dating from Prehistoric or Historical time periods. Native American culture appeared along the channel coast over 10,000 years ago, and numerous villages of the Barbareño Chumash flourished in coastal plains now encompassed by the City. Spanish explorers and eventual settlements in Santa Barbara occurred in the 1500's through 1700's. In the mid-1800's, the City began its transition from Mexican village to American city, and in the late 1800's through early 1900's experienced intensive urbanization. Historic resources are above-ground structures and sites from historical time periods with historic, architectural, or other cultural importance. The City's built environment has a rich cultural heritage with a variety of architectural styles, including the Spanish Colonial Revival style emphasized in the rebuilding of Santa Barbara's downtown following a destructive 1925 earthquake.

Impact Evaluation Guidelines: Archaeological and historical impacts are evaluated qualitatively by archeologists and historians. First, existing conditions on a site are assessed to identify whether important or unique archaeological or historical resources exist, based on criteria specified in the State CEQA *Guidelines* and City Master Environmental Assessment *Guidelines for Archaeological Resources and Historical Structures and Sites*, summarized as follows:

- Contains information needed to answer important scientific research questions and there exists a demonstrable public interest in that information.

- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with an important prehistoric or historic event or person.

If important archaeological or historic resources exist on the site, project changes are evaluated to determine whether they would substantially affect these important resources.

Cultural Resources – Existing Conditions and Project Impacts

4.a) Archaeological Resources

The City Master Environmental Assessment (MEA) *Cultural Resources Sensitivity Map* identifies that the project site is located within four of the cultural sensitivity zones. A Phase I Archaeological Investigation was prepared by David Stone, M.A. RPA, Dudek, for the site and accepted by the HLC on November 12, 2008. The report determined that the site was located in an area of low sensitivity for the potential presence of prehistoric resources. It is highly unlikely that any resources would be found would result in significant, unavoidable impacts that would require project redesign. However, as the site is developed lot line to lot line, it was impossible to complete a surface archaeological survey to confirm the absence of archaeological resources. The site, therefore, still has the potential for archaeological resources. The applicant proposes to have an archaeological monitor available during the foundation demolition and excavation. The Phase I report concludes that project impacts to archaeological resources are therefore, *potentially significant but mitigable*. (see CR-1).

4.b) Historic Resources

The site is developed with a commercial building, which was reviewed by the Historic Landmarks Commission and determined to potentially be eligible as a historic resource. A Historic Structures Report was provided for this project in order to evaluate the significance of the existing commercial building, including its relationship and contribution to the surrounding neighborhood, and to determine the potential impact of the proposed project on the property (Exhibit F).

The Historic Structures Report concluded that the existing building is eligible to be a designated Structure of Merit. It determined that the demolition of the existing building would potentially constitute a significant impact on a historic resource; therefore, mitigation measures are required to reduce the impact to less than significant.

The City's Demolition Review Ordinance specifies a process for reviewing demolition of buildings that may qualify as either Structures of Merit or Landmarks. As part of that process, when the HLC accepts historic structures reports for projects being processed in accordance with the City's Master Environmental Assessment (MEA), the HLC is supposed to state its intent to initiate the process for Structure of Merit or Landmark designation at the time the Historic Structures Report for the project is accepted. In December 2007, the HLC reviewed and accepted the report for this project, which concluded that demolition of the existing structure would result in a less than significant impact if certain measures (described below) were either incorporated into the project description or added as mitigation measures. The HLC did not initiate Structure of Merit designation. The report and HLC action also demonstrated that the building did not contain enough historical value for the demolition to result in an unavoidable significant impact. However, documentation of the building and its surrounding was found to be necessary with the mitigation as outlined in the report the project impacts are found to be *significant, but mitigable*.

4.c) Ethnic/Religious Resources

There is no evidence that the site involves any ethnic or religious use or importance aside from those issues discussed above. The project would have a *potentially significant impact, but mitigable* on historic, ethnic or religious resources.

Cultural Resources – Required Mitigation

The project which is located in the High Sensitivity Zone is subject to the following:

- CR-1 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.
- a. 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. All costs of potential significance assessment and mitigation shall be borne by the project applicant. 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. All costs of monitoring and mitigation shall be borne by the project applicant.
 - b. 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-2** Project plans shall be designed to limit all construction-related ground disturbance to the maximum extent feasible.
- CR-3** The following language shall be reproduced on the construction plans submitted for building plan check and the directives of this mitigation measures followed:
- a. Prior to the issuance of building permits, the owner shall contract with a City-approved archaeologist to provide for monitoring of additional ground disturbing activities, and, as may be determined to be necessary based on the results of the surface survey. The contract(s) shall be subject to the review and approval of the Environmental Analyst.
 - b. The General Contractor shall schedule a construction conference. The conference shall include representatives from the Public Works Department, Building Division, Planning Division, the Property Owner and Contractor. 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 cultural resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and a City-approved archaeologist shall be consulted. 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, including but not limited to redirection of grading and/or excavation activities. If the findings are potentially significant, a Phase 3-recovery program shall be prepared and accepted by the Environmental Analyst and the Historic Landmarks Commission. That portion of the Phase 3 program, which requires work on-site, shall be completed prior to continuing construction in the affected area. If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted and shall remain present during all further subsurface disturbances in the area of the find.

- c. If any archaeological artifacts, exotic rock (non-native) or unusual amounts of shell or bone are uncovered during any on-site grading, trenching or construction activities, all work must stop immediately in the area and a City-approved archaeologist retained by the applicant to evaluate the deposit. The City of Santa Barbara Environmental Analyst must also be contacted for review of the archaeological find(s). If the discovery consists of potentially human remains, the Santa Barbara County Coroner and the California Native American Heritage Commission must also be contacted and State procedures followed. Work in the area may only proceed after authorization is granted by the Environmental Analyst.

CR-4 Prior to issuance of demolition permits, the applicant shall submit a Preservation Plan for review and approval by the City's Historian that shall include the following elements:

- a. A site plan of the property as it exists, with the subject building clearly indicated, drawn to scale and with dimension given.
- b. Floor plans drawn to scale.
- c. Measured building elevation scaled drawings of the exterior and of significant, representative interior elevations. The Commission or Planning Staff may be consulted for a determination of what is significant.
- d. Notation as to the buildings construction materials.
- e. Black and white photographic prints and negatives, taken with a large format (also known as a 4x5) camera, of all exterior elevations, interior rooms, and architectural details. The prints shall have identification labels on the back, with the subject clearly expressed, keyed to No. 2 above, and the photo date included. The City provides a list of photographic professionals for assistance in selecting a photographer capable of this specialized work.
- f. A detailed history of the building including the original construction date, the name of the original owner, the name of the original architect, if known, the builder and any factual information on subsequent alterations.
- g. The materials shall be collected in a presentation binder with the property address and assessor's Parcel Number identified on the front cover and the spine.
- h. Prior to demolition the applicant will be required to offer and advertise the building at 110 W Sola Street for sixty days.
- i. If demolition occurs, then historic materials such as doors must be salvaged and offered for reuse.

Cultural Resources - Residual Impacts

Potentially significant, mitigable. The project site is located in an area of low sensitivity for the potential presence of prehistoric cultural resources. With the implementation of CR-1 through CR-3, the project impacts to archaeological resources would be reduced to a level that is *less than significant*. The existing building at 110 West Sola Street is worthy of a "Structure of Merit" designation, and with the implementation of required mitigation measure CR-4. the project impacts would be reduced to a level that is *less than significant*.

5. GEOPHYSICAL CONDITIONS	NO	YES
Could the project result in or expose people to:		<i>Level of Significance</i>
a) Seismicity: fault rupture?		<i>Less than significant</i>
b) Seismicity: ground shaking or liquefaction?		<i>Less than significant</i>
c) Seismicity: seiche or tsunami?	✓	
d) Landslides or mudslides?		<i>Less than significant</i>
e) Subsidence of the land?		<i>Less than significant</i>
f) Expansive soils?		<i>Less than significant</i>
g) Excessive grading or permanent changes in the topography?		<i>Less than significant</i>

Geophysical Conditions - Discussion

Issues: Geophysical impacts involve geologic and soil conditions and their potential to create physical hazards affecting persons or property; or substantial changes to the physical condition of the site. Included are earthquake-related conditions such as fault rupture, groundshaking, liquefaction (a condition in which saturated soil loses shear strength during earthquake shaking); or seismic sea waves; unstable soil or slope conditions, such as landslides, subsidence, expansive or compressible/collapsible soils; or erosion; and extensive grading or topographic changes.

Impact Evaluation Guidelines: Potentially significant geophysical impacts may result from:

- Exposure to or creation of unstable earth conditions due to seismic conditions, such as earthquake faulting, groundshaking, liquefaction, or seismic waves.
- Exposure to or creation of unstable earth conditions due to geologic or soil conditions, such as landslides, settlement, or expansive, collapsible/compressible, or expansive soils.
- Extensive grading on slopes exceeding 20%, substantial topographic change, destruction of unique physical features; substantial erosion of soils, overburden, or sedimentation of a water course.

Geophysical Conditions – Existing Conditions and Project Impacts

5.a-c) Seismic Hazards

Fault Rupture:

The site is located in an area of low damage level for residential structures of one to three stories based on the City’s Master Environmental Assessment (MEA) Seismic Hazard Map. The potential for fault rupture on the site is low; no faults are located on the site according to the MEA. Therefore, fault rupture is unlikely and there would be no fault rupture impacts.

Ground Shaking and Liquefaction:

Ground shaking could occur on the site due to a seismic event. The Liquefaction Hazard Map depicts the site to be within a zone of “Minimal Liquefaction Potential.” Adherence to the requirements of the Geological analysis, and structural requirements for the area in the California Building Code (CBC) would ensure these impacts are *less than significant*.

Seiche or Tsunami:

The project site is not located within the tsunami run-up zone as identified in the City’s Master Environmental Assessment., therefore, the project would not result in any impacts associated with these issues.

5.d-f) Geologic or Soil Instability

Landslides/Subsidence/Expansive Soils:

The Soil Creep and Liquefaction Map depicts the site to be within a zone of “Minimal Expansiveness of Soil Potential.” The project site is relatively flat, with an average slope of 4% toward the southwest. Due to the gentle slope and soil conditions, the site preparation and construction of the project would not be expected to result in the potential for a landslide; therefore the project impacts related to landslides are *less than significant*.

5.g) Topography; Grading/ Erosion

Topographic Changes:

The project is not located in a hillside area and has an average slope of 4%. The existing site topography would not need to be substantially altered to construct the project. Therefore project impacts related to topography are *less than significant*.

Grading/ Erosion

The project proposes approximately 110 cubic yards of grading cut and recompaction under the main building footprints. Additionally, the project would require 25 cubic yards of cut and 135 cubic yards of fill outside the main building footprint. The grading cut would allow the structures to sit lower on the site in order to reduce the overall mass and scale of the project, but would not substantially alter the existing topography. The Erosion Hazard Map depicts the site to be within a zone of “Minimal Erosion Potential.” The project impacts related to grading and erosion are considered *less than significant*.

Geophysical Conditions - Mitigation

No mitigation is required.

Geophysical Conditions – Residual Impacts

Less than significant.

6. HAZARDS Could the project involve:	NO	YES <i>Level of Significance</i>
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?		<i>Less than Significant</i>
b) The creation of any health hazard or potential health hazards?		<i>Less than Significant</i>
c) Exposure of people to existing sources of potential health hazards?		<i>Less than Significant</i>
d) Increased fire hazard in areas with flammable brush, grass, or trees?		<i>Less than Significant</i>

Hazards - Discussion

Issues: Hazardous materials issues involve the potential for public health or safety impacts from exposure of persons or the environment to hazardous materials or risk of accidents involving combustible or toxic substances.

Impact Evaluation Guidelines: Significant impacts may result from the following:

- Siting of incompatible projects in close proximity to existing sources of safety risk, such as pipelines, industrial processes, railroads, airports, etc.
- Exposure of project occupants or construction workers to unremediated soil or groundwater contamination.

- Exposure of persons or the environment to hazardous substances due to improper use, storage, or disposal of hazardous materials.
- Siting of development in a high fire hazard areas or beyond adequate emergency response time, with inadequate access or water pressure, or otherwise in a manner that creates a fire hazard

Hazards – Existing Conditions and Project Impacts

6.a,b,c) Public Health and Safety

Hazardous Materials Exposure

The project site is not on any lists for known contaminated soils, groundwater, or hazardous materials use. The Department of Oil and Gas map located at the Building Division of the City indicates that there are no known oil wells on the project site. Because there are no hazardous materials known on the project site, the project impact relative to hazardous materials exposure would be *less than significant*.

The project site is not on a list for known contaminated sites. No known historic use of the site resulted in any release of hazardous wastes/substances; however, standard conditions of approval would be in place to address hazardous substances encountered during construction activities. No new mitigation measures are necessary.

The applicant could use pesticides during construction and would be required to comply with existing laws, regulations and manufacturers handling instructions. This use would not cause a significant impact on the environment.

Public Safety

The project site is not near any pipelines or other potential sources of safety hazards. Limited amounts of oils and chemicals may be used during construction and operations. Since there are minor potential sources of hazardous materials in the project area, the project impact relative to hazardous materials exposure would be *less than significant*

6.d) Fire Hazard

The project site is not located in a designated high fire hazard area of the City. The nearest City Fire Station is located at 121 West Carrillo Street, less than 1-1/4 miles from the project site, with estimated emergency response time to the site of less than five minutes. Staff from the Fire Department reviewed the proposed project plans and has confirmed that adequate fire access is provided. The project would be subject to Fire Code requirements regarding project structural design and materials, water pressure, vegetation management, and suppression facilities, all of which would be verified through the building permit process. Project impacts related to fire hazard would be *less than significant*.

Hazards – Mitigation

No mitigation is required.

Hazards – Residual Impacts

Less than Significant.

7. NOISE Could the project result in:	NO	YES <i>Level of Significance</i>
a) Increases in existing noise levels?		<i>Less than Significant</i>
b) Exposure of people to severe noise levels?		<i>Less than Significant</i>

Noise - Discussion

Issues: Noise issues are associated with siting of a new noise-sensitive land use in an area subject to high ambient background noise levels, siting of a noise-generating land use next to existing noise-sensitive land uses, and/or short-term construction-related noise.

The primary source of ambient noise in the City is vehicle traffic noise. The City Master Environmental Assessment (MEA) *Noise Contour Map* identifies average ambient noise levels within the City.

Ambient noise levels are determined as averaged 24-hour weighted levels, using the Day-Night Noise Level (L_{dn}) or Community Noise Equivalence Level (CNEL) measurement scales. The L_{dn} averages the varying sound levels occurring over the 24-hour day and gives a 10 decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account the greater annoyance of intrusive noise levels during nighttime hours. Since L_{dn} is a 24-hour average noise level, an area could have sporadic loud noise levels above 60 dB(A) which average out over the 24-hour period. CNEL is similar to L_{dn} but includes a separate 5 dB(A) penalty for noise occurring between the hours of 7:00 p.m. and 10:00 p.m. CNEL and L_{dn} values usually agree with one another within 1 dB(A). The Equivalent Noise Level (L_{eq}) is a single noise level, which, if held constant during the measurement time period, would represent the same total energy as a fluctuating noise. L_{eq} values are commonly expressed for periods of one hour, but longer or shorter time periods may be specified. In general, a change in noise level of less than three decibels is not audible. A doubling of the distance from a noise source will generally equate to a change in decibel level of six decibels.

Guidance for appropriate long-term background noise levels for various land uses are established in the City General Plan Noise Element Land Use Compatibility Guidelines. Building codes also establish maximum average ambient noise levels for the interiors of structures.

High construction noise levels occur with the use of heavy equipment such as scrapers, rollers, graders, trenchers and large trucks for demolition, grading, and construction. Equipment noise levels can vary substantially through a construction period, and depend on the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment generates noise levels of more than 80 or 90 dB(A) at a distance of 50 feet, and the shorter impulsive noises from other construction equipment (such as pile drivers and drills) can be even higher, up to and exceeding 100 dB(A). Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading and site preparation activities, tends to be quieter.

The Noise Ordinance (Chapter 9.16 of the Santa Barbara Municipal Code) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The ordinance establishes limitations on hours of construction and motorized equipment operations, and provides criteria for defining nuisance noise in general.

Impact Evaluation Guidelines: A significant noise impact may result from:

- Siting of a project such that persons would be subject to long-term ambient noise levels in excess of Noise Element land use compatibility guidelines as follows:
 - **Residential:** Normally acceptable maximum exterior ambient noise level of 60 dB(A) L_{dn} ; maximum interior noise level of 45 dB(A) L_{dn} . The maximum allowable noise level for exterior areas is 75 dB(A) L_{dn} which is considered the point at which “clearly unacceptable” and “severe.”
 - Substantial noise from grading and construction activity in close proximity to noise-sensitive receptors for an extensive duration.

Noise – Existing Conditions and Project Impacts

7.a-b) Increased Noise Level; Exposure to High Noise Levels

Long-Term Operational Noise:

A review of the City’s Noise Contour Map indicates that the project is located in an area in which the noise level exceeds 65 dBA L_{dn} (average A-weighted sound level over a 24-hour day). The noise level mapped for the site ranges from 65 to over 70 dBA. The General Plan Noise Element Land Use Compatibility Guidelines

identify up to 60 dBA L_{dn} as the maximum compatible exterior noise level for residential uses and 45 dBA L_{dn} for interior noise levels. An acoustical study was conducted by URS in October 2006 for the proposed project (Exhibit H). The report indicates that all outdoor living areas would have levels of approximately 53.6 and 57.2 dBA L_{dn} if no mitigation is implemented. The noise sources around the project are predominantly associated with traffic on public streets. The report includes design mitigation for the required outdoor living areas so that noise levels on the outdoor decks for the units would be reduced to less than 60 dBA L_{dn} . In no case will any of the outdoor areas (required or non-required) exceed 65 dBA L_{dn} , which is consistent with the policies outlined in the City's Noise Element. The report also includes design mitigation in order to ensure interior noise levels would not exceed 45 dBA L_{dn} . Recommended Mitigation Measure N-1 below further reduces the less than significant long term noise impacts. The project impacts related to noise exposure are considered *less than significant*.

Temporary Construction Noise:

Noise during construction is generally intermittent and sporadic and, after completion of initial grading and site clearing activities, tends to be quieter. Noise generated during project grading activities would result in a short-term adverse construction impacts to sensitive receptors in the area. The level of the adverse effect could be further reduced through limiting the hours of construction activities and use of equipment mufflers and barriers as needed. With implementation of short-term construction-related standard conditions of approval for noise, listed below, project impacts relative to short term noise impacts would be *less than significant*.

Noise – Recommended Mitigation Measures

- N-1 The exterior wall of the covered patio for Unit 1 (northeastern corner of the project site) should be a solid (wood framed with stucco or other sheathing, as opposed to open railing), and should be four feet in height from the floor elevation. This will provide the necessary barrier attenuation to ensure that the required outdoor living space in this patio remains below 60 dBA L_{dn} .
- N-2 The residential units expected to have L_{dn} values in excess of 60 dBA (i.e. Units 1 and 2) should be provided with forced air ventilation so that residents can keep windows closed at night if desired. This will ensure that the interior L_{dn} values will remain below 45 dBA.

Noise – Standard Conditions of Approval

- N-3 Even though construction noise is a common and expected occurrence, the close proximity of existing residences warrants measures to help minimize the potential for noise impacts from construction noise within the project site.
 1. **Construction Hours.** Construction activities (which may include preparation for construction work), such as activities using heavy equipment, framing, sheathing, and roofing, shall be permitted weekdays between the hours of 8:00 a.m. and 5:00 p.m., excluding holidays observed by the City as legal holidays: New Year's Day (January 1st); Martin Luther King Jr.'s Birthday (3rd Monday in January); President's Day (3rd Monday in February); Cesar Chavez Day (March 31st); Memorial Day (Last Monday in May); Independence Day (July 4th); Labor Day (1st Monday in September); Thanksgiving Day (4th Thursday in November); Day Following Thanksgiving Day (Friday following Thanksgiving); 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. No noise-generating activities, including but not limited to, activities using heavy equipment, framing, sheathing, and roofing shall occur during any school-wide testing at Washington School. To the degree feasible, noisy construction activities shall be coordinated with Washington School.

Construction activities, other than use of heavy equipment, framing, sheathing, and roofing, may occur on holidays and weekends between the hours of 8:00 a.m. and 5:00 p.m..
 2. **Construction Equipment Mufflers and Shields.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices. Sound control devices and techniques, such as noise shields and blankets, shall be

employed as needed to reduce the level of noise to surrounding uses. A noise control plan shall be submitted prior to any building permit issuance that shows how construction noise will be reduced for surrounding uses. The plan shall include, but not be limited to, the use of sound control devices and techniques, such as noise shields and blankets.

3. **Portable Equipment.** Where portable power generation or air compressors are required on the site, locate these noise sources as far away from the property line as possible. Where required because of proximity to residential areas, utilize a three or four sided enclosure which is lined with a sound absorbing material. Locate portable equipment where the noise shielding provided by remaining building structure will be beneficial. Another approach is to utilize very quiet power generation and air compressors, similar to those utilized in the motion picture industry on location.
4. **Equipment Staging.** Staging and equipment areas shall be sited to minimize noise effects to residential and other noise-sensitive land uses. Temporary noise barriers shall be provided around the construction site as necessary to avoid extended disturbance to neighbors from construction noise.
5. **Construction Notice.** At least 20 days prior to commencement of construction, the contractor shall provide written notice to all property owners and residents within 450 feet of the project area. The notice shall contain a description of the proposed project, a construction schedule including days and hours of construction, 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 during construction. A 24-hour construction hot line shall be provided. Informational signs with the PEC's name and telephone number shall also be posted at the site.

Noise – Residual Impact

The projects impacts are *less than significant*. With the implementation of mitigation measures N-1 – N-5, the project impacts would be further reduced.

8. POPULATION AND HOUSING Could the project:	NO	YES Level of Significance
a) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?		<i>Less than Significant</i>
b) Displace existing housing, especially affordable housing?	✓	

Population and Housing - Discussion

Impact Evaluation Guidelines: Issues of potentially significant population and housing impacts may involve:

- Growth inducement, such as provision of substantial population or employment growth or creation of substantial housing demand; development in an undeveloped area, or extension/ expansion of major infrastructure that could support additional future growth.
- Loss of a substantial number of housing units, especially loss of more affordable housing.

Population and Housing – Existing Conditions and Project Impacts

8.a) Growth-Inducing Impacts

The project would not involve a substantial increase in major public facilities such as extension of water or sewer lines or roads that would facilitate other growth in the area. The project would not involve substantial

employment growth that would increase population and housing demand. Growth-inducing impacts would be *less than significant*.

8.b) Housing Displacement

The project would not involve any housing displacement. *No impact* would result from the project.

Population and Housing - Mitigation

No mitigation is required.

Population and Housing – Residual Impact

The projects impacts are *less than significant*.

9. PUBLIC SERVICES Could the project have an effect upon, or result in a need for new or altered services in any of the following areas:	NO	YES <i>Level of Significance</i>
a) Fire protection?		<i>Less than Significant</i>
b) Police protection?		<i>Less than Significant</i>
c) Schools?		<i>Less than Significant</i>
d) Maintenance of public facilities, including roads?		<i>Less than Significant</i>
e) Other governmental services?		<i>Less than Significant</i>
f) Electrical power or natural gas?		<i>Less than Significant</i>
g) Water treatment or distribution facilities?		<i>Less than Significant</i>
h) Sewer or septic tanks?		<i>Less than Significant</i>
i) Water distribution/demand?		<i>Less than Significant</i>
j) Solid waste disposal?		<i>Less than Significant</i>

Public Services - Discussion

Issues: This section evaluates project effects on fire and police protection services, schools, road maintenance and other governmental services, utilities, including electric and natural gas, water and sewer service, and solid waste disposal.

Impact Evaluation Guidelines: The following may be identified as significant public services and facilities impacts:

- Creation of a substantial need for increased police department, fire department, road maintenance, or government services staff or equipment.
- Generation of substantial numbers of students exceeding public school capacity where schools have been designated as overcrowded.
- Inadequate water, sewage disposal, or utility facilities.
- Substantial increase in solid waste disposal to area sanitary landfills.

Public Services – Existing Conditions and Project Impacts

9.a-b) Fire and Police Protection

The project site is not located within the Wildland High Fire Hazard Zone. The site is generally served by City Fire Station 1 located at 121 West Carrillo Street which is approximately 1.3 miles from the project site, with estimated emergency response time to the site of less than five minutes. The site could also continue to be served by City Police. The site development in an existing urbanized area would intensify use on the site, but would not represent a substantial increase in demand for fire and police protection services. Periodic upgrade of Fire and Police Department equipment is an ongoing component of the City budget process. Should City population increases create the need for additional police or fire department staff, this would be addressed by the City Council. Police and Fire protection facilities would be adequate to serve the proposed project. Project impacts related to Fire and Police protection would be *less than significant*.

9.c) Schools

The project site is served by the Santa Barbara Elementary and High School District for elementary and high school. The project would provide a net increase of 4 residential units, which could generate additional students. None of the school districts in the South Coast have been designated "overcrowded" as defined by California State law. School impact fees would be applied to the project in accordance with State law. Project impacts to schools would be *less than significant*.

9.d,e, f) Public Facilities/Roads/Governmental Service/ Utilities

The project site is currently served by an existing public road and electrical service is available at the property line. Conditions of the subdivision approval would include on-site improvements to roads and electrical service. The project would result in *less than significant* impacts to public facilities.

9.g,h,i) Water and Sewer

Water

The City of Santa Barbara's water supply comes from the following sources, with the actual share of each determined by availability and level of customer demand: Cachuma Reservoir and Tecolote Tunnel, Gibraltar Reservoir and Mission Tunnel, 300 Acre Feet per Year (AFY) of contractual transfer from Montecito Water district, groundwater, State Water Project entitlement, desalination, and recycled water. Conservation and efficiency improvements are projected to contribute to the supply by displacing demand that would otherwise have to be supplied by additional sources. In 1994, based on the comprehensive review of the City's water supply in the Long Term Water Supply Alternatives Analysis (LTWSAA), the City Council approved the Long Term Water Supply Program (LTWSP). The LTWSP outlines a strategy to use the above sources to meet the projected demand of 17,900 AFY (including 1,500 AFY of demand projected to be met with conservation) plus a 10 percent safety margin for a total of 19,700 AFY. Therefore, the target for the amount of water the system will actually have to supply, including the safety margin, is 18,200 AFY. The 2003 Water Supply Management Report documents an actual system demand of 13,460 AFY and a theoretical commitment of 16,170 AFY. Of the total system production, 95% was potable water and 5% was reclaimed water.

The proposed projects estimated water demand is a net decrease of 0.39 AFY. The City's long-term water supply and existing water treatment and distribution facilities with proposed facility hook-ups for the new structures and landscaping would adequately serve the project. The potential increase in demand would constitute a *less than significant* impact to the City water supply.

Sewer

The project site is currently developed with a single family residence. There is an existing sewer main in the public street that fronts the subject property. The proposed project would be subject to conditions of approval to provide sewer service for the 2,399 square feet of commercial and 4 new residential units. The project's estimated sewer demand is net decrease of 0.5 acre feet/year. The maximum capacity of the El Estero Treatment Plant is 11 million gallons per day and there is adequate capacity at the El Estero Treatment Plant for

planned future growth. Increased sewage treatment associated by the project can be accommodated by the existing City sewer system and sewage treatment plant, and would represent a less than significant impact.

9.j) Solid Waste Generation/ Disposal

Most of the waste generated in the City is transported, on a daily basis, to seven landfills located around the County. The County of Santa Barbara, which operates the landfills, has developed impact significance thresholds related to the impacts of development on remaining landfill capacity. The County thresholds are based on the projected average solid waste generation for Santa Barbara County from 1990-2005. The County assumes a 1.2% annual increase (approximately 4000 tons per year) in solid waste generation over the 15-year period.

The County's threshold for project specific impacts to the solid waste system is 196 tons per year (this figure represents 5% of the expected average annual increase in solid waste generation [4000 tons/year]). Source reduction, recycling, and composting can reduce a project's waste stream by as much as 50%. If a proposed project generates 196 or more tons per year after reduction and recycling efforts, impacts would be considered significant and unavoidable.

Proposed projects with a project specific impact as identified above (196 tons/year or more) would also be considered cumulatively significant, as the project specific threshold of significance is based on a cumulative growth scenario. However, as landfill space is already extremely limited, any increase in solid waste of 1% or more of the expected average annual increase in solid waste generation [4000 tons/year], which equates to 40 tons per year, is considered an adverse cumulative impact.

Long-Term (Operational). The existing land uses is a 15,370 square foot commercial building used for retail and office use with an estimated 87.6 TPY (15,370 sq. ft. x 0.0057 tons/year) of waste is generated from the site. The project proposes 4 new residential condominium units and three commercial condos totaling 2,399 square feet. The project site is estimated to generate 23.7 TPY of solid waste (2.65 people x 4 residential units x .95 tons/year+ 2,399 sq.ft. x 0.0057 tons/year). The proposed project has *no impact* and will create a net reduction of 63.9 TPY.

Short-Term (Demolition and Construction). The project proposes 25 cubic yards of cut and 135 cubic yards of fill outside the main building footprint. Grading under the main building footprints would involve 110 cubic yards of cut. Construction-related waste generation would consist of tree and shrub debris and grading cut. The green waste would be transported to a facility to compost; the grading cut would be transported to another construction site that may require grading fill or to an appropriate disposal location. Demolition of the single existing commercial building on site would not exceed any thresholds of the county of Santa Barbara for demolition waste. Short-term project related impacts to solid waste disposal would be *less than significant*. With application of recommended standard mitigation to reduce, re-use, and recycle construction waste to the extent feasible would further reduce this impact.

Public Services – Recommended Mitigation

PS-1 Demolition/Construction Materials Recycling. Recycling and/or reuse of demolition/construction materials shall be carried out and containers shall be provided on-site for that purpose in order to minimize construction-generated waste conveyed to the landfill.

Public Services – Residual Impacts

The project impacts are *less than significant* and would be further reduced with the implementation of the recommended mitigation measure PS-1.

10. RECREATION Could the project:	NO	YES <i>Level of Significance</i>
a) Increase the demand for neighborhood or regional parks or other recreational facilities?		<i>Less than Significant</i>
b) Affect existing parks or other public recreational facilities?		<i>Less than Significant</i>

Recreation - Discussion

Issues: Recreational issues are associated with increased demand for recreational facilities, or loss or impacts to existing recreational facilities.

Impact Evaluation Guidelines: Recreation impacts may be significant if they result in:

- Substantial increase in demand for park and recreation facilities in an area under-served by existing public park and recreation facilities.
- Substantial loss or interference with existing park space or other public recreational facilities such as hiking, cycling, or horse trails.

Recreation – Existing Conditions and Project Impacts

10.a) Recreational Demand

The project may increase the demand for recreational facilities. The project involves four (4) new residential units which is considered an incremental increase in the number of potential users for existing recreational facilities. The minor increase in demand relative to recreational facilities would result in a *less than significant* impact because adequate recreation facilities are available to meet the anticipated increase in demand.

10.b) Existing Recreational Facilities

The project site is within ¼ mile of existing recreational facilities including Alice Keck Memorial Gardens and Louise Lowry Davis Center. Other nearby recreational areas include the Carrillo Recreation Center and Bohnett Park within ½ mile of the project site. Given the number of existing recreational facilities and the slight increase in demand associated with the project, impact to the existing recreational facilities would be *less than significant*.

Recreation – Residual Impacts

The project impacts are *less than significant*.

11. TRANSPORTATION/CIRCULATION Could the project result in:	NO	YES <i>Level of Significance</i>
a) Increased vehicle trips?		<i>Less than Significant</i>
b) Hazards to safety from design features (e.g. sharp curves, inadequate sight distance or dangerous intersections)?		<i>Less than Significant</i>
c) Inadequate emergency access or access to nearby uses?		<i>Less than Significant</i>
d) Insufficient parking capacity on-site or off-site?		<i>Less than Significant</i>
e) Hazards or barriers for pedestrians or bicyclists?		<i>Less than Significant</i>

Transportation - Discussion

Issues: Transportation issues include traffic, access, circulation, safety, and parking. Vehicle, bicycle and pedestrian, and transit modes of transportation are all considered, as well as emergency vehicle access. The City General Plan Circulation Element contains policies addressing circulation, traffic, and parking in the City.

Impact Evaluation Guidelines: A proposed project may have a significant impact on traffic/ circulation/ parking if it would:

Vehicle Traffic

- Cause an increase in traffic that is substantial in relation to the existing traffic load and street system capacity (see traffic thresholds below).
- Cause insufficiency in transit system.
- Conflict with the Congestion Management Plan (CMP) or Circulation Element or other adopted plan or policy pertaining to vehicle or transit systems.

Circulation and Traffic Safety

- Create potential hazards due to addition of traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
- Diminish or reduce safe pedestrian and/or bicycle circulation.
- Result in inadequate emergency access on-site or to nearby uses.

Parking

- Result in insufficient parking capacity for the projected amount of automobiles and bicycles.

Traffic Thresholds of Significance: The City uses Levels of Service (LOS) "A" through "F" to describe operating conditions at signalized intersections in terms of volume-to-capacity (V/C) ratios, with LOS A (0.50-0.60 V/C) representing free flowing conditions and LOS F (0.90+ V/C) describing conditions of substantial delay. The City General Plan Circulation Element establishes the goal for City intersections to not exceed LOS C (0.70-0.80 V/C).

For purposes of environmental assessment, LOS C at 0.77 V/C is the threshold Level of Service against which impacts are measured. An intersection is considered "impacted" if the volume to capacity ratio is 0.77 V/C or greater.

Project-Specific Significant Impact: A project-specific significant impact results when:

- (a) Project peak-hour traffic would cause a signalized intersection to exceed 0.77 V/C, or
- (b) The V/C of an intersection already exceeding 0.77 V/C would be increased by 0.01 (1%) or more as a result of project peak-hour traffic.

For non-signalized intersections, delay-time methodology is utilized in evaluating impacts.

Significant Cumulative Contribution: A project would result in a significant contribution to cumulative traffic impacts when:

- (a) Project peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending projects would cause an intersection to exceed 0.77 V/C, or
- (b) Project would contribute traffic to an intersection already exceeding 0.77 V/C.

Transportation – Existing Conditions and Project Impacts

11.a) Traffic

Long-Term Traffic

According to City Transportation Planning Staff, based on the Institute of Traffic Engineers (ITE) trip generation rate for condominiums and general office, the project is expected to generate up to one (1) additional a.m. peak hour trips, up to one (1) additional p.m. peak hour trips and eight (8) average daily trips. When these trips are added to the existing street network, they are not expected to result in significant traffic impacts. In distributing trips on the street network, Transportation Planning Staff follows the distribution until there are fewer than five trips through an intersection. Because there is only one (1) peak hour trip, distribution of the trip would not reach any neighboring intersections. The Level of Service of intersections would not be impacted after development of this project; therefore the project impacts relative to long term traffic impacts would be *less than significant*.

Traffic analysis of the project was prepared by Transportation Planning Division of the City Public Works Department. There are no intersections in the immediate surrounding area with Levels of Service exceeding .77 volume to capacity (V/C) ratio during peak hours of the weekday morning and evening commutes (7-9 a.m. and 4-6 p.m.).

Short-Term Construction Traffic

The overall project construction process is estimated to last approximately 16 months. This would include grading for site preparation over approximately two months, and construction duration of estimated 14 months. Grading processes would involve 15 workers, and construction of the mixed-use building would require an average of between 40 - 60 workers on site per day. Working hours during the construction process are proposed to be 8 a.m. - 5 p.m. weekdays excluding holidays. Staging, equipment, materials storage, and temporary construction worker parking would occur on Sola Street.

The project would generate construction-related traffic that would occur over the sixteen-month construction period and would vary depending on the stage of construction. Given traffic levels in the area and the duration of the construction process, short-term construction-related traffic would be a *less than significant* impact. Standard conditions of approval, including restrictions on the hours permitted for construction trips and approval of routes for construction traffic further reduce this already less than significant impact.

11.b,c, e) Access/ Circulation/ Safety

Vehicular access to the project site does not currently exist. The proposed project includes the installation of a new driveway at the southerly property line fronting Sola Street.

The proposed driveway would be adequate to serve the proposed project; therefore, project impacts to access, circulation and safety would be *less than significant*.

11.d) Parking

Existing Parking Supply and Parking Demand

There is no existing on-site parking for the existing development. The existing development has approximately 41 full-time employees and 21 part time employees. 21 parking spaces are rented from a parking lot across the street at the corner of Chapala and Sola Streets. Approximately 33 employees (17 full-time and 16 part-time employees) park on the street. Some areas are time-restricted causing employees to shuffle the cars in order to avoid tickets. The applicant estimates that there is an average of 88 customers per week day, 126 on Saturdays, and 53 on Sundays which must find parking on-street or public parking lots and walk to the business.

Project Parking Supply and Parking Demand

The Municipal Code requires parking to be provided at a parking ratio of 1 parking space per 500 square feet of commercial floor area as well as one parking space per dwelling unit for developments that are located within the Central Business District. The commercial area is 2,424 square feet, which requires 5 parking spaces. The four residential units require one each, for a total of nine parking spaces required. The project is providing a

total of 16 parking spaces. Eight of these spaces are provided in four two-car garages which served each of the residential condominiums. The remaining eight spaces are for the commercial use. The number of parking spaces provided exceeds the required number of parking spaces for the proposed development.

Transportation – Standard Conditions of Approval

T-1 Construction Traffic. The haul routes for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Transportation Engineer. Construction-related truck trips shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) to help reduce truck traffic and noise on adjacent streets and roadways. The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods.

T-2 Construction Parking. Construction parking and vehicle/equipment/materials storage shall be provided as follows:

- A. 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 and Parking Manager.
- B. On-site or off-site storage shall be provided for construction materials, equipment, and vehicles. Storage of construction materials within the public right-of-way is prohibited.

T-3 Disabled Accessibility. Project circulation shall provide for disabled accessibility or equivalent facilitation in accordance with American Disabilities Act requirements.

Transportation – Residual Impact

The projects impacts would be less than significant and further reduced with the implementation of Standard Conditions of Approval T-1 through T-3.

12. WATER ENVIRONMENT Could the project result in:	NO	YES <i>Level of Significance</i>
a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?		<i>Less than Significant</i>
b) Exposure of people or property to water related hazards such as flooding?		<i>Less than Significant</i>
c) Discharge into surface waters?		<i>Less than Significant</i>
d) Change in the quantity, quality, direction or rate of flow of ground waters?		<i>Less than Significant</i>
e) Increased storm water drainage?		<i>Less than Significant</i>

Water – Discussion

Issues: Water resources issues include changes in offsite drainage and infiltration/groundwater recharge; storm water runoff and flooding; and water quality.

Impact Evaluation Guidelines: A significant impact would result from:

Water Resources and Drainage

- Substantially changing the amount of surface water in any water body or the quantity of groundwater recharge.
- Substantially changing the drainage pattern or creating a substantially increased amount or rate of surface water runoff that would exceed the capacity of existing or planned drainage and storm water systems.

Flooding

- Locating development within 100-year flood hazard areas; substantially altering the course or flow of flood waters or otherwise exposing people or property to substantial flood hazard

Water Quality

- Substantial discharge of sediment or pollutants into surface water or groundwater, or otherwise degrading water quality, including temperature, dissolved oxygen, or turbidity.

Water Resources – Existing Conditions and Project Impacts

12.a,d,e) Drainage

The existing on-site drainage sheet flows of the roof and to the south easterly across the property, and surface flows over an existing sidewalk to the curb to a drop inlet on De La Vina Street. The proposed on-site drainage would be directed towards the southerly property line, and be collected in a series of drain inlets onsite, then transported to storm drains on West Sola and De La Vina Street via curb outlet drains. Construction of the project would result in a decrease in runoff of 0.09 cubic feet (cfs) of flow. Following project approval, grading and construction drawings and public improvements plans would be reviewed and subject to approval by City Building and Public Works staff to assure compliance with applicable codes and standards. Sufficient engineered design and adequate mitigation measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water quality pollutants, or groundwater pollutants would result from the project. The project is subject to several standard conditions of approval to improve drainage and protect water quality and drainage during construction that are repeated as Recommended Mitigation below to ensure compliance with City code and Storm Water Management Plan. Therefore, long-term project impacts related to drainage are considered to be *less than significant*.

12.b) Flooding

The project site is located in flood hazard zone X, an area that is not generally prone to flooding. The flooding potential would not change following project construction or substantially alter the course or flow of flood waters. The building and zoning codes require that any structure within the X zone construct the buildings foundations above the 25-year flood plain level. Therefore, project impacts related to flooding are considered *less than significant*.

12.c, d) Water Quality

The project site is currently developed with a large commercial building which covers the entire site.

The proposed project will provide an increase of landscaped pervious surfaces by 19%, which will return 435 gallons of water to the underlying site soils. This will reduce the runoff from the site by 7.6% or 36 gallons per minute (gpm) in a 50-year storm event.

Construction/Short-term. Project impacts of grading would be a *less than significant* impact with implementation of standard drainage/erosion and water quality conditions to minimize runoff during grading and construction activities. During construction, all runoff from the site shall be retained on-site using properly designed and sited detention basins.

Water Resources – Standard Conditions of Approval

W-1 Drainage and Water Quality. Final project plans for grading, drainage, stormwater facilities, and project development shall be subject to review and approval by City Building Division and Public Works Department per City regulations prior to issuance of any building or public works permits. At a minimum, any increase in stormwater runoff (based on a 25-year storm event) shall be retained on-site, and the project shall be designed to capture and treat the calculated amount of runoff from the project site for a 1 inch storm event, over a 24-hour period. Sufficient engineered design and adequate mitigation measures shall be employed to ensure that no significant construction-related or long-term

effects from increased runoff, erosion and sedimentation, urban water quality pollutants, or groundwater pollutants would result from the project.

W-2 Erosion Control/Water Quality Protection Plan. Prior to the issuance of a demolition permit for the proposed project, the applicant or project developer shall prepare a final 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 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
- Vehicle and Equipment Fueling

W-3 Minimization of Storm Water Pollutants of Concern. The Owner shall submit final project plans incorporating long-term BMPs to minimize storm water pollutants of concern to the extent feasible, and obtain approval from Public Works Engineering. The approved facilities shall be maintained in working order for the life of the project.

W-4 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 to City annually.

W-5 Passive Drainage Techniques. Passive/nature water treatment design techniques such as bioswales, infiltration basins, etc, shall be incorporated into open space areas, groundcover, and courtyards to treat the small, frequent storm events that impact water quality in Santa Barbara (a 1 inch storm event, over a 24-hour period). These types of passive/natural capture and filtration design options shall be implemented as opposed to mechanical/underground options, which pose maintenance problems and often times, do not treat runoff as efficiently. These measures shall be incorporated into the drainage

plan and shall be subject to review and approval by City Building Division and Public Works Department per City regulations prior to issuance of any building or public works permits.

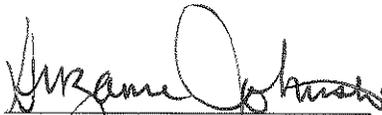
Water Resources – Residual Impact

The projects impacts would be less than significant and further reduced with the implementation of Standard Conditions of Approval W-1 through W-6.

MANDATORY FINDINGS OF SIGNIFICANCE.		YES	NO
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		✓
c)	Does the project have potential impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓
d)	Does the project have potential environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		✓

INITIAL STUDY CONCLUSION

On the basis of this initial evaluation it has been determined that with identified mitigation measures agreed-to by the applicant, potentially significant impacts would be avoided or reduced to less than significant levels. A Mitigated Negative Declaration will be prepared.

Initial Study Preparer:  Suzanne Johnston, Assistant Planner

 4/13/09

 Melissa Hetrick, Environmental Analyst/Project Planner Date

EXHIBITS:

- A. **Project Plans (available for review at public counter)**
- B. **Mitigation Monitoring and Reporting Program**
- C. **Historic Structures Report prepared by Alexandra Cole, dated November 2007**
- D. **Noise Analysis Report prepared by URS, dated October 2008**

LIST OF SOURCES USED IN PREPARATION OF THIS INITIAL STUDY

The following sources used in the preparation of this Initial Study are located at the Community Development Department, Planning Division, 630 Garden Street, Santa Barbara and are available for review upon request.

California Environmental Quality Act (CEQA) & CEQA Guidelines

General Plan Circulation Element

General Plan Conservation Element

1995 Housing Element

General Plan Land Use Element

General Plan Noise Element w/appendices

General Plan Map

General Plan Seismic Safety/Safety Element

Geology Assessment for the City of Santa Barbara

Institute of Traffic Engineers Parking Generation Manual

Institute of Traffic Engineers Trip Generation Manual

Master Environmental Assessment

Parking Design Standards

Santa Barbara Municipal Code & City Charter

Special District Map

Uniform Building Code as adopted by City

Zoning Ordinance & Zoning Map