



**CITY OF SANTA BARBARA  
COMMUNITY DEVELOPMENT DEPARTMENT  
DRAFT MITIGATED NEGATIVE DECLARATION – MST2004-00349**

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970," as amended to date, this Draft Mitigated Negative Declaration has been prepared for the following project:

**PROJECT LOCATION: 226 & 232 Eucalyptus Hill Drive**

**PROJECT PROPONENT: L&P Consultants**

**PROJECT DESCRIPTION:** The applicant proposes a lot line adjustment between two parcels (2.82 and 2.75 acres in size) by realigning the dividing lot line from a north-south direction to an east-west direction, and resulting in two parcels of 2.47 acres (Parcel 1, upper parcel) and 3.10 acres (Parcel 2, lower parcel). Parcel 1 would have an average slope of 21.3% and Parcel 2 would have an average slope of 22.5%, both parcels sloping north to south. An existing single family residence, greenhouse foundation, and hardscape driveway would be removed and two new single-family residences are proposed on each parcel. Parcel 1 would include a 6,129 square foot residence with an attached 743 square foot garage, a 1,517 square foot residence with a 320 square foot garage, and a detached 430 square foot garage. Parcel 2 would include a 3,927 square foot residence with an a 747 square foot attached garage, and a 1,786 square foot residence with a 352 square foot subterranean garage. The project site is currently accessed from Eucalyptus Hill Drive by an existing unimproved road which extends to the southern portion of the properties. This road would be improved to facilitate access to the proposed lower parcel, via an easement though the upper parcel. An existing driveway on the eastern property is proposed to be expanded to provide for a circular driveway to the upper parcel for a total of three curb cuts. The applicant also proposes two bioswale storm water retention areas totaling 900 square feet for Parcel 1 and 600 square feet for Parcel 2. The total grading quantities proposed for the development of both parcels include 3,090 cubic yards of cut and 2,830 cubic yards of fill.

**Required Permits:** In order for the project to proceed, the following discretionary approvals are required by the Planning Commission:

1. Lot Line Adjustment between two existing lots per SBMC §27.40 and Government Code §66412;
  2. Two Street Frontage Modifications to allow less than the required 100 feet of frontage on a public street;
  3. Two Performance Standard Permits to allow an additional dwelling unit on each parcel; and
  4. Neighborhood Preservation Ordinance Findings for the greater than 6,500 square feet of development on each parcel and more than 500 cubic yards of grading on each parcel.
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**MITIGATED NEGATIVE DECLARATION FINDING:**

Based on the attached Initial Study prepared for the proposed project, it has been determined that, with implementation of identified required mitigation measures, the proposed project will not have a significant effect on the environment.



\_\_\_\_\_  
Environmental Analyst



\_\_\_\_\_  
Date

CITY OF SANTA BARBARA  
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION

INITIAL STUDY/ ENVIRONMENTAL CHECKLIST MST2004-00349

PROJECT: 226 & 232 Eucalyptus Hill Road

Lot Line Adjustment, Performance Standard Permits, and Street Frontage Modifications

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: L & P Consultants  
Owner: Cynthia Howard

**PROJECT ADDRESS/LOCATION**

The project site is 5.57 gross and net acres in size and is located on two separate parcels at 226 & 232 Eucalyptus Hill Road. The site is located in the Eucalyptus Hill neighborhood, within the City of Santa Barbara.



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

**Project Components:** The applicant proposes a lot line adjustment between two parcels (2.82 and 2.75 acres in size) by realigning the dividing lot line from a north-south direction to an east-west direction, and resulting in two parcels of 2.47 acres (Parcel 1, upper parcel) and 3.10 acres (Parcel 2, lower parcel). Parcel 1 would have an average slope of 21.3% and Parcel 2 would have an average slope of 22.5%, both parcels sloping north to south. An existing single family residence,

greenhouse foundation, and hardscape driveway would be removed and two new single-family residences are proposed on each parcel. Parcel 1 would include a 6,129 square foot residence with an attached 743 square foot garage, a 1,517 square foot residence with a 320 square foot garage, and a detached 430 square foot garage. Parcel 2 would include a 3,927 square foot residence with an a 747 square foot attached garage, and a 1,786 square foot residence with a 352 square foot subterranean garage. The project site is currently accessed from Eucalyptus Hill Drive by an existing unimproved road which extends to the southern portion of the properties. This road would be improved to facilitate access to the proposed lower parcel, via an easement though the upper parcel. An existing driveway on the eastern property is proposed to be expanded to provide for a circular driveway to the upper parcel for a total of three curb cuts. The applicant also proposes two bioswale storm water retention areas totaling 900 square feet for Parcel 1 and 600 square feet for Parcel 2. The total grading quantities proposed for the development of both parcels include 3,090 cubic yards of cut and 2,830 cubic yards of fill.

**Construction:** The applicant estimates that the first phase of construction (demolishing the existing residence, and site grading, including utilities trenching) would require 90 days to complete. The second phase, which would include construction of new residence, guest house, and detached garage on the upper parcel would take approximately 18 months. Finally, the third phase of project, which includes construction of the new residence and guest house on the lower parcel, would take approximately 12 months. Project staging would occur on-site.

**Required Permits:** In order for the project to proceed, the following discretionary approvals are required by the Planning Commission:

1. Lot Line Adjustment between two existing lots per SBMC §27.40 and Government Code §66412;
2. Two Street Frontage Modifications to allow less than the required 100 feet of frontage on a public street;
3. Two Performance Standard Permits to allow an additional dwelling unit on each parcel; and
4. Neighborhood Preservation Ordinance Findings for the greater than 6,500 square feet of development on each parcel and more than 500 cubic yards of grading on each parcel.

## ENVIRONMENTAL SETTING

### **Existing Site Characteristics**

**Topography:** Topography of the both existing parcels slope from north to south with existing average slopes of 19% and 20%.

**Seismic/Geologic Conditions:** Geologic conditions onsite are characterized by approximately 1-5 feet of artificial fill, including clayey silts to silty clays and construction debris, underlain by topsoil/colluvium and Monterey Formation bedrock shale. The City's Master Environmental Assessment (MEA) and the geotechnical report prepared for the project identify the potential for liquefaction to occur as a result of earthshaking is minimal. The potential for expansive soils is moderately high. The potential for seismic hazards is low.

**Fire:** The project site is located in a high fire zone.

**Flooding/Drainage:** The project site is not located within the 100 year flood plain as shown on the Flood Insurance Rate maps. Drainage from the site sheet flows to the south. A natural drainage course runs in a north-south direction through the southern corner of the adjacent parcel to the west, but not through the project site.

**Biological Resources:** The project site is located within an urban area and is identified on the City's MEA map as containing southern oak woodland. The site is composed predominantly of Eucalyptus and Acacia trees, and some coast live oaks.

**Archaeological Resources:** The project site is not located in any cultural resource sensitivity areas according to the City's MEA, and no archaeological studies were requested.

**Noise:** The project site is currently subject to noise levels of less than 60 Ldn dBA, which is acceptable for residential uses.

**PROPERTY CHARACTERISTICS**

<b>Assessor's Parcel Number:</b>	015-050-017 & -018	<b>General Plan Designation:</b>	Residential – 2 units per acre
<b>Existing Land Use:</b>	Single-family residential	<b>Existing Parcel Sizes:</b>	2.82 acres (Parcel A) 2.75 acres (Parcel B)
		<b>Proposed Parcel Sizes:</b>	2.47 acres (Parcel 1) 3.10 acres (Parcel 2)
<b>Zoning:</b>	A-2, One-Family Residential	<b>Proposed Land Use:</b>	Single-family residential
<b>Slope:</b>	19% & 20% (Existing Lot Configurations) 21.3% & 22.5 % (Proposed Lot Configurations)		
<b>SURROUNDING LAND USES:</b>			
<b>North:</b>	Single-Family Residential		
<b>South:</b>	Single-Family Residential		
<b>East:</b>	Single-Family Residential		
<b>West:</b>	Single-Family Residential		

**PLANS AND POLICY DISCUSSION**

**Land Use and Zoning Designations:**

The project site is designated Residential – 2 units per acre by the General Plan Land Use Element. The project is located in the Eucalyptus Hill neighborhood, which is bordered by the City limits on the north and east, Sycamore Canyon on the west and the bottom of the hill and Highway 101 on the south. The majority of this neighborhood is developed with single-family homes. The area is characterized by low density residential development.

The project site is zoned A-2, One-Family Residential. In the A-2 zone, the minimum lot size requirement is 25,000 square feet. Slope density requirements are applied to the site in recognition of the steep topography, which increases the required minimum lot size by the following factors when the average slope of the parcel falls within the following parameters:

Percent of Average Slope	Factor
0% up to and including 20%	1.5 times minimum lot area
over 20% up to & including 30%	2.0 times minimum lot area
over 30%	3.0 times minimum lot area

The project would subdivide the lot into two lots with the following lot sizes:

Lot #	Average Slope	Required Lot Size per A-2 Zone with Slope Density (Net sq. ft.)	Proposed Lot Size (Net sq. ft.)	Complies with Minimum Lot Area Required?
1	21.3%	50,000 sq.ft.	107,510 sq.ft.	Yes
2	22.5%	50,000 sq.ft.	134,843 sq.ft.	Yes

### **General Plan Policies:**

Initial analysis of project consistency with adopted City plans and policies indicates that the project could be found consistent with the existing General Plan Land Use Element designation of Residential, for the lot line adjustment and future development of two single family residences on each of the two lots. Various sections of this Initial Study make reference to applicable General Plan policies and ordinance provisions. The Planning Commission Staff Report will provide a further analysis of potential project consistency or inconsistency with the City General Plan elements, including the Land Use Element, Circulation Element, Conservation Element, Scenic Highways Element, Noise Element, Seismic Safety-Safety Element and other applicable plans and policies. Final determinations of project consistency with applicable policies will be made by the decision-makers as part of their action to approve or deny the project proposal. The following information consists of some background information of the conservation, seismic safety/safety, noise and circulation elements of the General Plan.

#### 1. Conservation Element

City Conservation Element policies provide that significant environmental resources of the City be preserved and protected. The Conservation Element requires implementation of resource protection measures for archaeological, cultural and historic resources; protection and enhancement of visual, biological and open space resources; protection of specimen and street trees; maintenance of air and water quality; and minimizing potential drainage, erosion and flooding hazards. The project may be found generally consistent with applicable policies of the Conservation Element through adherence to the identified project design and mitigation measures as detailed in this initial study. This would ensure potential conflicts with Conservation Element policies are avoided or minimized and are in conformance with applicable policies.

With respect to hillside development, there are three policies under the Conservation Element that directly apply to the project site, which are discussed below:

Visual Resources Policy 2.0 – “Development on hillsides shall not significantly modify the natural topography and vegetation.”

Visual Resources Policy 3.0 – “New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.”

Biological Resources Policy 5.0 – “The habitats of rare and endangered species shall be preserved.”

In cases where projects have steep slopes of 30% or greater, the City uses the Neighborhood Preservation Ordinance (NPO) findings and the Single-Family Residence Design Guidelines for direction in reviewing appropriate development on constrained sites. The NPO findings (SBMC §22.68.060) implement policies focused on hillside development in the City’s Conservation and Open Space Elements pertaining to protection of the public health, safety, and welfare, appropriateness of proposed grading and development given the site topography, protection of existing trees, preservation of public views, and compatibility with the neighborhood. Although the parcels would have average slopes of 21.3% and 22.5 %, these findings and guidelines have been considered throughout the review of this project.

The existing oak trees on-site have also played a role in the siting of the proposed development.

Future construction of the four new single-family residences on both adjusted parcels is not anticipated to obstruct important public scenic views to the ocean or lower elevations of the City nor obstruct upper foothill or mountain views from the beach or lower elevations of the City. The project site is surrounded by existing residential development as well as significant vegetation, some of which is proposed for removal, but replacement is also proposed to maintain screening. Further, the houses have been designed to be tucked into the hillside to maintain a low profile. The project site is only minimally visible from Eucalyptus Hill Road, which is approximately 400 feet west of the project site.

2. Seismic Safety/Safety Element

The City's Seismic Safety/Safety Element requires that development be sited, designed and maintained to protect life, property, and public well-being from seismic and other geologic hazards, and to reduce or avoid adverse economic, social, and environmental impacts caused by hazardous geologic conditions. The Seismic Safety/Safety Element addresses a number of potential hazards including, geology, seismicity, flooding, liquefaction, tsunamis, high groundwater, and erosion.

As discussed in the Initial Study analysis, less than significant impacts associated with geologic hazards are anticipated with the implementation of recommendations for grading and development, which are outlined in the geotechnical report provided for the project.

3. Noise Element

The City's Noise Element includes policies intended to achieve and maintain a noise environment that is compatible with the variety of human activities and land uses in the City. The proposed development would not generate a significant increase in existing noise levels in the neighborhood in the long-term or exceed noise level guidelines. As such, the proposed project may be found consistent with the applicable policies of the Noise Element.

4. 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. Traffic and circulation impacts resulting from the proposed project are very minor, and thus the project could be found consistent with the Circulation Element.

**MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)**

A Mitigation Monitoring and Reporting Program (MMRP) will be prepared for the project in compliance with Public Resources Code §21081.6. The mitigation measures suggested in the Initial Study may be refined or augmented by decision-makers. Monitoring and reporting requirements would be adopted as conditions of project approval.

**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.

1. 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?		Less than Significant
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?		Less than Significant
c)	Create light or glare?		Less than Significant

**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. 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 located in an urban environment in the Eucalyptus Hill neighborhood of the City of Santa Barbara. One of the parcels is currently developed with a single-family residence and attached garage and the other parcel contains a greenhouse foundation only. Existing development in the project vicinity includes single-family residences. The site is located within the City’s Hillside Design District and any development is subject to review by the Architectural Board of Review (ABR).

The City’s Master Environmental Assessment (MEA) maps identify the parcel as located in an area with no significant visual resources. The City carefully scrutinizes project sites proposed on parcels with an average slope of 30% or greater, where visual impacts are a general concern. The project site is located within the City’s Hillside Design District

and has slopes that exceed 20%, with a small portion of the two properties that exceed 30%. The project site is only minimally visible from the closest public street, Eucalyptus Hill Road, which is approximately 400 feet west of the project site. The proposed houses have been designed to be low profile and tucked into the hillside.

The ABR reviewed the proposal on three occasions and had the following comments on the current design: 1) As to the General Overall Site Design: The Board can support the densities of the development, the size of the buildings, and the number of garage parking spaces and not covered parking spaces; given the reconfiguration of the lots and that they are not visible by the general public. 2) The lower lot (226 Eucalyptus Hill) is not viewed by the general public and mostly concealed within the natural woodshed of the lower terrain. 3) The Board is comfortable with the walled scheme of the front elevation on the upper house; given the natural material palette with sandstone walls, and copper roofs that mostly slope toward the downhill view of the site. 4) The Board appreciates the reduction in the hardscape of the revised site planning effort, the minimized driveway areas, and the less paving visible from Eucalyptus Hill Drive. 5) The parking for the guest house at 226 Eucalyptus Hill Drive is a clever solution utilizing the sunken lift garage which helps to minimize the circulation and paving area presented on a prior scheme. 6) The architecture of the upper house (232 Eucalyptus Hill) is low in profile and barely visible beyond the wall presenting from Eucalyptus Hill Drive. 7) The use of the hip roof is acceptable to the other elements of the design. 8) The copper roof material is acceptable as presented. 9) As to the Guest House for 232 Eucalyptus Hill Drive: The Board finds it is tucked well into hillside, and the natural sandstone materiality helps it blend into the setting. 10) The Board is comfortable with the adjacent detached garage with the landscaped roof as it tucks into the hillside. 11) As to the Lower House of 226 Eucalyptus Hill Drive: The Board is comfortable with the siting around the central courtyard. 12) Some Board members are concerned with the proposed glazed roof tile, which should be a green tone coloration to blend with the landscape. 13) The Board looks forward to a more detailed landscape plan that expands the plant palette, walking paths, the proposed water features, locates all underground utilities to mitigate and preserve any oak trees, shows all proposed retaining walls including their height and materiality, and addresses the new entry driveway through the oak grove to clearly depict the oak trees to remain and those to be removed and/or replaced.

Given the location and topography of the site, public vantage points are limited. The project site is located in an urban area and is surrounded by residential development.

A total of 55 trees are proposed for removal, including 51 non-native trees and 4 coast live oak trees. Removal of this vegetation will be analyzed in terms of its biological impact in Section 3, "Biological Impacts," below. From an aesthetic point of view, although these trees do not provide for screening of the site from major public viewpoints, they do provide visual relief from surrounding urban development. Given the large amount of trees and vegetation proposed to remain, and the 70 coast live oak saplings proposed for replacement, the removal of the trees would be *less than significant*.

The visual change resulting from the proposed project would be nominal from public view vantage points, and long term view impacts may be adverse but *less than significant*. The proposal would not obstruct any public vantage points and would incorporate development compatible with the surrounding neighborhood. No designated open spaces would be impacted by this proposal. Therefore, the impacts to scenic views would be *less than significant*.

#### **1.b) On-Site Aesthetics**

The proposed development requires review and approval by the Architectural Board of Review (ABR) in accordance with ABR Design Guidelines. The Planning Commission must also make Neighborhood Preservation Ordinance findings. The ABR has conceptually reviewed the plans three times since 2004 (See Exhibit B) and has provided positive comments with regard to the overall site design and each of the four proposed houses and associated garages.

Subsequent ABR Preliminary and Final Design Review approvals will refine project architectural and landscaping details. The lot line adjustment and proposed single family residences' effect on public scenic views, visual aesthetics and compatibility, would be *less than significant*.

#### **1.c) Lighting**

The project is located in a residential neighborhood. The project would provide outdoor lighting typical of residential areas on a project of limited scope. Exterior lighting would be subject to compliance with the requirements of SBMC §22.75, the City's Outdoor Lighting and Design Ordinance. The ordinance provides that exterior lighting be shielded and

directed to the site such that no undue lighting or glare would affect surrounding residents, roads, or habitat areas. Project impacts on lighting and glare would be *less than significant*.

**Visual Aesthetics – Mitigation**

No mitigation is required.

2. AIR QUALITY Could the project:	NO	YES <i>Level of Significance</i>
a) Violate any air quality standard or contribute to an existing or projected air quality violation?		Less than Significant
b) Expose sensitive receptors to pollutants?		Less than Significant
c) Create objectionable odors?		Less than Significant
Is the project consistent with the County of Santa Barbara Air Quality Attainment Plan? Yes		

**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<sub>x</sub>] and reactive organic gases [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 (PM<sub>10</sub>) include demolition, grading, road dust, agricultural tilling and mineral quarries and vehicle exhaust (PM<sub>2.5</sub>).

The City of Santa Barbara is part of the South Coast Air Basin. 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.

Presently, Santa Barbara County is considered in attainment of the federal eight-hour ozone standard, but does not meet the state one-hour ozone standard or the standard for particulate matter less than ten microns in diameter (PM<sub>10</sub>). Insufficient data is available to determine our attainment status for either the federal standard for particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>) or the state PM<sub>2.5</sub> standard. The state recently adopted a new eight-hour ozone standard that became effective in May 2006. Although the state has not yet issued attainment designations, the data indicate Santa Barbara County will be considered in nonattainment of this standard.

**Impact Evaluation Guidelines.** A project may create a significant air quality impact from the following:

- 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.
- Substantial unmitigated nuisance dust during earthwork or construction operations.
- Creation of nuisance odors inconsistent with APCD regulations.

Long-Term (Operational) Impact Guidelines: The City of Santa Barbara uses the SBCAPCD thresholds of significance for evaluating air quality impacts. The APCD has determined that a proposed project will not have a significant air quality impact on the environment if operation of the project will:

- Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for ROG and NO<sub>x</sub>, and 80 pounds per day for PM<sub>10</sub>;
- Emit less than 25 pounds per day of ROG or NO<sub>x</sub> from motor vehicle trips only;
- Not cause a violation of any California or National Ambient Air Quality Standard (except ozone);
- Not exceed the APCD health risks public notification thresholds adopted by the APCD Board; and
- Be consistent with the adopted federal and state air quality plans for Santa Barbara.

Short-Term (Construction) Impacts Guidelines: Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased particulate matter (PM<sub>10</sub>). 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.

Exhaust from construction equipment also contributes to air pollution. Quantitative thresholds of significance are not currently in place for short-term or construction emissions. However, SBCAPCD uses combined emissions from all construction equipment that exceed 25 tons of any pollutant except carbon monoxide within a 12-month period as a guideline threshold for determining significance of construction emission impacts.

Cumulative Impacts and Consistency with Clean Air Plan: If the project-specific impact exceeds the ozone precursor 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 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.

## **Air Quality – Existing Conditions and Project Impacts**

### **2.a-b) Air Pollutant Emissions**

Long-Term (Operational) Emissions: Substantial long-term project emissions could potentially stem from stationary sources which may require permits from the APCD and from motor vehicles associated with the project and from mobile sources including the automobile. The proposed project does not contain any stationary sources (gas stations, auto body shops, dry cleaners, oil and gas production and processing facilities, and water treatment facilities) which require permits from APCD. However, the proposed project will result in 30 new average daily trips (ADTs) and 3 new a.m. peak hour trips (PHT) and 3 new p.m. PHT. Utilizing the URBEMIS 2002 ver. 8.7 computer model, it is estimated that the proposed project will generate 0.61 pounds per day of NO<sub>x</sub> and 0.40 pounds per day of ROG. Therefore, the proposed project is anticipated to have a *less than significant* effect on the environment.

Short-Term (Construction) Emissions: The project would involve grading, paving, and landscaping activities which could cause localized dust related impacts resulting in increases in particulate matter (PM<sub>10</sub>). Project demolition of the existing residence, followed by site grading would be completed in approximately 90 days. Estimated grading for Lot 1 (upper parcel) would consist of 990 cubic yards (cy) of cut and 1,580 cy of fill for the development of the two houses, driveway, and landscaping. Estimated grading for Lot 2 (lower parcel) would consist of 2,100 cy of cut and 1,250 cy of fill for the development of both houses, garages, driveway, and landscaping. The total estimated grading for both parcels is 3,090 cy of cut and 2,830 cy of fill, and is estimated to take approximately 3 months. Construction of structures on the upper lot including the new residence, guest house, and detached garage would take approximately 10 months; and construction of structures on the lower lot including the new residence and guest house is expected to take approximately 10 months. Dust-related impacts are considered *less than significant*, with the application of standard dust control mitigation measures.

Construction equipment would also emit NO<sub>x</sub> and ROG. However, in order for NO<sub>x</sub> and ROG emissions from construction equipment to be considered a significant environmental impact, combined emissions from all construction equipment would need to exceed 25 tons of any pollutant (except carbon monoxide) within a 12-month period. Utilizing the URBEMIS 2002 ver. 8.7 computer model, it is estimated that the proposed project will generate 0.026 tons per year of NO<sub>x</sub> and 2.13 tons per year of ROG, during construction. Therefore, the proposed project is anticipated to have a *less than significant* effect on the environment.

Sensitive Receptors: Sensitive receptors are defined as children, elderly, or ill people that can be more adversely affected by air quality problems. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics. Stationary sources are of particular concern to sensitive receptors, as is construction dust and particulate matter. The project would not include stationary sources, but sensitive receptors could be affected by dust and particulates during project site grading. Nuisance dust and particulates would be reduced to a *less than significant* level through application of dust control mitigation measures. The insignificant amounts of these pollutants would result in an insignificant exposure of sensitive receptors to pollutants.

## 2.c) Odors

The project is limited to residential uses, and would not include land uses involving odors or smoke.

The project would not contain features with the potential to emit substantial odorous emissions, from sources such as commercial cooking equipment, combustion or evaporation of fuels, sewer systems, or solvents and surface coatings. Due to the nature of the proposed land use and limited size of the project, project impacts related to odors would be considered *less than significant*.

### Consistency with the Clean Air Plan:

Direct and indirect emissions associated with the project are accounted for in the CAP 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 can be found consistent with the Clean Air Plan.

### Air Quality – Required Mitigation

**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 – Disturbed Area Treatment.** After clearing, grading, earth moving or excavation is complete, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by:

1. Seeding and watering until grass cover is grown.
2. Spreading soil binders.

3. 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.
4. Other methods approved in advance by the Air Pollution Control District.

**AQ-6 Construction Equipment Requirements.** The following shall be adhered to during project grading and construction to reduce NOx and particulate emissions from construction equipment:

1. Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be utilized wherever feasible.
2. The engine size of construction equipment shall be the minimum practical size.
3. 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.
4. Construction equipment shall be maintained in tune per the manufacturer specifications.
5. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
6. Diesel powered equipment shall be replaced by electric equipment whenever feasible.

**Air Quality - Residual Impacts**

Implementation of the identified mitigation measures would reduce short-term impacts to air quality to a less than significant level.

<b>3. BIOLOGICAL RESOURCES</b> Could the project result in impacts to:	<b>NO</b>	<b>YES</b> <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)?	X	
b) Locally designated historic, Landmark or specimen trees?	X	
c) Natural communities (e.g. oak woodland, coastal habitat, etc.).		Potentially Significant, Mitigable
d) Wetland habitat (e.g. marsh, riparian, and vernal pool)?	X	
e) Wildlife dispersal or migration corridors?		Less Than Significant

**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, c, e) Native Wildlife, Natural Communities and Habitat and Wildlife Corridors**

As recognized by the City of Santa Barbara Master Environmental Assessment, portions of this site are designated as southern oak woodland habitat. The site contains several mature coast live oak trees and seedlings, and a number of native shrubs and forbs beneath the canopy of the eucalyptus trees. No natural drainage courses or creeks run through the parcels.

A Biological Assessment of the site was prepared by Condor Environmental Planning Services, Inc. (Exhibits E and F). Vegetation on the project site is characterized predominantly by non-native eucalyptus and acacia trees, with coast live oaks located primarily on the northern portions of the existing parcels. A large portion of the site has been previously disturbed and cleared of vegetation in the past. Ground cover includes non-native grasses and some native plants such as greenspot (Douglas') nightshade, poison oak, and Mexican tea.

According to the Biological Assessment, sensitive species that are likely to occur on the project site include the monarch butterfly, Cooper's hawk, and big free-tailed bat. A total of 18 wildlife species were observed on the site or adjacent to the site, including the a mule deer, monarch butterfly, Cooper's hawk, red-tailed hawk, great horned owl, and turkey vulture. A total of six monarch butterflies were observed patrolling, and no clusters were found. The Cooper's hawk is listed by the Department of Fish and Game as a Species of Special Concern, and the other three bird species are common species; however, all four are protected by the Federal Migratory Bird Treaty Act of 1918. A great horned owl was observed roosting in a eucalyptus tree and a dead eucalyptus tree was observed to be an acorn granary use by acorn woodpeckers. Both trees will be retained on-site and protection of the two trees has been incorporated into the tree protection plan. The Biological Assessment concludes that these species may be adversely impacted by short-term construction noise, removal of trees, and increased human presence during construction. However, implementation of the landscape plan, retention of the eucalyptus trees at the south of the of property, and planting grassland and other landscapes is likely to provide foraging habitat, while planting and maintaining 70 1-gallon oak trees, will result in a long term increase of habitat for these and other species.

As open areas are fragmented by urban encroachment, free movement of animals between areas of suitable habitat may become increasingly restricted. The site is likely to continue being used by urban-adopted wildlife such as birds, rodents, and small mammals for movement and foraging. Development of the site with a three additional single-family residences would not totally preclude this use, but could limit it, resulting in a *less than significant impact*.

A total of 55 trees are proposed for removal, including 51 non-native trees and 4 coast live oak trees. An Oak Tree Assessment and Protection Plan was prepared by Bill Spiewak to specifically analyze the impacts of the project on 17 oak trees on-site. The report recognized that a cluster of oaks could be impacted from driveway construction activities near the northwestern portion of the site. Recommendations are provided within the Tree Protection Plan for minimizing impacts to these oaks, which have been incorporated as required mitigation. To mitigate the removal of four oaks located further south on the property, 70 young oak saplings will be planted in the northern portion of the property adjacent to the existing oaks and also in the southern portion of the property where several eucalyptus trees will be removed. Impacts to native vegetation associated with construction of the new residences, driveways, and landscaping are considered *potentially significant, but mitigable*. Mitigation Measures B-1 through B-3 are required to reduce the biological impacts associated with the project to a *less than significant level*.

Although not a significant impact due the existing high level of human presence in the area, increased noise and light from the future residences has the potential to disrupt wildlife. To further reduce this *less than significant* impact, a mitigation measure is recommended to address lighting impacts (see Mitigation Measure A-3).

**3.b) Specimen Trees**

Mature native and non-native specimen trees provide numerous benefits to the environment, including visual beauty, shade, soil stability, air quality, and localized habitat for urban-adapted wildlife species, such as birds. No impacts to locally designated historic, Landmark or specimen trees would occur as a result of the proposed project since no such resources exist on the site. See biological resources discussion a) and c) for other issues associated with tree removal.

**3.d) Wetland Habitat**

The Master Environmental Assessment (MEA) identifies the site as southern oak woodland. The site is within a developed neighborhood; however, it contains several oak trees throughout the northern portion of the site. There are no drainage courses or creeks that run through the project site. The closest natural drainage course runs in a north-south direction through the southwestern corner of the adjacent parcel to the west. The Biological Assessment concludes that no wetland species were identified on-site. No sensitive habitat exists on the property and no sensitive habitat would be impacted by the proposed development. Therefore, there would be no impacts to wetland habitat.

**Biological Resources – Required Mitigation**

- B-1 Oak Tree Protection (Short-Term).** Tree protection measures for oaks, as recommended in the Oak Tree Protection Plan dated September 21, 2006, shall be followed for the duration of all grading and construction activities associated with the project.
- B-2 Oak Tree Replacement.** A replacement of the four oaks proposed for removal shall include the planting, management, and long-term maintenance of 70 1-gallon young saplings per the recommendations of the Oak Tree Protection Plan.
- B-3 Habitat Protection.** The two eucalyptus trees identified as a great horned owl roost and an acorn granary, shall be retained and protected per the recommendations of the Biological Assessment dated October 26, 2006, and as noted on the Tree Preservation Plan.

**Biological Resources - Residual Impacts**

Implementation of the identified mitigation measures would reduce impacts to biological resources to a less than significant level.

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

**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 Barbareno 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 project site is not located in any cultural resource sensitivity areas according to the City's MEA, and no archaeological studies were requested. No impacts to cultural resources would occur as a result of the proposed project.

**4.b) Historic Resources**

One of the existing parcels, APN 015-050-018, is currently developed with a single-family residence and attached garage. APN 015-050-017 is not developed, with the exception of the remains of a greenhouse foundation, which will be utilized for the location of a future retention area. The project site is located in the City's Demolition Review Study Area, as described in SBMC §22.22; however, the existing residence located at 232 Eucalyptus Hill Drive is less than 50 years old and is not considered historically significant. No impacts to historical resources would occur as a result of the proposed demolition of the existing residence.

**4.c) Ethnic/Religious Resources**

There is no evidence that the site involves any ethnic or religious use or importance. The project would have no impact on historic, ethnic or religious resources.

**Cultural Resources – Mitigation**

No mitigation is required.

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

### **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, ground-shaking, 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:** According to the City’s MEA map, the project site is located in an area that has low seismic hazard damage to all structures. The MEA map shows no fault crossing the project site, but does show a fault trending towards the site from the west. An Engineering Geology and Geotechnical Engineering Report was prepared by Earth Systems Southern California on July 14, 2006, and as part of the study, test pits were excavated in a north-south direction across the parcels and no faults were identified. According to this report, faulting is located south of the project site and the potential for fault rupture hazard is considered low. The report identifies the closest active fault as the Mission Ridge Arroyo Parida-Santa Ana Fault, located approximately 1 mile away. Fault rupture impacts are considered *less than significant*.

**Ground Shaking and Liquefaction:** The project site is located in a seismically active area of southern California. Ground shaking as a result of a local or regional earthquake is likely to occur during the life of the project. The site is considered to be minimally susceptible to liquefaction in the event of a strong earthquake. The potential for ground shaking is considered a *less than significant* impact. Future development would be required to comply with building code requirements that would minimize potential hazards associated with ground shaking.

**Seiche or Tsunami:** The project site is not located within the tsunami run-up zone as identified in the City’s Master Environmental Assessment. The project site is not subject to seiche hazards because of its distance from potential seiche hazard areas (i.e. open bodies of water and the harbor). Impacts would be *less than significant*.

#### **5.d-f) Geologic or Soil Instability**

**Landslides:** The project site has some areas with relatively steep slopes, but is not identified as subject to landslide

hazards on the City's MEA map. Therefore, project impacts from landslides would be *less than significant*.

Subsidence: The potential for subsidence on the site is considered low, and impacts would be *less than significant*.

Expansive Soils: As shown on the City's MEA, the site is subject to moderately high expansive clay soil. The Geotechnical Report identified near-surface soils underlying the proposed building areas as artificial fill over topsoil/colluvium over Monterey Formation bedrock. Testing indicated that anticipated bearing soils lie in the "very low" expansion range in the 2001 California Building Code. Soils were also tested for pH, resistivity, soluble sulfates and soluble chlorides. Results indicated that sulfate exposure is negligible, but that the soil is corrosive to ferrous metals in the bedrock units and mildly corrosive in the topsoil/colluvial units, and that the test results should be provided to the project designers for interpretations pertaining to the corrosivity or reactivity of various construction materials with the soils. Mitigation is identified to reduce this *potentially significant* impact to less than significant.

**5.g) Topography; Grading**

Grading: Site grading would include excavation and replacement of artificial fill. The amount of earthwork required for grading for both parcels is estimated at is 3,090 cy of cut and 2,830 cy of fill. The currently proposed grading would result in some alteration of the existing landform but would not substantially change the existing topography of the site. In general, the slopes on the property range from nearly flat to over 30%, and the two main house sites would be located in areas of between 0-20% slopes. The two guest houses would be located in areas of mostly 20-30% slopes, with a small portion of the lower guest house and a portion of the driveway located in areas that exceed 30% slopes. Impacts associated with project grading would be *less than significant*.

**Geophysical Conditions – Required Mitigation**

**G-1 Grading and Foundation Recommendations.** Site preparation, grading and project construction related to soil conditions shall be in accordance with the recommendations contained in the Engineering Geology and Geotechnical Engineering Report, prepared by Earth Systems Southern California, and dated July 14, 2006. Compliance shall be demonstrated on plans submitted for grading and/or building permits.

**Geophysical Conditions – Residual Impacts**

Implementation of the required site preparation and structural design measures would mitigate potential geologic hazards associated with grading to less than significant levels.

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)?	X	
b) The creation of any health hazard or potential health hazards?	X	
c) Exposure of people to existing sources of potential health hazards?		Less than Significant
d) Increased fire hazard in areas with flammable brush, grass, or trees?		Potentially Significant, Mitigable

**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**

The project site has no known contamination and is not listed on the County Fire Department Hazardous Materials parcel listings. The project site is not located close to sources of public safety or health hazards, such as pipelines. Hazardous materials use and storage would be limited to small amounts of common household, automotive, and gardening supplies, such as cleansers, paint, motor oil, and pesticides. *Less than significant impacts* due to the use of oils, paint, and cleaners during construction activities would be present during development of four single family residences on the subject properties.

**6.d) Fire Hazard**

The project site is located in the High Fire Hazard area, and development of four new residences constitutes a *potentially significant* but mitigable impact. The proposed project’s landscape plan complies with City high fire hazard area requirements for access, construction (access), water availability, and vegetation brush management, with application of vegetation landscape and management zones around developable areas. Table 1 below identifies what generally can and cannot be planted within the various landscape and management zones. Because both resulting parcels would have slopes greater than 20%, fuel management would be required up to 200 feet from all development. Most of the vegetation required to be removed or trimmed is non-native. Short- and long-term impacts to biological resources are considered less than significant, and are fully analyzed in Section 3, “Biological Resources”. Compliance with the City’s high fire hazard requirements for brush maintenance and landscape design are identified as mitigation to reduce project related fire hazard impacts to a *less than significant* level.

**Table 1: Recommendations for Plant Placement in the High Fire Hazard Area**

ZONE 1 0 – 30 feet	This area is closest to a structure. It provides the best protection against the high radiant heat that results during a wildfire. Plants should be low growing, irrigated plants. Focus should be on ground covers not more than 12 inches in height or succulents. Use non-flammable materials for paths, patios, and mulch. Trees should not be planted closer than 15 feet to a structure.
ZONE 2 30 – 50 feet	Maintain a reasonably open character in this area. Plant low growing ground covers and succulents resistant to fire. Shrubs up to 3 feet can be planted but should have at least 18 feet spacing between other shrubs or other trees. Shrubs can be planted in clusters not more than 10 feet in diameter, but should have at least 18 feet between clusters. Do not plant shrubs underneath tree canopies. Trees should be spaced at least 30 feet apart to prevent crowns from touching once fully grown.
ZONE 3 50 – 70 feet	This area should have native and Mediterranean plantings that require irrigation and should not be higher than 4 to 6 feet. Shrubs should be spaced at least 18 feet away from each other. Shrubs can be planted in clusters not more than 10 feet in diameter, but should have at least 18 feet between clusters. Trees should be spaced at least 30 feet apart to prevent crowns from touching once fully grown.
ZONE 4 70 – 100 feet or greater	This zone is furthest from the structure. Plantings once established need no irrigation. There is no limit to height. Shrubs planted in this area should have 18 feet spacing or be planted in clusters with at least 18 feet spacing. Trees can be planted in groups or with individual spacing at least 30 feet from other trees.

Slopes > 20%	Additional vegetation modification may be required.
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**Hazards – Required Mitigation**

**H-1 High Fire Vegetation Management.** Residences located in the High Fire Hazard area are required to maintain vegetation to create an effective fuel break by thinning dense vegetation (mosaic style) and removing dry brush, flammable vegetation and combustible growth from areas within 100 feet of all buildings or structures. The owner shall perform the following maintenance annually for the life of the project.

- Cut and remove hazardous brush, shrubs, and flammable vegetation such as dry grass and weeds within 100 feet of any structure and within 2 inches of the ground.
- Thin brush from streets and driveways both horizontally and vertically along the property. Flammable vegetation must be cleared on each side of the street or driveway for a distance of 10 feet and a vertical distance of 13 feet, 6 inches. Vegetation must be cut to within 2 inches of the ground. This applies to the public or private driveway and any public or private streets that border the property.
- Remove dead wood, trim the lower branches, and limb all live trees to 6 feet above the ground (or as much as possible with younger, smaller trees), especially trees adjacent to buildings.
- Trim tree limbs back a minimum distance of 10 feet from any chimney opening.
- Remove all dead trees from the property.
- Maintain the roof of all structures free of leaves, needles or other vegetative debris.
- Legally dispose of all cut vegetation, including any debris left from previous tree trimming and brush removal. Cut vegetation may be chipped and spread throughout the property as a ground cover, up to 12 inches in depth, and at least 30 feet from any structure.

**H-2 Landscape Plan.** The final landscape plan shall adhere to the Fire Department Landscape Guidelines for properties that are in the high fire hazard area. These plans shall be reviewed and approved by the Architectural Board of Review and the Fire Department.

**Hazards – Residual Impacts**

Compliance with local requirements for high fire hazard areas would ensure wildfire hazard impacts of the proposed project are less than significant.

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

**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<sub>dn</sub>) 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 (**Use applicable land uses**):
  - Residential: Normally acceptable maximum exterior ambient noise level of 60 dB(A); maximum interior noise level of 45 dB(A).
- 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:

The project site is located in an area subject to average ambient noise levels from roadway noise of less than 60 dBA, as shown on the City's Master Environmental Assessment noise contour maps. The Noise Element establishes 60 dBA as the acceptable exterior noise level for residential uses. No substantial noise generation is anticipated to occur as a result of the proposed residential use. Therefore, the project site would not be subject to high noise levels, nor would the project cause high operational noise levels. Long-term operational noise impacts would be *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 impact to residential receptors in the area. Demolition of the existing house and construction of the four residences and associated driveways are anticipated to result in use of heavy equipment. Construction noise is limited by City ordinance to the hours between 7:00 a.m. and 8:00 p.m. daily for noise generating activities that would increase noise

levels at the nearest residential property line by 5 decibels. The project is limited in scope and the potential impact due to construction noise would be *less than significant*. However, the level of potential adverse effect would be further reduced through recommended measures below, including construction scheduling, further limiting grading activities to daytime hours on weekdays, and use of equipment mufflers.

**Noise – Recommended Mitigation**

**N-1 Construction Hours.** Noise-generating construction activities associated with the site grading (which may include preparation for construction work) shall be permitted weekdays between the hours of 8:00 a.m. and 5:00 p.m., excluding holidays observed by the City as legal holidays: New Year's Day (January 1<sup>st</sup>); Martin Luther King Jr.'s Birthday (3<sup>rd</sup> Monday in January); President's Day (3<sup>rd</sup> Monday in February); Memorial Day (Last Monday in May); Independence Day (July 4<sup>th</sup>); Labor Day (1<sup>st</sup> Monday in September); Thanksgiving Day (4<sup>th</sup> Thursday in November); Day Following Thanksgiving Day (Friday following Thanksgiving); Christmas Day (December 25<sup>th</sup>). \*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday respectively shall be observed as a legal holiday.

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

**N-2: Construction Equipment Sound Control.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.

**Noise – Residual Impact**

Impacts associated with long and short term noise sources are considered *less than significant*. Recommended mitigation measures would minimize the nuisance associated with construction noise.

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)?		Less than Significant
b) Displace existing housing, especially affordable housing?	X	

**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 site is located in an existing developed area already served by urban infrastructure. A total of four residential units would be permitted as a result of the project resulting in three new residences in the neighborhood. No new parcels

are being created by the project and one of the lots is not currently developed with a residence. The sizes of both the existing and adjusted parcels would be large enough to allow for two residential units on each parcel per the density regulations of the City's Zoning Ordinance. No extensions of infrastructure or urban services would be necessary to serve the project site. The proposed residential units are intended to meet existing demand for ownership housing units within the community and would not induce growth. Growth inducing impacts as a result of the project 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.

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

**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**

**9a-b,d-g. Facilities and Services**

The project site is located in an urban area where all public services are available. In 2005, the City prepared a General

Plan Update: 2030 Condition, Trends, and Issues (CTI) Report (September 2005) that examined existing conditions associated with fire protection, police protection, library services, public facilities, governmental facilities, electrical power, and natural gas. The CTI Report specifically analyzed whether there were deficiencies existing or anticipated for each of the public services. The CTI report determined that police and fire protection services, and library services are being provided at acceptable levels to the City. In addition, the CTI Report determined that electricity, natural gas, telephone, and cable telecommunication services are being provided at acceptable service levels and utility companies did not identify any deficiencies in providing service in the future. Finally, the CTI Report determined that demand for City buildings and facilities will continue to be impacted by growth, although no appropriate/acceptable levels of service have been established.

The project would be served with connections to existing public services for gas, electricity, cable, and telephone traversing the site, as well as access to existing roads. The project is not anticipated to create a substantially different demand on fire or police protection services, library services, or City buildings and facilities than that anticipated in the CTI Report. Therefore, impacts to fire protection, police protection, library services, City buildings and facilities, electrical power, natural gas, telephone, and cable telecommunication services are anticipated to be less than significant.

### **9.c) Schools**

The project site is served by the Santa Barbara Elementary and High School Districts for elementary and high school. The project has the potential to generate additional students; however, not to a degree that would impact area schools.

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.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 City's 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.

In 2005, the City prepared a General Plan Update: 2030 Condition, Trends, and Issues (CTI) Report (September 2005) that examined existing conditions associated with water supply, treatment, and distribution system, and specifically analyzed and determined that there were no existing or anticipated deficiencies for the next 20-year planning period based on a growth rate of 0.7% per year.

The existing development on the site receives water service from the City of Santa Barbara water supply, treatment, and distribution system. The proposed project is estimated to demand 1.12 AFY of potable water. The proposed project is within the anticipated growth rate for the City and therefore, the City's long-term water supply and existing water treatment and distribution facilities would adequately serve the proposed project. The potential increase in demand would constitute a less than significant impact to the City water supply.

#### Sewer

The project site is currently served by City sewer system. The project would include four new residences, with a net increase of three residences, which are estimated to generate 868 gallons/day or 0.97 AFY (87% of water demand). The

maximum capacity of the El Estero Treatment Plant is 11 million gallons per day (MGD), with current average daily flow 8.5 MGD. The Treatment Plant is designed to treat the wastewater from a population of 104,000. 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 4,000 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 (TPY) 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 [4,000 tons/year], which equates to 40 TPY, is considered an adverse cumulative impact.

Using methodology and factors found in the County's Environmental Thresholds and Guidelines Manual (1995), the annual generation of the proposed project is calculated below:

Existing land use on the site generates an estimated 2.52 TPY of solid waste (2.65 people/unit x 1 unit x 0.95 TPY/person = 2.52 TPY), and the site is served by recycling pick up.

The proposed project would generate an additional 7.55 TPY of solid waste (2.65 people/unit x 3 units x 0.95 TPY/person = 7.55 TPY) (3.78 TPY with source reduction and recycling).

Net project generation of 7.55 TPY solid waste is considered a *less than significant* project-specific impact and contribution to cumulative impact.

Short-Term (Demolition and Construction). Construction-related waste generation would result from the demolition of the existing residence and exported cut, and would be short-term and *less than significant*.

**Public Services –Mitigation**

No mitigation is required.

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?		Less than Significant
b) Affect existing parks or other public recreational facilities?		Less than Significant

**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**

Currently within the City there are more than 1,800 acres of natural open space, park land and other recreational facilities. In addition, there are 28 tennis courts, 2 public outdoor swimming pools, beach volleyball courts, sport fields, lawn bowling greens, a golf course, 13 community buildings and a major skateboard facility. The City also offers a wide variety of recreational programs for people of all ages and abilities in sports, various classes, tennis, aquatics and cultural arts.

In 2005, the City prepared a General Plan Update: 2030 Condition, Trends, and Issues (CTI) Report (September 2005) that examined existing conditions associated with recreation and parks. Population characteristics including income, age, population growth, education and ethnicity affect recreation interests and participation levels.

The CTI Report determined that there is an uneven distribution of parkland in the City, such that some areas of the City may currently be underserved with neighborhood parks, but overall the City has adequate passive, community, beach, regional, open space, and sports facility parks.

The National Recreation and Park Association has established park service area standards for various types of parks. The NRPA standards have not been adopted by the City; however, the standards do provide a useful tool for assessing park space needs. The CTI Report determined that, based on NRPA standards, there is an uneven distribution of parkland in the City, such that some areas of the City may currently be underserved with neighborhood and community parks, but overall the City has adequate passive, community, beach, regional, open space, and sports facility parks.

The future development of the two parcels with a three additional residences would create a very minor increase in the demand for park and recreational opportunities. As indicated above, the City of Santa Barbara has ample parkland, albeit unevenly distributed throughout the City, and adequate recreation facilities. The proposed project would introduce additional residents into the Eucalyptus Hill neighborhood where existing nearby parks include Eastside Neighborhood Park, Hale Park and Sunflower Park. Hale Park is located within the NRPA ¼ to ½-mile radius standard of the proposed project site and residents of the proposed project would have access to the other neighborhood parks, although somewhat less conveniently than if located within the NRPA standard distance. In addition, residents would have access to other community, beach, regional, open space, and sports facility parks, and all City recreation programs. Therefore, the increase in park and recreational demands associated with the residences would be a *less than significant* impact.

### **10.b) Existing Recreational Facilities**

As described above, the proposed project is located within close proximity of Hale Park. The proposed residential use would not interfere or cause a substantial loss of use of existing parks or recreational facilities by means of obnoxious or offensive emission of odors, dust, gas, fumes, smoke, liquids, wastes, noise, vibrations, or disturbances. Therefore, the project would have *less than significant* impacts on recreational facilities.

## **Recreation - Mitigation**

No mitigation is required.

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

**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, and 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 .77 V/C or greater.

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

- Project peak-hour traffic would cause a signalized intersection to exceed 0.77 V/C, or
- 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

The project site is located in the Eucalyptus Hill neighborhood and is accessed from Eucalyptus Hill Drive, a private road off of Eucalyptus Hill Road. Milpas Street, located to the southwest of the site, is the closest arterial and provides access to the beach and Highway 101 to the south and many east-west connectors to the north. All the nearby intersections operate at an acceptable level, per City thresholds. The project is expected to generate approximately three a.m. peak hour trips and 3 p.m. peak hour trips and 30 average daily trips. When these trips are added to the existing street network they would result in a *less than significant* impact to traffic.

#### Short-Term Construction Traffic

The project includes approximately 3,090 cubic yards of cut and 2,830 cubic yards of fill, resulting in approximately 260 cubic yards exported cut. Based on an estimated average of 10 cubic yards per truck trip, this would generate approximately 26 truck trips during the grading process. Based on the limited scope of the project, potential temporary construction related traffic impacts would be temporary and would *not be significant*. City Transportation Planning staff have determined that the existing roadway network is sufficiently designed to handle the additional vehicle trips. Standard mitigation measures are recommended to minimize adverse impacts to the neighborhood. These include restrictions on the hours permitted for construction trips and approval of routes for construction traffic.

### **11.b, e) Access/Circulation Hazards**

Access drives meeting minimum City width and slope standards are proposed for the site. The project site is located off a private road and adequate line of sight distance from the proposed ingress/egress points have been provided. *Less than significant* traffic safety impacts of the project would occur.

### **11.c) Emergency Access**

The Fire Department has reviewed the site plan for the proposed project and indicates that emergency access is adequate and access/distance from fire-fighting equipment to the proposed structures meets standards. Therefore, *Less than significant* impacts to emergency access would occur.

### **11.d, e) Parking**

No sharp curves, inadequate sight distance or dangerous intersections are present in this area. Adequate on-site parking for the residences would be provided with the proposed garages, consistent with City minimum requirements. No parking supply impacts on- or off-site have been identified.

## **Transportation – Recommended Mitigation**

**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:

1. During construction, free parking spaces for construction workers shall be provided on-site.
2. 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.

**Transportation – Residual Impact**

Impacts associated with transportation/circulation are considered *less than significant*. Recommended mitigation measures would minimize the nuisance associated with construction traffic.

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?		Potentially Significant, Mitigable
b) Exposure of people or property to water related hazards such as flooding?	X	
c) Discharge into surface waters?		Potentially Significant, Mitigable
d) Change in the quantity, quality, direction or rate of flow of ground waters?		Less than Significant
e) Increased storm water drainage?		Potentially Significant, Mitigable

**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 and Surface Runoff Rate and Quality**

Drainage from the site sheet flows to the southern boundary of the parcels, into neighboring properties, and eventually into the public right-of-way. The site is within the Andre Clark Bird Refuge watershed. The two parcels are currently

developed with approximately 11,500 square feet of impervious area, including buildings, hardscape, and driveway. The project proposes to demolish the existing buildings and hardscape and construct four new residences and associated driveways, resulting in an increase of approximately 37,500 square feet of impervious surface. The project includes two stormwater retention areas; a 900 square foot retention area for the upper parcel and a 600 square foot retention area for the lower parcel. The retention areas were designed to retain the increase in runoff for a 25-year storm event as a result of the proposed project, as described in a preliminary stormwater study prepared by Triad/Holmes Associates. A 24" storm drain is also proposed, starting at the bottom of the foundation for the upper parcel's retention area, and would be directed through a proposed easement over the private property at 860 Woodland Drive.

Based on the preliminary drainage calculations in the study, the potential total overland flow for a 100-year storm event is estimated as a total of 9.4 CFS, an increase of 1.6 CFS from the existing conditions estimate of 7.8 CFS. Approximately 7.6 CFS is proposed to be directed the 24" storm drain across the property located at 860 Woodland Drive and then to the public right-of-way.

Development of the project would result in an increase in impervious surface coverage, so the change in quantity of water is considered *potentially significant*. The proposed drainage design would prevent an increase of stormwater runoff by retaining increased flows on-site. By implementing adequate drainage facilities to reduce potential runoff to pre-development levels, the project would be consistent with the City's Storm Water Management Plan and potential impacts to runoff rates would be reduced to a *less than significant* level.

The conceptual drainage design provided has been reviewed by the Building & Safety Division and generally meets City standards. Development of a final engineered design would be required prior to issuance of building permits. Mitigation Measure W-3 is recommended to ensure that the proposed drainage system continues to be maintained and functional.

No groundwater was encountered at a depth of 20 feet during exploratory boring as a part of the soil analysis. Therefore, impacts to groundwater are considered *less than significant*.

#### **12.b) Flooding**

According to the FEMA Federal Flood Insurance Program Flood Insurance Rate Map for the City of Santa Barbara, the project site is not located within the 100-year floodplain or an area otherwise subject to flooding. Flooding impacts are considered *not significant*.

#### **12.c) Water Quality**

Long-Term (Operational) Impacts. See 12.a, d, e above. The proposed project would include on-site retention for the purpose of allowing no increase in runoff as a result of the project, as well as the installation of a new storm drain. The project site does not abut any natural drainage courses. Impacts from discharge into surface waters would be *less than significant*.

Short-Term (Construction) Impacts. Project grading activities and construction of the new structures have the potential to create erosion and sedimentation, which may result in a *potentially significant, mitigable impact* to water quality. With the implementation of an Erosion Control Plan, the potential for short-term water quality impacts due to erosion and sedimentation during grading and construction would be reduced to a *less than significant level*.

### **Water Resources – Required Mitigation**

- W-1 Drainage and Water Quality.** Any increase in runoff above existing conditions shall be retained on site, consistent with the City's NPDES Guidelines. 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. Sufficient engineered design and adequate 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 Owner shall maintain the storm drain and retention areas consistent with an approved maintenance plan. This plan shall be provided with the building plan submittal for review and approval by Community Development prior to approval of building permits.
- W-2 Construction Erosion/Sedimentation Control Plan.** Appropriate erosion/sediment control devices between the construction zone and adjacent areas shall be installed prior to initiation of grading or construction activities and shall be maintained throughout the duration all construction phases on the site as mitigation for short-term impacts to water quality from erosion and sedimentation. The applicant shall submit and obtain Building Division or Public Works Department approval of a detailed erosion control plan for the project prepared by a licensed or certified professional soil erosion and sediment control specialist, a California licensed civil engineer, landscape architect, registered geologist, or a licensed architect. The plan shall include Best Management Practices approved by the City and Regional Water Quality Control Board, and shall include, at a minimum, the following:
1. Minimize the area of bare soil exposed at one time (phased grading).
  2. Install silt fence, sand bag, hay bale or silt devices where necessary around the project site to prevent offsite transport of sediment.
  3. Bare soils shall be protected from erosion by applying heavy seeding, within five days of clearing or inactivity in construction.
  4. Construction entrances should be stabilized immediately after grading and frequently maintained to prevent erosion and control dust.
  5. During construction of the home, the contractor and/or property owner shall protect the storm drain inlets from sediment-laden runoff.
  6. Erosion control materials (i.e. sandbags, strawbales, and silt fencing) shall be used to trap and filter sediment before entering the storm drain.
  7. Establish fuel and vehicle maintenance staging areas located away from all drainage courses, and design these areas to control runoff.
  8. Maintain and wash equipment and machinery in confined areas specifically designed to control runoff. Thinners or solvents should not be discharged into sanitary or storm sewer systems. Washout from concrete trucks should be disposed of at a location not subject to runoff and more than 50 feet away from a storm drain, open ditch or surface water.
  9. Construction site operators shall be responsible for implementation of sedimentation control and good housekeeping measures in accordance with the approved erosion control plan and the Public Works Department Procedures for the Control of Runoff into Storm Drains and Watercourses. City (Building Division or Public Works Department) staff will site inspect to ensure proper installation, ongoing implementation, and effectiveness of approved BMPs, and may adjust requirements in the field if necessary to protect water quality.

### **Water Resources – Recommended Mitigation**

- W-3 Permeable Paving.** Permeable/porous paving materials shall be utilized where possible to reduce the impermeability of hardscape surfaces.

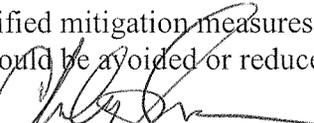
**Water Resources – Residual Impact**

With implementation of identified mitigation measures W-1 and W-2, potentially significant impacts associated with drainage, surface water run-off and short-term water quality would be reduced to a less than significant level. Impacts associated with surface water run-off could be further reduced with implementation of mitigation measure W-3.

<b>MANDATORY FINDINGS OF SIGNIFICANCE.</b>		<b>YES</b>	<b>NO</b>
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?		X
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X
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)?		X
d)	Does the project have potential environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X

**INITIAL STUDY CONCLUSION**

On the basis of this initial evaluation it has been determined that the proposed project may have a significant effect on the environment. With identified mitigation measures agreed-to by the applicant, potentially significant impacts in all issue areas would be avoided or reduced to less than significant levels.

Case Planner/Initial Study Preparer:  Chelsey Swanson, Assistant Planner

Environmental Analyst:  Date: 4/2/2007  
 Michael Berman

**EXHIBITS:**

- A. Project Plans
- B. Architectural Board of Review Minutes, dated July 19, 2004, September 20, 2004, and May 8, 2006.
- C. URBEMIS 2002 ver. 8.7, project construction and operation emission estimates.
- D. Oak Tree Assessment and Protection Plan prepared by Bill Spiewak Consulting Arborist, dated September 21, 2006
- E. Biological Survey prepared by Condor Environmental Planning Services, Inc, dated November 8, 2005
- F. Biological Impact Analysis of Revised Site Plan Response Letter prepared by Condor Environmental Planning Services, Inc, dated October 26, 2006
- G. Engineering Geology and Geotechnical Engineering Report prepared by Earth Systems Southern California, dated July 14, 2006

**H. Preliminary Stormwater Study, prepared by Triad/Holmes Associates, dated July 2006**

**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

General Plan Land Use Element

General Plan Noise Element w/appendices

General Plan Map

General Plan Seismic Safety/Safety Element

General Plan Update 2030: Conditions, Trends and Issues Report

Geology Assessment for the City of Santa Barbara

2004 Housing Element

Institute of Traffic Engineers Parking Generation Manual

Institute of Traffic Engineers Trip Generation Manual

Master Environmental Assessment

Santa Barbara Municipal Code

Special District Map

Uniform Building Code as adopted by City

