

APPENDIX F

TOPICAL RESPONSES AND ADDITIONAL INFORMATION SUPPORTING RESPONSES TO COMMENTS

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I. Topical Response No. 1. Use of Alan Road as the Access to the
Project Site

TOPICAL RESPONSE NO. I

RESPONSE TO COMMENTS ON THE USE OF ALAN ROAD AS THE ACCESS TO THE PROJECT SITE

Final Environmental Impact Report, Veronica Meadows Specific Plan City of Santa Barbara

I. INTRODUCTION

Numerous residents of the Alan Road neighborhood, located south of the project site, provided comments on the Draft EIR, focusing on the potential for Alan Road to be used as the sole access to the site instead of the bridge from Las Positas Road.

Under the proposed project, vehicular access to the project site would be provided by a new bridge across Arroyo Burro Creek. A stop sign would be provided on the access road; no controls would be provided on Las Positas Road, a state highway (Route 225). A stop light intersection would not be warranted by the project under Caltrans standards. Caltrans has indicated that Route 225 would be relinquished to the City in the near future, and upon relinquishment, the City has the discretion to install a stop light intersection at the bridge location.

Access to two lots would occur at the existing end of Alan Road. No regular through vehicle access would be provided to the project site from Alan Road. A paved bike path would extend from Las Positas Road to Alan Road through the project site, providing bike and pedestrian access between the existing the new development, Elings Park, and the Alan Road neighborhood. The paved bike path could also be used for emergency vehicular access or neighborhood evacuation in the event of an emergency condition that blocks regular vehicular access routes.

Section 4.5 of the EIR contains a description of the “Alternative Site Access,” which has been retitled the “Alan Road Access Alternative” in the Final EIR for clarity. Under this alternative, the sole access to the project site would be from Alan Road. Lots 1 and 2 at the south end of project site would be reconfigured to provide a vehicular connection from the development to Alan Road. The rest of the project layout would remain the same, except that the entire internal roadway system for the project would be established as a public road. The bridge over Arroyo Burro Creek and intersection with Las Positas Road would not be constructed and associated impacts would be avoided.

As noted in the EIR, the Alan Road Access Alternative is feasible and would be consistent with City Circulation Element policies and transportation planning criteria that encourage increasing road connections to improve mobility. However, this alternative would involve several adverse environmental impacts and raises neighborhood concerns. These issues are described in more detail below to clarify the discussion in previously included in the Draft EIR.

2. ISSUES RAISED IN THE COMMENT LETTERS

The primary comments related to the Alan Road Access Alternative from the nearby residents are summarized below:

Comment No. 1. Because Alan Road is a dead end street, the number of vehicles traveling along the street is typically very low. This condition makes the Alan Road neighborhood very quiet and safe for children. Providing access to the project site from Alan Road would increase the traffic volume (and possibly increase speeds), degrading the quiet and safe conditions along the road.

Comment No. 2. In 1972, the City Council adopted Resolution 7528 that closed Alan Road to through traffic indefinitely. The Resolution recognized the following factors in the deliberations:

- That Alan Road was open to through traffic at one time, when there was a bridge across the creek providing access to the project site; however, at the time of the resolution, this through access had been closed for 15 years with no inconvenience to motorists.
- That Alan Road, as a residential street, has parking on both sides of the street and children are commonly playing or riding in the street. Increasing traffic could create a “danger” for residents.
- That a secondary north-south thoroughfare is not considered necessary because of the presence of Las Positas Road.

The Alan Road residents petitioned the City in 1972 for Resolution 7528. Current residents have continually expressed opposition to the use of Alan Road as either the primary entrance for the project, or as a secondary connection to Las Positas Road through the project site.

Comment No. 3. The streets in the Alan Road neighborhood are often congested on summer weekends due to overflow parking associated with Arroyo Burro County Beach Park. Many cars are parked along the street, which cause an inconvenience and nuisance to residents. Providing access to the project site from Alan Road would contribute more traffic to Alan Road on the weekends when beach-associated traffic and parking cause existing impacts.

Comment No. 4. The Cliff Drive/Las Positas Road intersection currently operates at a Level of Service “F” during AM and PM peak hours. Providing access to the project site from Alan Road would increase the traffic volumes at this intersection, worsening the current congestion. Residents have also expressed concern that use of Alan Road for the project site access could adversely affect the Alan Road/Cliff Drive intersection.

Comment No. 5. There is no requirement by the City Fire Department to provide secondary access from Alan Road. The Department has indicated that access from the bridge at Las Positas Road would meet their requirements.

3. ENVIRONMENTAL IMPACTS OF THIS ALTERNATIVE

Neighborhood Compatibility

The increased traffic along Alan Road would cause a perceptible change in the quality of life for residents because there would be more vehicles on the road each day. It is likely that vehicles speeds would also be higher because the road would be a through street, rather than a dead end. While the design and physical condition of the road would accommodate this additional traffic, the additional traffic could result in a slightly greater potential for vehicle conflicts and accidents that may occur on residential roads.

The additional traffic would also slightly increase long-term noise and vehicular emissions in the Alan Road neighborhood. These impacts would not exceed any noise or air quality impact significance thresholds due to the relatively low number of additional vehicles; however, the additional noise and emissions would be perceptible to many residents compared to current conditions. No CEQA or City impact significance thresholds related to land use would be exceeded.

Creating an access to the project site from Alan Road could alter the residents' perception of the neighborhood character – changing it from a quiet cul-de-sac with older homes to a through-street to a larger and more expensive residential development at the north end of the road.

Based on a consideration of all the above factors, the Alan Road Access Alternative would result in an adverse, but not significant (Class III) environmental impact on the Alan Road neighborhood, adversely affecting the quality of life of the residents. The issue of neighborhood compatibility associated with this alternative would be considered by City decision-makers in determining the merits of the proposed project and alternatives.

Applicability of 1972 Resolution

The 1972 Resolution does not address the potential to extend Alan Road to the north for access to new development, including the proposed project or other similar projects considered in the past for this site. The Resolution only addresses through traffic from Las Positas Road to Alan Road. As such, the Resolution does not directly conflict with the Alan Road Access Alternative (Section 4.5). The 1972 Resolution by City Council does not preclude this alternative. The City Council has the option, at any time and after public hearings and findings, to modify or revoke a resolution of a prior Council.

Traffic Issues

The Alan Road Access Alternative would add 230 trips per day (on average) to Alan Road associated with residents at the project site. These trips would be in addition to the current the average daily traffic on Alan Road of about 1,400 vehicles north of Cliff Drive and about 300 vehicles per day north of Vista del Mar. The additional traffic on Alan Road would not constitute a significant impact based on road capacity and operational criteria because the road, even with parking on both sides, has sufficient width and site distance to accommodate the additional traffic.

The Alan Road/Cliff Drive intersection operates at LOS A-B during peak AM and PM hours. This alternative would add 18 additional trips during the AM, and 25 additional trips in the PM. These additional trips would not reduce the LOS at the Alan Road/Cliff Drive intersection or substantially affect intersection operations.

This alternative would increase AM and PM peak trips at the Las Positas Road/Cliff Drive intersection, which currently operates at LOS "F." These additional trips would exceed the City's significance threshold, and create a significant impact. This impact would persist until such time that the City constructed the planned roundabout at the intersection. At that time, the intersection would operate at LOS A-B, either with the proposed project or with the Alan Road Access Alternative. The City has programmed funds for this intersection improvement, and has indicated its intention to construct the improvement upon relinquishment of Route 225 from Caltrans. The intersection improvements are expected to occur by 2008. The EIR includes a cumulative impact mitigation measure in which the applicant would provide a fair share funding of this intersection improvement.

Beneficial Impact that Would Not be Realized

The Alan Road Access Alternative would forego the following beneficial impact associated with the proposed project with the bridge access from Las Positas Road: providing new pedestrian and bicycle coastal access from Las Positas Road and Elings Park. However, this alternative could be modified to include a pedestrian/bike bridge over Arroyo Burro Creek, thereby achieving this beneficial circulation element in another manner.

Significant Impacts that Would be Avoided

The Alan Road Access Alternative would avoid the significant impact (Class I) of the proposed bridge on the riparian resources of Arroyo Burro Creek.

4. SUMMARY

The Alan Road Access Alternative would result in the following impacts as compared to the proposed project:

- Short-term significant impacts on the operation of Cliff Drive/Las Positas Road intersection (until such time that the intersection improvements are completed).
- Increased traffic, noise, and vehicular emissions on Alan Road which would reduce the quality of life for residents along Alan Road, an adverse, but not significant impact.
- Avoidance of a significant impact on riparian resources along Arroyo Burro Creek because the bridge would not be constructed.

The 1972 Resolution by City Council does not preclude this alternative, as the Resolution only addresses "through traffic." In addition, the City Council may, at any time and after public hearings, modify or revoke prior Resolutions.

2. Topical Response No. 2. Environmental Impacts of the Proposed Bridge (with Figures 1-6)

TOPICAL RESPONSE NO. 2

RESPONSE TO COMMENTS ON THE LEVEL OF SIGNIFICANCE ASSOCIATED WITH THE IMPACTS OF THE PROPOSED BRIDGE ON RIPARIAN RESOURCES

Final Environmental Impact Report, Veronica Meadows Specific Plan City of Santa Barbara

I. INTRODUCTION

Section 3.3.2.5 of the Draft EIR concluded that the bridge would have a significant impact (as defined under the CEQA Guidelines, Sections 15382 and 15064) due to the following factors:

- The permanent displacement of native and non-native riparian habitat at the crossing to be replaced with barren ground under the bridge, or low growing native and naturalized plants
- Loss of a large oak tree and sycamore tree
- Possible effect on the movement of wildlife using the project site, particularly the riparian corridor, due to the gap in the vegetation, presence of concrete abutments that impinge into the creek channel, and road connections at each end of the bridge

The Draft EIR concluded that the above impacts could not be fully mitigated, and that the impacts had greater magnitude than would normally be expected because the riparian corridor at the crossing is located adjacent to existing human disturbances which may degrade the riparian function, including noise and light from Las Positas Road (10 feet from top of bank) and human activities and pets at nearby condominiums.

The applicant and many nearby residents presented comments questioning the basis for the conclusion in the Draft EIR that the presence of the proposed bridge across Arroyo Burro Creek would represent a significant impact to the environment. The commenters presented the following arguments why the presence of the bridge should not be considered significant:

1. The bridge has a 140-foot span across the creek, which is very large span for this size of bridge.
2. The common wildlife that reside at the project site and in the Las Positas Valley are mostly small and highly mobile urban wildlife (birds, opossum, raccoon, reptiles, amphibians). Furthermore, the wide span would not provide an impediment for these species, as they could alter their travel path to avoid the abutments and roads, and pass under the span.
3. Wildlife travel throughout the Las Positas Valley across and along roads, or yards.
4. Vegetation can be established under the bridge, which could provide cover for wildlife.

The EIR preparers have carefully considered the comments and conducted analyses to further characterize and clarify the impacts of the bridge on riparian resources. The impact of the bridge is still considered a significant impact to the environment, and no feasible mitigation measure (which

maintains the bridge) would reduce this impact to a less than significant level. The basis for the impact determination is provided below.

A significant impact on the environment is defined in the CEQA Guidelines (Section 15382) as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.”

Per CEQA Guidelines Section 15064 (b), “...*the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data. An ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting. For example, an activity which may not be significant in an urban area may be significant in a rural area.*” In evaluating the significance of the environmental effect of a project, the Lead Agency shall consider *direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project.* (Section 15064 (d)).”

The CEQA Guidelines encourage lead agencies to utilize thresholds for determining significant impacts. The thresholds can be derived from the CEQA Guidelines, or developed by the lead agency to reflect local environmental sensitivities and conditions. The Environmental Checklist in Appendix G of the CEQA Guidelines contain the following significance thresholds that apply to the impacts of the bridge on riparian resources:

- Have a substantial adverse effect on any riparian habitat or other special status natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

CEQA Guidelines Section 15064 (h)(1) also states that “*When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*”

2. CONCLUSION

The EIR preparers have concluded that the proposed bridge, while designed to span the 100-year flood water surface elevation, would cause a significant impact on the environment which cannot be fully mitigated due to the reasons listed below. Alternatives that would avoid this impact (i.e., no bridge alternative) are described in the EIR, but have other significant impacts and/or may not be feasible for various economic, legal, social, or other considerations (to be determined by the City decision makers). The determination in the EIR that the bridge would have a significant impact does not, in and of itself, require that the City reject the bridge option.

CEQA and City policy allow a residential project to be approved with significant unavoidable impacts if the decision makers can make findings of overriding consideration that the benefits of the project outweigh the significant impacts.

Reason No. 1. Substantial Physical Effect on Riparian Habitat and Trees

The proposed bridge would have a 140-foot long deck that would span most of the creek channel. However, the bridge also includes concrete abutments at both ends, and an 11-foot long approach at the eastern end where the bridge connects to Las Positas Road. In addition, the western end of the bridge would connect directly to the main access road to the proposed development. The total length of the bridge, abutments, and eastern approach is 219 feet. The deck of the bridge would be 31.7-feet wide. The abutments would be 34 feet wide at the eastern end and 40 feet wide at the western end. The bridge dimensions are shown on attached Figure 1.

The total area occupied by the bridge is summarized below:

Bridge Element	Dimensions (Feet)	Area (square feet)
Eastern abutment and approach	45 x 34 wide	1,530
Bridge deck	140 x 31.7 wide	4,438
Western abutment	34 x 40 wide	1,360
<i>Total=</i>		7,328

The riparian habitats that would be permanently displaced by the proposed bridge include oak woodland, willow woodland/scrub , and giant reed thickets (attached Figure 2). The bridge would preclude the development of the same, or similar, riparian vegetation under the bridge. There is no evidence or examples of riparian woodland or thickets developing under the shadow of local bridges, as asserted in one of the comments. In fact, observations of similar bridges in the region indicate that only a low ground cover becomes established. In addition, many of the bridges are highly disturbed by human activities and dumping.

The loss of riparian habitat at the bridge site is considered a substantial physical impact because it would permanently preclude the re-establishment of woody riparian habitat which has always been present along the creek at the project site. The loss of riparian habitat would also create a new gap in the riparian corridor along lower Arroyo Burro Creek where there are only three existing crossings. The nearest crossings are located south of the project site at Cliff Drive, and north of the project site at Torino Drive and Camino de Los Amigos.

The impact on habitat at the bridge site also includes the loss of a 30-inch diameter coast live oak tree (over 30 feet tall), a 40-foot high sycamore tree, and a large 35-foot high willow clump (attached Figure 3). These large trees provide habitat for various resident and migratory birds, shelter and structure for birds to forage and rest, substrate for insects, and shade for the creek corridor. Their loss contributes to the determination that the habitat impact is considered substantial.

Reason No. 2. Substantial Physical Effect on the Creek Channel

A cross section of the proposed bridge is presented on attached Figure 1. The bridge would result in a substantial physical effect on the creek channel dimensions and cross sectional area as follows. The eastern approach and abutment would extend 45 feet into the creek channel, including 34 feet beyond the existing top of bank (Figure 1). As such, the abutment would be placed within the creek channel, effectively reducing the cross section of the creek channel that is currently occupied by riparian habitat.

The 140-foot long bridge deck would be located at varying heights above the creek channel based on the current channel dimensions. The deck would be 18 inches above ground level at the western abutment, and about 7 feet above the creek channel at the eastern abutment. The bridge deck would be about 18 feet above the creek invert. Although the bridge span would be 140 feet long, the vertical space under the bridge would be limited. As shown on attached Figure 1, the western portion of the bridge would have a clearance of 6 feet or less for a distance of 55 feet. For the remainder of the bridge, the vertical clearance would be 7 to 18 feet, for a distance of 85 feet. Hence, the functional span of the bridge, when considering habitat impacts, would only be 85 feet, not 140 feet.

The horizontal and vertical constrictions created by the bridge, when compared to the unconstrained creek channel and riparian corridor, are considered substantial.

Reason No. 3. Effect on Wildlife Movement and Interaction

In general, wildlife movement along riparian corridors, such as that along Arroyo Burro Creek at the project site, is generally greater than along open grassy or scrub areas. Riparian corridors offer several features that provide favorable conditions for daily and seasonal movements by amphibians, reptiles, birds, and mammals:

- Continuous and dense vegetative cover from trees and shrubs that protect small wildlife from predation by raptors and larger mammals
- Leaf litter, detritus, moist soils, organic matter, and woody debris from decaying plants that provide avenues of travel for highly vulnerable wildlife, such as amphibians, rodents, and reptiles
- Multiple layers of vegetation (ground cover, shrubs, and trees) that provide structure for birds to travel, to interact with other birds during the establishment of territories, to forage, and to protect nest sites.

The presence of a gap in the riparian corridor can adversely affect wildlife movement and interaction in a riparian corridor. The magnitude of the impact varies with site conditions, particularly the width of the riparian corridor, the adjacent land uses, and the creek channel geometry.

There are three major wildlife movement corridors at the project site, as shown on Figure 4. For many species, the main creek corridor with the dense riparian vegetation is the primary route to move north-south through the site. Other species may utilize the perimeter of the riparian corridor where there is a greater abundance of oak trees and shrubs. Finally, wildlife move from the adjacent uplands to the creek corridor throughout the site.

Development of the site and the construction of the bridge would substantially alter the above movement corridors. The upland-riparian corridor would be removed by land development. The movement corridor along the perimeter of the riparian habitat would be modified substantially by the proposed buffer zone and pedestrian path, and the site perimeter road.

The primary movement corridor along the creek would remain intact, except for the gap created by the bridge. The horizontal and vertical constraints of the bridge (see above) and the gap in the riparian vegetation would alter the movement patterns of wildlife. For many common wildlife, such as raccoons, woodrats, and skunks, the presence of the bridge would not be a substantial barrier. However, for the wildlife population in the lower Las Positas Valley, the constraints created by the bridge could adversely affect wildlife interaction and movement in the riparian zone. The bridge would force all wildlife to pass under the bridge. No alternative route is available on the east end of the bridge which would have concrete abutment encroaching into the creek channel, and is also located adjacent to Las Positas Road. Wildlife that pass around the west end of the bridge would need to cross the main site road and the yard associated with Lot 12.

It should be noted that the impact of the bridge on wildlife movement is based on a long-term, landscape viewpoint. Common wildlife such as raccoons will undoubtedly travel through the project site regardless of the bridge because they are highly adaptable and resourceful. However, the proposed bridge, when coupled with the land development, would substantially modify the opportunities for wildlife to interact and travel through the project site in a north-south manner. The magnitude of this effect is demonstrated in Figure 6. The creek and adjacent floodplain at the bridge site are about 430 feet in length. The proposed bridge would modify 219 feet of this distance, and the remainder would be developed. This modification to the landscape and existing habitats at the bridge location is considered substantial, and sufficient to adversely affect wildlife over time.

Reason No. 4. Potential Inconsistency with Local Policies

The substantial effect of the proposed bridge on Arroyo Burro Creek and the associated riparian corridor (as described above) may also represent potential inconsistencies with policies from the Coastal Act and the City's Local Coastal Plan (LCP). The bridge is located outside the Coastal Zone; only the southern third of the project site is located in the Coastal Zone. However, the City must issue a Coastal Development Permit and process an LCP Amendment for those areas of the Specific Plan in the Coastal Zone. The Specific Plan represents an integrated land development, and as such, the City and the Coastal Commission would consider Coastal Act and LCP policies when considering the entire project. As noted below, the proposed bridge may potentially be inconsistent with several Coastal Act and LCP policies.

***Coastal Act Policy 30231.** The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

The proposed bridge may be inconsistent with the final element of this policy (...*minimizing alteration of natural streams.*).

Coastal Act Policy 30240. (a) *Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.* (b) *Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

Arroyo Burro Creek represents an environmentally sensitive habitat area (ESHA). The proposed bridge may be inconsistent with this policy due to the substantial impact to the creek channel and riparian corridor at the bridge site.

City Local Coastal Plan Policy 6.8. *The riparian resources, biological productivity, and water quality of the City's coastal zone creeks shall be maintained, preserved, enhanced, and, where feasible, restored.*

The proposed bridge may be inconsistent with this policy due to the substantial impact to the riparian resources of Arroyo Burro Creek at the bridge site.

Policy 6.11-A. *New highway bridges or other highway improvements should be designed to provide clear spans of the stream or creek and to avoid the use of pilings within the stream or creek corridor. Culverting of the creek channel shall not be permitted.*

The proposed bridge may be inconsistent with this policy due to the use of concrete abutments, one of which would occur in the creek channel, below the top of bank. The proposed bridge would not fully span the creek channel.

3. Topical Response No. 3. Grading on 30 Percent Slopes (with Figures 1 and 2)

TOPICAL RESPONSE NO. 3

RESPONSE TO COMMENTS REGARDING GRADING ON 30 PERCENT SLOPES

Final Environmental Impact Report, Veronica Meadows Specific Plan City of Santa Barbara

I. INTRODUCTION

The following major comments were submitted concerning grading issues addressed in the EIR: (1) the relatively high amount of grading should be considered an adverse impact; (2) the impact of the proposed grading on slopes of 30 percent or more should be considered significant; (3) grading on slopes of 30 percent or more is inconsistent with the City's General Plan and should be prohibited; (4) the EIR should include an alternative that avoids grading on slopes of 30 percent or more and has substantially less grading quantities; and (5) it appears that several structures may be located on slopes of 30 percent or more. A response to each comment is provided below.

2. BACKGROUND

As described in Section 2.3.9 of the EIR, the project has been designed for a balanced cut and fill grading operation. The applicant has estimated that grading of the project site for roads and building pads would require 13,459 cubic yards of cut and 10,390 cubic yards of fill. Although site development is expected to result in a balanced cut and fill operation, there is a potential need to import up to 16,000 cubic yards of fill depending upon soil shrinkage and compaction.

Portions of the hills on the project site contain slopes of 30 percent or more, as shown on attached Figure 1.

Several landslides occur on the hills above Lots 1-7, 12, 19, 20, and 21 (see Figure 1). These landslides would be stabilized in order to develop the residences below them. The stabilization would involve the placement of concrete caissons at the toe of the landslide, as shown on attached Figure 2. The caissons would stabilize the landslide from below, making it unnecessary to grade the face of the landslide. Once the caissons are in place, an extensive cut and fill operation would occur below certain landslides (Lots 5, 6, 7, 12, and 21) to create a buttress fill (see yellow fill areas on Figure 2). Building pads for the lots would be placed on the tops of the buttress fill areas. The establishment of the buttress fills would require the excavation and recompaction of up to 61,500 cubic yards, using materials located below the landslides, but not from the hillsides.

3. RESPONSES

Response to Comment No. 1 – The Amount of Grading Should be Considered Significant

Grading, in and of itself, is not considered an adverse geologic impact. In addition, the amount of grading does not automatically indicate that a significant geologic impact would occur. The evaluation of whether grading would create a significant geologic hazard is based on an analysis of

the indirect impacts of the grading, which includes a consideration of more than simply the quantity of the earthwork.

Based on the analyses in the EIR, the proposed grading is not expected to result in the following adverse geologic impacts. The reasons that significant geological hazards would not be created by the proposed project are described below for each impact.

- Impact: Differential settlement due to poor compaction during grading. The proposed project would not result in significant post-grading settlement due to poor compaction because grading of the site for the roads, building pads, and buttress fills would be performed in accordance with a City grading permit, recommendations of a licensed geotechnical engineer, and applicable industry standards and practices. Hence, poor compaction would not occur. The City would inspect the grading to ensure compliance with grading permits and industry standards.
- Impact: Creation of unstable slopes. The proposed project would not result in unstable slopes because the proposed grading is not designed to create new fill slopes. Furthermore, the grading would be performed in accordance with a City grading permit, recommendations of a licensed geotechnical engineer, and applicable industry standards and practices. The City would inspect the grading to ensure compliance with grading permits and industry standards.
- Impact: Post-grading erosion. The proposed grading has the potential for erosion from rainfall and runoff that could result in sedimentation of Arroyo Burro Creek. This impact is discussed in Section 3.1.2 as a water quality effect, not a geologic hazard or impact. This impact can be mitigated to less than significant levels as described in Section 3.1.2.

Response to Comment No. 2 – Grading on Slopes of 30 % Should be Considered Significant

As shown on attached Figure 1, there are five discrete areas on the hills at the project site that contain slopes of 30 percent or more. A small portion of these steep areas would be graded as part of the landslide stabilization. Figure 2 shows these areas, which are located at the toe of landslides that encroach into certain lots. Once caissons are installed at the bottom of the landslide, steep slopes below the caissons would be excavated and backfilled as part of the buttress fill treatment.

The grading of the 30 percent slopes at the project site is not considered a significant geologic impact for the following reasons:

1. The grading would not create new or unstable fill slopes because the grading would be performed in accordance with a City grading permit, recommendations of a licensed geotechnical engineer, and applicable industry standards and practices.
2. The grading would not create new or unstable fill slopes because the original slope would be re-established after excavating and backfilling the buttress fill; hence, the original topographic contours would be re-established.

3. The amount of grading on 30 percent slopes would be relatively minor compared to the overall extent of such steep slopes on the site. In addition, the length of the grading on the 30 percent slopes below the caissons would be 50 feet or less.

The proposed grading on 30 percent slopes would not result in other adverse impacts unrelated to geologic hazards, such as visual impacts as suggested in one comment. The proposed grading would occur at the base of the hills at the project site and behind residences. The original contours would be re-established, and the affected areas would be restored with native scrub plants outside the yards. No long term visual scar would be created. In addition, the affected areas would not be visible to the general public traveling along Las Positas Road because of the following factors:

- The intervening vegetation along the creek would screen views.
- There is only a fleeting opportunity to view these hillsides from cars when traveling along Las Positas Road.
- Any visual change of the graded area would be subordinate to the visual change due to the proposed landscaping and residences at the project site.

Response to Comment No. 3. Grading on Slopes of 30 % is Inconsistent with the General Plan

The following goal, policy, and strategy from the City's Conservation Element apply to the consideration of grading on slopes of 30 percent or more:

***Goal:** Prevent the scarring of hillsides by inappropriate development.*

***Policy 2.0:** Development on hillsides shall not significantly modify the natural topography and vegetation.*

***Implementation Strategy 2.1:** Development which necessitates grading on hillsides with slopes greater than 30 percent should not be permitted.*

The potential consistency of the proposed grading with each item is presented below.

- Goal: Prevent the scarring of hillsides by inappropriate development. The proposed roads and building pads associated with the proposed project would be located below the steep hillsides. Landslides would be stabilized by earthwork at the base of the slopes. The number of locations, areas, and length of grading on slopes of 30 percent or more is very limited (see Figure 2). Finally, the graded slopes would be returned to original contours and revegetated with native shrubs. Hence, no long term, extensive, or highly visible scarring would occur on the hillsides. Hence, the proposed project is potentially consistent with this goal.
- Policy 2.0: Development on hillsides shall not significantly modify the natural topography and vegetation. As noted above, the finished graded slopes would be returned to original contours and revegetated with native shrubs. Hence, the proposed project is potentially consistent with this policy.
- Implementation Strategy 2.1: Development which necessitates grading on hillsides with slopes greater than 30 percent should not be permitted. The development of Lots 5, 6, 7, 12, and 21

4. List of Wildlife Species Observed at the Project Site

Appendix B

VERTEBRATE SPECIES KNOWN OR EXPECTED TO OCCUR
WITHIN THE LAS POSITAS VALLEY AND NORTHSIDE AREAS, SANTA BARBARA

This appendix contains vertebrate species that are known or expected to occur within and immediately adjacent to the study Areas. Known or potential occurrence is based on field surveys, conversations with knowledgeable local biologists, museum records in the University of California-Santa Barbara Museum of Systematics and Ecology (UCSB), and the Santa Barbara Museum of Natural History (SBMNH), and literature sources. Potential occurrence is based on the availability of suitable habitat and microhabitat conditions as determined during field reconnaissance in May, 1998.

The seasonal status of birds was rated as follows:

- R: Permanent resident in project area
- S: Summer resident; (*) likely to breed in project area
- M: Spring and/or Fall migrant to project area
- W: Winter visitor to project area

Scientific Name	Common Name	Occurrence
PISCES	FISHES	
Order Salmoniformes		
Salmonidae	Trouts and Salmons	
<i>Oncorhynchus mykiss</i>	Steelhead	Potential
Order Cypriniformes		
Cyprinidae	Carp and Minnows	
<i>Gila orcutti</i>	Arroyo chub	Potential
Order Antheriformes		
Poeciliidae	Livebearers	
<i>Gambusia affinis</i>	Western Mosquitofish	Potential
Order Gasterosteiformes		
Gasterosteidae	Sticklebacks	
<i>Gasterosteus aculeatus</i>	Three-spine Stickleback	Potential
Order Perciformes		
Gobiidae	Gobies	
<i>Clevelandia ios</i>	Arrow Goby	Potential
<i>Eucyclogobias newberryi</i>	Tidewater Goby	Resident in Arroyo Burro Creek lagoon.
AMPHIBIA	AMPHIBIANS	
Order Salienta		
Plethodontidae	Salamanders	
<i>Aneides lugubris</i>	Arboreal Salamander	Potential
<i>Batrachoceps nigriventris</i>	Calif. Slender Salamander	Potential
<i>Ensatina eschscholtzii</i>	Ensatina	Potential
Order Anura	Frogs and Toads	
Bufonidae		
<i>Bufo boreas</i>	Western Toad	Potential
<i>Pseudacris regilla</i>	Pacific Chorus Frog	Observed

Appendix B: Vertebrate Species Known or Expected to Occur In The Study Areas

Scientific Name	Common Name	Occurrence	
REPTILIA	REPTILES		
Order Squamata			
Suborder Testudines	Turtles and Tortoises		
<i>Clemmys marmorata</i>	Western Pond Turtle	Potential	
Suborder Sauria	Lizards		
Iguanidae	Iguanids		
<i>Sceloporus occidentalis</i>	Western Fence Lizard	Potential	
<i>Uta stansburiana</i>	Side-blotched Lizard	Potential	
Scincidae	Skinks		
<i>Eumeces skiltonianus</i>	Western Skink	Observed	
Anguidae	Alligator Lizards and Allies		
<i>Gerrhonotus multicarinatus</i>	Southern Alligator Lizard	Observed	
<i>Anniella pulchra pulchra</i>	Silvery Legless Lizard	Potential	
Suborder Serpentes	Snakes		
Colubridae	Colubrid Snakes		
<i>Coluber constrictor</i>	Racer	Potential	
<i>Lampropeltis getulus</i>	Common Kingsnake	Potential	
<i>Pituophis melanoleucus</i>	Gopher Snake	Potential	
<i>Rhinocheilus lecontei</i>	Long-nosed Snake	Potential	
<i>Diadophis punctatus</i>	Ringneck Snake	Potential	
<i>Masticophis lateralis</i>	Striped Racer	Potential	
<i>Salvadora hexalepis</i>	Patch-nosed Snake	Potential	
<i>Thamnophis sirtalis</i>	Common Garter Snake	Potential	
<i>Thamnophis elegans</i>	W. Terrestrial Garter Snake	Potential	
<i>Thamnophis hammondi</i>	Two-striped Garter Snake	Potential	
<i>Crotalus viridus</i>	Western Rattlesnake	Potential	
AVES	BIRDS		
Order Ciconiiformes			
Ardeidae	Hérons and Egrets		
<i>Ardea herodias</i>	Great Blue Heron	Potential	M, W
Cathartidae	American Vultures		
<i>Cathartes aura</i>	Turkey Vulture	Observed	M
Accipitridae	Hawks		
<i>Accipiter cooperi</i>	Cooper's Hawk	Potential	M, W
<i>Accipiter striatus</i>	Sharp-shinned Haw	Potential	M, W
<i>Aquila chrysaetos</i>	Golden Eagle	Potential	M, W
<i>Buteo lineatus</i>	Red-shouldered Hawk	Observed	M, W
<i>Buteo jamaicensis</i>	Red-tailed Hawk	Observed	M, W
<i>Elanus leucurus</i>	White-tailed Kite	Observed	M, W
<i>Circus cyaneus</i>	Northern Harrier	Observed	W
Falconidae	Falcons		
<i>Falco sparverius</i>	American Kestrel	Observed	M, W
Order Columbiformes			
Phasianidae	Partridges, Grouse, Turkeys, and Quail		
<i>Callipepla californica</i>	California Quail	Potential	R(*)

Appendix B: Vertebrate Species Known or Expected to Occur In The Study Areas

Scientific Name	Common Name	Occurrence	
Order Charadriiformes			
Charadriidae	Plovers		
<i>Charadrius vociferus</i>	Killdeer	Observed	R(*)
Laridae	Gulls and Terns		
<i>Larus delawarensis</i>	Ring-billed Gull	Observed	M, W
<i>Larus californicus</i>	California Gull	Potential	M, W
<i>Larus argentatus</i>	Herring Gull	Observed	M, W
<i>Larus occidentalis</i>	Western Gull	Observed	R
Order Columbiformes			
Columbidae	Pigeons and Doves		
<i>Columba fasciata</i>	Band-tailed Pigeon	Potential	M, W
<i>Columba livia</i>	Rock Dove	Observed	R(*)
<i>Zenaida macroura</i>	Mourning Dove	Observed	R(*)
Order Strigiformes			
Tytonidae	Barn Owls		
<i>Tyto alba</i>	Common Barn Owl	Potential	R
Strigidae	Typical Owls		
<i>Asio otus</i>	Long-eared Owl	Potential	M, W
<i>Bubo virginianus</i>	Great Horned Owl	Potential	R
<i>Glaucidium gnoma</i>	Northern Pygmy Owl	Potential	R
<i>Otus kennicottii</i>	Western Screech Owl	Potential	R
Order Caprimulgiformes			
Caprimulgidae	Nightjars		
<i>Chordeiles acutipennis</i>	Lesser Nighthawk	Potential	M
Order Apodiformes			
Apodidae	Swifts		
<i>Aeronautes saxatalis</i>	White-throated Swift	Potential	M
<i>Chaetura vauxi</i>	Vaux's Swift	Potential	M
Trochilidae	Hummingbirds		
<i>Archilochus alexandri</i>	Black-chinned Hummingbird	Potential	M, W
<i>Calypte anna</i>	Anna's Hummingbird	Observed	R
<i>Calypte costae</i>	Costa's Hummingbird	Potential	R
<i>Selasphorus rufus</i>	Rufous Hummingbird	Potential	R
<i>Selasphorus sasin</i>	Allen's Hummingbird	Potential	R
Order Piciformes			
Picidae	Woodpeckers		
<i>Colaptes auratus</i>	Northern Flicker	Observed	R
<i>Melanerpes formicivorus</i>	Acorn Woodpecker	Observed	R
<i>Picoides nuttallii</i>	Nuttall's Woodpecker	Potential	R
<i>Picoides pubescens</i>	Downy Woodpecker	Potential	R
<i>Picoides villosus</i>	Hairy Woodpecker	Potential	R
<i>Sphyrapicus varius</i>	Red-breasted Sapsucker	Potential	M, W
Order Passeriformes			
Tyrannidae	Tyrant Flycatchers		
<i>Contopus borealis</i>	Olive-sided Flycatcher	Potential	M
<i>Contopus sordidulus</i>	Western Wood-pewee	Potential	M
<i>Empidonax difficilis</i>	Pacific-slope Flycatcher	Potential	M
<i>Empidonax hammondii</i>	Hammond's Flycatcher	Potential	M
<i>Myiarchus cinerascens</i>	Ash-throated Flycatcher	Potential	M
<i>Sayornis nigricans</i>	Black Phoebe	Observed	R

Appendix B: Vertebrate Species Known or Expected to Occur In The Study Areas

Scientific Name	Common Name	Occurrence	
<i>Sayornis saya</i>	Say's Phoebe	Observed	M, W
<i>Tyrannus vociferans</i>	Cassin's Kingbird	Potential	M
<i>Tyrannus verticalis</i>	Western Kingbird	Potential	M
Alaudidae	Larks		
<i>Eremophila alpestris</i>	Horned Lark	Potential	M
Hirundinidae	Swallows		
<i>Hirundo pyrrhonota</i>	Cliff Swallow	Observed	S
<i>Hirundo rustica</i>	Barn Swallow	Potential	M
<i>Stelgidopteryx serripennis</i>	N. Rough-winged Swallow	Potential	S
<i>Tachycineta thalassina</i>	Violet-green Swallow	Potential	M
Corvidae	Jays, Magpies, and Crows		
<i>Aphelocoma coerulescens</i>	Scrub Jay	Observed	R
<i>Corvus brachyrhynchos</i>	American Crow	Observed	R
Paridae	Titmice		
<i>Parus inornatus</i>	Plain Titmouse	Potential	M, W
Aegithalidae	Bushtits		
<i>Psaltriparus minimus</i>	Bushtit	Potential	R
Sittidae	Nuthatches		
<i>Sitta carolinensis</i>	White-breasted-Nuthatch	Potential	M, W
Certhiidae	Creepers		
<i>Certhia americana</i>	Brown Creeper	Potential	M, W
Troglodytidae	Wrens		
<i>Thryomanes bewickii</i>	Bewick's Wren	Observed	R
<i>Troglodytes aedon</i>	House Wren	Observed	M
<i>Catherpes mexicanus</i>	Canyon Wren	Potential	R
Muscicapidae	Thrushes		
<i>Regulus satrapa</i>	Golden-crowned Kinglet	Potential	M, W
<i>Regulus calendula</i>	Ruby-crowned Kinglet	Potential	M, W
<i>Poliophtila caerulea</i>	Blue-gray Gnatcatcher	Potential	M, W
<i>Sialia mexicana</i>	Western Bluebird	Potential	M, W
<i>Catharus ustulatus</i>	Swainson's Thrush	Potential	M
<i>Catharus guttatus</i>	Hermit Thrush	Potential	M, W
<i>Turdus migratorius</i>	American Robin	Potential	M, W
<i>Chamaea fasciata</i>	Wrentit	Observed	R
Mimidae	Mockingbirds and Thrashers		
<i>Mimus polyglottos</i>	Northern Mockingbird	Observed	R
<i>Toxostoma redivivum</i>	California Thrasher	Potential	R
Motacillidae	Pipits and Wagtails		
<i>Anthus spinoletta</i>	American Pipit	Potential	M, W
Bombycillidae	Waxwings		
<i>Bombycilla cedrorum</i>	Cedar Waxwing	Observed	M, W
Ptilogonatidae	Silky Flycatchers		
<i>Phainopepla nitens</i>	Phainopepla	Observed	M, W
Laniidae	Shrikes		
<i>Lanius ludovicianus</i>	Loggerhead Shrike	Potential	M, W
Vireonidae	Vireos		
<i>Vireo solitarius</i>	Solitary Vireo	Potential	M
<i>Vireo huttoni</i>	Hutton's Vireo	Potential	R(*)
<i>Vireo gilvus</i>	Warbling Vireo	Potential	M
Emberizidae	Wood Warblers, Sparrows, Blackbirds, and Orioles		
<i>Vermivora celata</i>	Orange-crowned Warbler	Potential	M, W
<i>Vermivora ruficapilla</i>	Nashville Warbler	Potential	M

Appendix B: Vertebrate Species Known or Expected to Occur In The Study Areas

Scientific Name	Common Name	Occurrence	
<i>Dendroica petechia</i>	Yellow Warbler	Potential	S
<i>Dendroica coronata</i>	Yellow-rumped Warbler	Observed	M, W
<i>Dendroica nigrescens</i>	Black-throated Gray Warbler	Potential	M
<i>Dendroica townsendi</i>	Townsend's Warbler	Potential	M
<i>Dendroica occidentalis</i>	Hermit Warbler	Potential	M, W
<i>Oporornis tolmiei</i>	MacGillivray's Warbler	Potential	M
<i>Geothlypis trichas</i>	Common Yellowthroat	Observed	M, W
<i>Wilsonia pusilla</i>	Wilson's Warbler	Potential	M
<i>Piranga ludoviciana</i>	Western Tanager	Potential	M
<i>Pheucticus melanocephalus</i>	Black-headed Grosbeak	Observed	S
<i>Guiraca caerulea</i>	Blue Grosbeak	Potential	M
<i>Passerina amoena</i>	Lazuli Bunting	Potential	M
<i>Pipilo erythrophthalmus</i>	Rufous-sided Towhee	Observed	R
<i>Pipilo crissalis</i>	California Towhee	Observed	R
<i>Ammodramus savannarum</i>	Grasshopper Sparrow	Potential	M
<i>Chondestes grammacus</i>	Lark Sparrow	Potential	M
<i>Passerella iliaca</i>	Fox Sparrow	Potential	M, W
<i>Melospiza melodia</i>	Song Sparrow	Observed	R
<i>Melospiza lincolni</i>	Lincoln's Sparrow	Potential	M, W
<i>Zonotrichia atricapilla</i>	Golden-crowned Sparrow	Potential	M, W
<i>Zonotrichia leucophrys</i>	White-crowned Sparrow	Potential	M, W
<i>Junco hyemalis</i>	Dark-eyed Junco	Potential	M, W
<i>Agelaius phoeniceus</i>	Red-winged Blackbird	Potential	R
<i>Sturnella neglecta</i>	Western Meadowlark	Potential	M, W
<i>Sturnus vulgaris</i>	European Starling	Observed	R(*)
<i>Euphagus cyanocephalus</i>	Brewer's Blackbird	Observed	R
<i>Icterus cucullatus</i>	Hooded Oriole	Potential	M
<i>Icterus galbula</i>	Northern Oriole	Observed	M
Fringillidae	Finches		
<i>Carpodacus purpureus</i>	Purple Finch	Potential	M, W
<i>Carpodacus mexicanus</i>	House Finch	Observed	R(*)
<i>Carduelis pinus</i>	Pine Siskin	Potential	M, W
<i>Carduelis psaltria</i>	Lesser Goldfinch	Observed	R(*)
<i>Carduelis tristis</i>	American Goldfinch	Potential	R(*)
Passeridae	Weavers		
<i>Passer domesticus</i>	House Sparrow	Observed	R(*)
MAMMALIA		MAMMALS	
Order Didelphimorpha			
Didelphidae	New World Opossums		
<i>Didelphis virginianus</i>	Virginia Opossum	Potential	
Order Insectivora			
Soricidae	Shrews		
<i>Scapanus latimanus</i>	Broad-footed Mole	Potential	
Order Chiroptera			
Vespertilionidae	Plainnose Bats		
<i>Eptesicus fuscus</i>	Big Brown Bat	Potential	
<i>Myotis yumanensis</i>	Yuma myotis	Potential	
<i>Myotis californicus</i>	California myotis	Potential	

Appendix B: Vertebrate Species Known or Expected to Occur In The Study Areas

Scientific Name	Common Name	Occurrence
<i>Myotis leibii</i>	Small-footed Myotis	Potential
<i>Myotis evotis</i>	Long-eared Myotis	Potential
<i>Myotis thysanodes</i>	Fringed Myotis	Potential
<i>Myotis volans</i>	Long-legged Myotis	Potential
<i>Lasiurus cinereus</i>	Hoary Bat	Potential
<i>Lasiurus borealis</i>	Red Bat	Potential
<i>Lasionycteris noctivagans</i>	Silver-haired Bat	Potential
<i>Pipistrellus hesperus</i>	Western Pipistrelle	Potential
Molossidae	Freetail Bats	
<i>Tadarida brasiliensis</i>	Mexican Free-tail Bat	Potential
Order Lagomorpha		
Leporidae	Rabbits and Hares	
<i>Sylvilagus bachmani</i>	Brush Rabbit	Potential
Order Rodentia		
Sciuridae	Squirrels	
<i>Spermophilus beecheyi</i>	California Ground Squirrel	Observed
Geomyidae	Geomyid Rodents	
<i>Thomomys bottae</i>	Botta's Pocket Gopher	Observed
Cricetidae	Mice, Rats, and Voles	
<i>Reithrodontomys megalotis</i>	Western Harvest Mouse	Potential
<i>Peromyscus californicus</i>	California Mouse	Potential
<i>Peromyscus maniculatus</i>	Deer Mouse	Potential
<i>Neotoma fuscipes</i>	Dusky-footed Woodrat	Potential
<i>Microtus californicus</i>	California Vole	Potential
Muridae	Murine Rodents	
<i>Mus musculus</i>	House Mouse	Potential
<i>Rattus rattus</i>	Black Rat	Potential
Order Carnivora		
Canidae	Dogs, Wolves, and Foxes	
<i>Canis latrans</i>	Coyote	Observed
<i>Canis familiaris</i>	Feral Dog	Observed
<i>Urocyon cinereoargenteus</i>	Gray Fox	Potential
Procyonidae	Raccoons and Coatis	
<i>Procyon lotor</i>	Common Raccoon	Potential
Mustelidae	Skunks	
<i>Mephitis mephitis</i>	Striped Skunk	Observed
<i>Spilogale putorius</i>	Spotted Skunk	Potential
<i>Mustela frenata</i>	Long-tailed Weasel	Potential
Felidae	Cats	
<i>Felis rufus</i>	Bobcat	Potential
<i>Felis catus</i>	Feral Cat	Potential

APPENDIX C

Plants Referenced in this Document

Common Name	Scientific Name
✓ Arroyo willow	<i>Salix lasiolepis</i>
Bedstraw	<i>Galium</i> sp.
Black sage	<i>Salvia mellifera</i>
✓ Blackberry	<i>Rubus ursinus</i>
Brome	<i>Bromus hordeaceus</i> , <i>B. diandrus</i> , <i>B.</i> spp.
Buckwheat	<i>Eriogonum</i> sp.
Bur clover	<i>Medicago polymorpha</i>
Burhead	<i>Echinodorus berteroi</i>
Bush mallow	<i>Malacothamnus fasciculatus</i>
California sagebrush	<i>Artemisia californica</i>
Canary Island date palm	<i>Phoenix canariensis</i>
Canary Island pine	<i>Pinus canariensis</i>
Castor bean	<i>Ricinus communis</i>
Cat's ear	<i>Hypochoeris glabrata</i>
Cattail	<i>Typha</i> spp.
Cedar	<i>Cedrus</i> spp.
Chinese elm	<i>Ulmus parvifolia</i>
Cliff-aster	<i>Malacothrix saxatilis</i>
Coast goldenbush	<i>Isocoma menziesii</i>
Coast live oak	<i>Quercus agrifolia</i>
Coast redwood	<i>Sequoia sempervirens</i>
Coastal encelia	<i>Encelia californica</i>
Coyote brush	<i>Baccharis pilularis</i>
Coyote thistle	<i>Eryngium</i> sp.
✓ Elderberry	<i>Sambucus mexicana</i>
English ivy	<i>Hedera helix</i>
Eucalyptus	<i>Eucalyptus</i> spp.
Fan palm	<i>Washingtonia</i> spp.
Fescues	<i>Vulpia</i> spp.
Fiddleneck	<i>Amsinckia menziesii</i>
Fiesta flower	<i>Pholistoma auritum</i>
Filarees	<i>Erodium cicutarium</i> , <i>E. moschatum</i>
Foxtail	<i>Hordeum murinum</i> , <i>H. geniculatum</i>
German ivy	<i>Senecio mikanioides</i>
Giant reed grass	<i>Arundo donax</i>
Giant wild rye	<i>Leymus condensatus</i>
Hoffmann's sanicle	<i>Sanicula hoffmannii</i>
Honeysuckle	<i>Lonicera</i> spp.
Horsetail	<i>Equisetum</i> spp.
Ice plant	<i>Carpobrotus</i> spp.
Italian stone pine	<i>Pinus pinea</i>
Italian thistle	<i>Carduus pycnocephalus</i>
Ivy	<i>Hedera helix</i>
Jacaranda	<i>Jacaranda mimosifolia</i>
King palm	<i>Archontophoenix cunninghamiana</i>
Lemonade berry	<i>Rhus integrifolia</i>
Lupines	<i>Lupinus succulentus</i> , <i>L. nanus</i>

Plants Referenced in this Document

Magnolia	<i>Magnolia grandiflora</i>
Common Name	Scientific Name
Milk thistle	<i>Silybum marianum</i>
Monterey cypress	<i>Cupressus macrocarpus</i>
Monterey pine	<i>Pinus radiata</i>
Morning-glory	<i>Calystegia macrostegia</i> ssp. <i>cyclostegia</i>
Mugwort	<i>Artemisia douglasiana</i>
Mustard	<i>Brassica</i> spp.
Myoporum	<i>Myoporum laetum</i>
Nasturtium	<i>Tropaeolum majus</i>
Needlegrass	<i>Nassella</i> spp.
Nightshade	<i>Solanum</i> spp.
Norfolk Island pine	<i>Araucaria heterophylla</i>
Nutsedge	<i>Cyperus eragrostis</i>
Olive	<i>Olea europaea</i>
Periwinkle	<i>Vinca major</i>
Peruvian pepper	<i>Schinus molle</i>
Pittosporum	<i>Pittosporum undulatum</i>
Plummer's baccharis	<i>Baccharis plummerae</i>
Prairie bulrush	<i>Scirpus robustus</i>
Poison oak	<i>Toxicodendron diversilobum</i>
Queen palm	<i>Arecastrum romanzoffianum</i>
Red maids	<i>Calandrinia ciliata</i>
Russian thistle	<i>Salsola</i> sp.
Ryegrass	<i>Lolium multiflorum</i> , <i>L. perenne</i>
Sawtooth goldenbush	<i>Hazardia squarrosa</i>
Senegal date palm	<i>Phoenix reclinata</i>
Spikerush	<i>Eleocharis</i> spp.
Storcksbill	<i>Erodium botrys</i>
Summer mustard	<i>Hirschfeldia</i> sp.
Sweet-clovers	<i>Melilotus</i> spp.
Toyon	<i>Heteromeles arbutifolia</i>
Triple-awned grass	<i>Aristida adscensionis</i>
Virgin's bower	<i>Clematis</i> sp.
Walnut	<i>Juglans californica</i>
Water pimpernel	<i>Samolus parviflorus</i>
Western sea-purslane	<i>Sesuvium verrucosum</i>
Western sycamore	<i>Platanus racemosa</i>
Wild cucumber	<i>Marah macrocarpus</i>
Wild oat	<i>Avena fatua</i> , <i>A. barbata</i>
Wood mint	<i>Stachys bullata</i>
Yellow star thistle	<i>Centaurea melitensis</i>

5. Historic Photographs of the Project Site

6. Resolution 7528. A Resolution of the Council of the City of Santa Barbara, California, Indefinitely closing Alan Road to Through Traffic, May 23, 1972

1 RESOLUTION NO. 7528

2 A RESOLUTION OF THE COUNCIL OF THE
3 CITY OF SANTA BARBARA, CALIFORNIA,
4 INDEFINITELY CLOSING ALAN ROAD TO
5 THROUGH TRAFFIC.

6 WHEREAS, Alan Road has been unofficially closed to
7 through traffic for 15 years with no attendant inconvenience or
8 hazard to motorists or pedestrians; and

9 WHEREAS, said road is narrow and curving with street
10 parking on both sides and numerous children in the area cross the
11 street, ride bikes and play in the streets; and

12 WHEREAS, there have been no fire fighting problems
13 during the past 15 years and there is access to the undeveloped
14 property from Las Positas Road; and

15 WHEREAS, State Highway #225, Las Positas Road, parallels
16 Alan Road one block to the east and there is no real necessity
17 for a secondary thoroughfare; and

18 WHEREAS, an increase in traffic would create a danger
19 for the residents of this area; and

20 WHEREAS, the City Council of the City of Santa Barbara,
21 at its regular meeting of May 9, 1972, concurred with the petition
22 of residents of Alan Road not to open said road to through traffic;

23 NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE
24 CITY OF SANTA BARBARA:

25 That Alan Road be and it hereby is indefinitely closed
26 to through traffic.
27
28

I, J. E. NEWTON, City Clerk in and for the City of Santa Barbara, California, do hereby certify that the foregoing Resolution No. 7528 was adopted by the City Council at the meeting held 23 May 1972, 10:00 A.M., by the following vote on roll call:

AYES: COUNCILMEMBERS:
F. Arguelles F. Lowance
G. Chavalas W. Sayre
A. Eschenroeder G. Firestone
R. Hidalgo

NAYS: COUNCILMEMBERS:
None

ABSENT: COUNCILMEMBERS:
None

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Santa Barbara this 23rd day of May 1972.



J. E. Newton

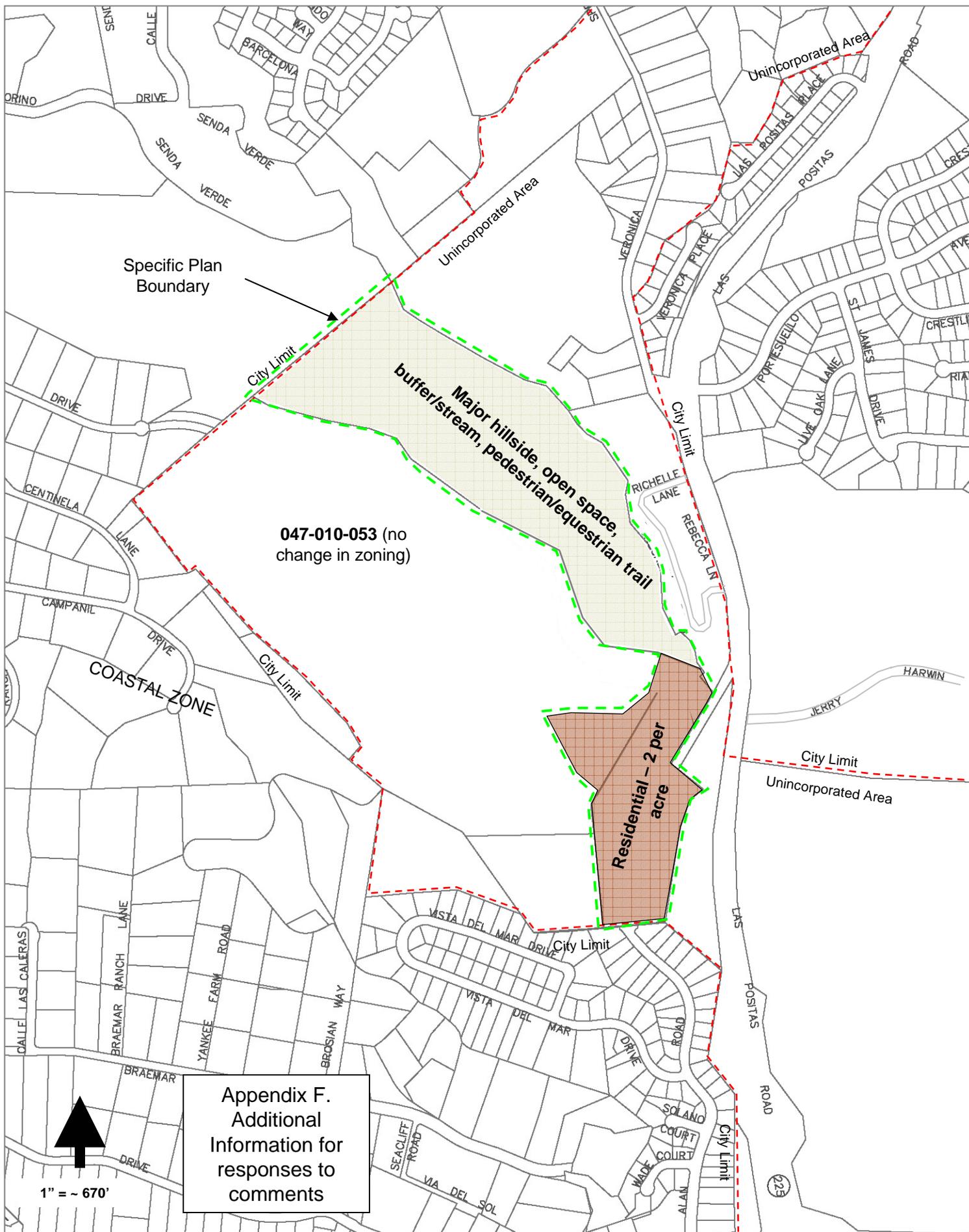
J. E. NEWTON, CITY CLERK
CITY OF SANTA BARBARA, CALIFORNIA

I HEREBY APPROVE this Resolution this 23rd day of May 1972.

Gerald S. Firestone
GERALD S. FIRESTONE, MAYOR
CITY OF SANTA BARBARA, CALIFORNIA

7. Specific Plan Maps from Penfield & Smith (June 2003): Tentative Map (Preliminary Grading and Drainage Plan), Sheet 4 of 9; Development Plan, Sheet 5 of 9; and Real Property Issues, Sheet 6 of 9

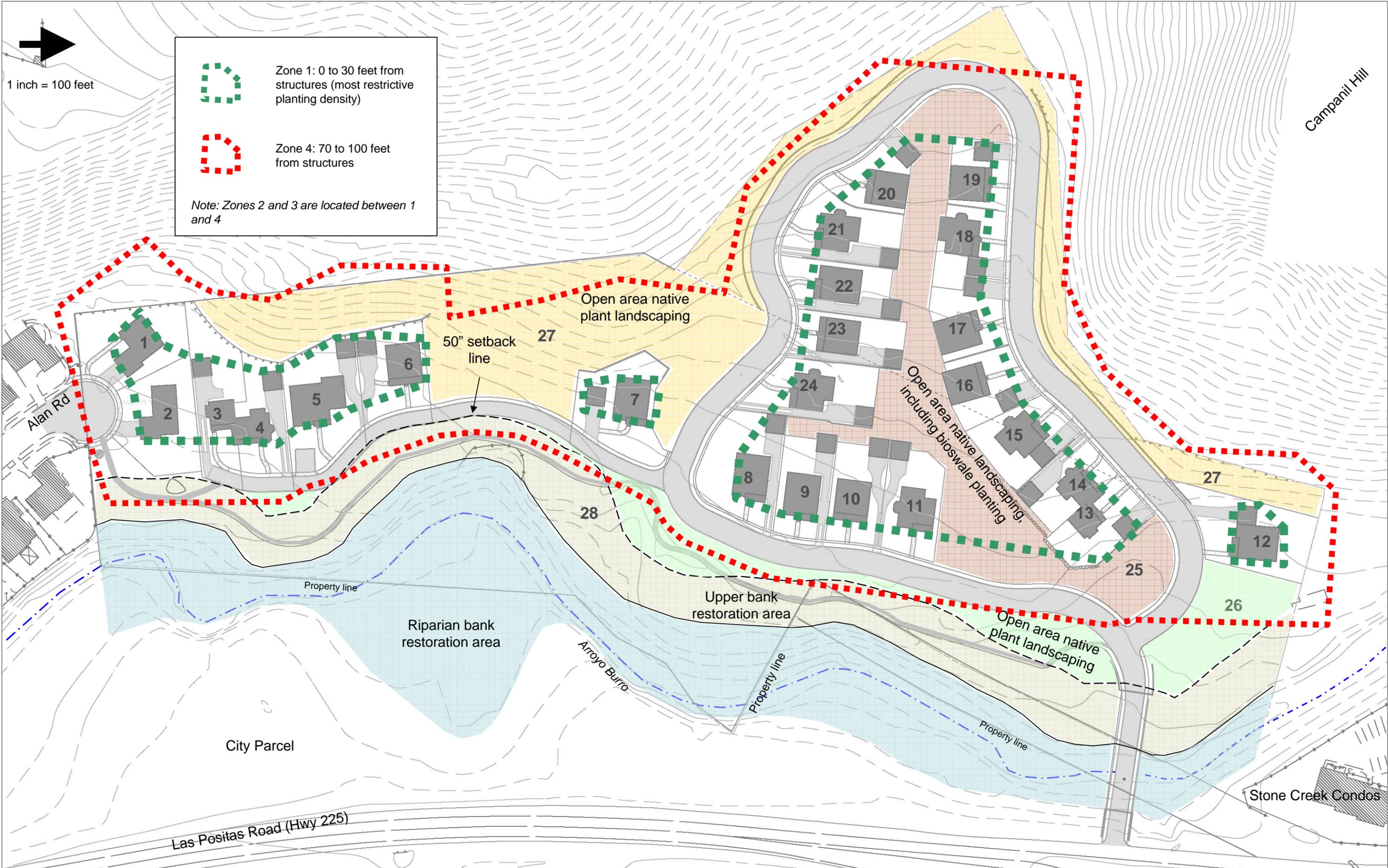
8. Figure 1 – Proposed General Plan Designations. Figure 2 – Proposed Zoning.



Appendix F.
 Additional
 Information for
 responses to
 comments

Figure 1. Proposed General Plan Designations

9. Fire Hazard Zones at the Project Site



Fire Hazard Zones 1 and 4 at the Project Site

10. Traffic Study Addendum by Associated Transportation Engineers – Alan Road Access Alternative, December 6, 2004



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Maynard Keith Franklin, P.E.

Richard L. Pool, P.E.

Scott A. Schell, AICP

December 6, 2004

03157L02.WP

John Gray
URS Corporation
130 Robin Hill, Suite 100
Goleta, CA 93117

ADDENDUM - ALAN ROAD ACCESS ALTERNATIVE: FOR THE TRAFFIC AND CIRCULATION STUDY FOR THE VERONICA MEADOWS PROJECT - CITY OF SANTA BARBARA, CALIFORNIA

Associated Transportation Engineers (ATE) is submitting this addendum to address the Alan Road Access Alternative. This alternative would provide access to the site via the extension of Alan Road, with no connection to Las Positas Road.

Project-Specific Impacts

The project would add 230 ADT to Alan Road and access to the surrounding street network would be provided via the Alan Road/Cliff Drive intersection. It appears that Alan Road was originally constructed with the intention of providing access to the Veronica Meadows site, as it stub-ends at the site rather than ending at a cul-de-sac. Alan Road currently carries about 1,400 ADT north of Cliff Drive and less than 300 ADT north of Vista Del Mar. The additional traffic that would be added by the project to Alan Road is considered insignificant, as the roadway has the capacity to accommodate the Veronica Meadows Project traffic and would operate at LOS A. The Alan Road/Cliff Drive intersection operates at LOS A-B during peak hour periods and would operate at LOS A-B with the additional 18 trips during the A.M. peak hour period and 25 trips during the P.M. peak hour period that would be added under this alternative. This alternative would not require improvements at the Las Positas Road/Jerry Harwin Parkway intersection (vegetation removal and roadway widening).

Project-specific impacts at the key intersections in the study area are summarized in Tables 1 and 2.

Table 1
Alan Road Access Alternative
Existing + Project A.M. Peak Hour Intersection Levels of Service

Intersection	Existing	Existing + Project	V/C Increase/ % Volume Increase	Impact?
Calle Real/U.S. 101 NB Ramps	0.79/LOS C	0.79/LOS C	0.00	No
Las Positas/Calle Real	0.69/LOS B	0.69/LOS B	0.00	No
Las Positas/U.S. 101 SB Ramps	0.88/LOS D	0.88/LOS D	0.00	No
Las Positas/Modoc	0.73/LOS C	0.73/LOS C	0.00	No
Las Positas/Cliff ^a	> 50 Sec./LOS F	> 50 Sec./LOS F	1.3%	Yes

^a Unsignalized Intersection. LOS based on delay per vehicle. Impact based on % increase in entering traffic at the intersection.

Bolded values exceed City standards.

Table 2
Alan Road Access Alternative
Existing + Project P.M. Peak Hour Intersection Levels of Service

Intersection	Existing	Existing + Project	V/C Increase/ % Volume Increase	Impact?
Calle Real/U.S. 101 NB Ramps	0.75/LOS C	0.75/LOS C	0.00	No
Las Positas/Calle Real	0.73/LOS C	0.73/LOS C	0.00	No
Las Positas/U.S. 101 SB Ramps	0.84/LOS D	0.84/LOS D	0.00	No
Las Positas/Modoc	0.71/LOS C	0.71/LOS C	0.00	No
Las Positas/Cliff ^a	> 50 Sec./LOS F	> 50 Sec./LOS F	1.8%	Yes

^a Unsignalized Intersection. LOS based on delay per vehicle. Impact based on % increase in entering traffic at the intersection.

Bolded values exceed City standards.

Most of the study-area intersections are forecast to operate at LOS C or better. The Calle Real/U.S. 101 NB Ramps intersection and the Las Positas/U.S. 101 SB Ramps intersection are forecast to exceed the City's standard, however the project's traffic contribution would be insignificant according to City thresholds. The Las Positas/Cliff Drive intersection is forecast to operate at LOS F. **The Alan Road Access Alternative would increase the existing volumes at the Las Positas/Cliff Drive intersection by 1.3% during the A.M. peak hour period and 1.8% during the P.M. peak hour period, which is considered a significant impact based on City thresholds.**

Mitigation. A PSR has been prepared to address the existing deficiency at the Las Positas/Cliff Drive intersection. There were several alternatives studied to improve operations, including controlling the intersection with traffic signal or reconfiguring the intersection to a modern roundabout. The improvements would provide LOS C or better with Existing + Project traffic. Funding for the project is scheduled to be allocated in 2007/2008.

Cumulative Impacts

Cumulative impacts at the key intersections in the study area are summarized in Tables 3 and 4.

Table 3
Alan Road Access Alternative
Cumulative + Project A.M. Peak Hour Intersection Levels of Service

Intersection	Cumulative	Cumulative + Project	Project-Added Trips	Impact?
Calle Real/U.S. 101 NB Ramps	0.83/LOS D	0.83/LOS D	5	Yes
Las Positas/Calle Real	0.73/LOS C	0.74/LOS C	8	No
Las Positas/U.S. 101 SB Ramps	0.91/LOS E	0.91/LOS E	14	Yes
Las Positas/Modoc	0.81/LOS D	0.82/LOS D	15	Yes
Las Positas/Cliff ^a	> 50 Sec./LOS F	> 50 Sec./LOS F	18	Yes

^a Unsignalized Intersection. LOS based on delay per vehicle. Impact based on project-added trips entering intersection.

Bolded values exceed City standards.

Table 4
Alan Road Access Alternative
Cumulative + Project P.M. Peak Hour Intersection Levels of Service

Intersection	Cumulative	Cumulative + Project	Project-Added Trips	Impact?
Calle Real/U.S. 101 NB Ramps	0.77/LOS C	0.78/LOS C	5	Yes
Las Positas/Calle Real	0.75/LOS C	0.75/LOS C	13	No
Las Positas/U.S. 101 SB Ramps	0.85/LOS D	0.85/LOS D	21	Yes
Las Positas/Modoc	0.74/LOS C	0.74/LOS C	21	No
Las Positas/Cliff ^a	> 50 Sec./LOS F	> 50 Sec./LOS F	25	Yes

^a Unsignalized Intersection. LOS based on delay per vehicle. Impact based on project-added trips entering intersection.

Bolded values exceed City standards.

Several of the study-area intersections are forecast to exceed the City's LOS standard under cumulative conditions. **The Alan Road Access Alternative would exceed the City's cumulative impact threshold at the following intersections. These are the same locations as identified for the proposed project.**

Alan Road Access Alternative - Cumulative Impacts

Calle Real/U.S. 101 NB Ramps - A.M. & P.M. Peak Hours

Las Positas Road/U.S. 101 SB Ramps - A.M. & P.M. Peak Hours

Las Positas Road/Modoc Road - A.M. Peak Hour

Las Positas Road/Cliff Drive - A.M. & P.M. Peak Hours

Mitigations. The cumulative mitigations developed for the proposed project would also apply to the Alan Road Access Alternative.

This concludes our analysis for the Alan Road Access Alternative. Please contact our office if you have any questions.

Associated Transportation Engineers



Dan L. Dawson
Supervising Transportation Planner

SAS/DLD

II. Sources of Traffic for the Cumulative Traffic Impact Analysis in the EIR by Associated Transportation Engineers. October 25, 2004.

SOURCES OF TRAFFIC FOR THE CUMULATIVE TRAFFIC ANALYSIS - VERONICA MEADOWS EIR

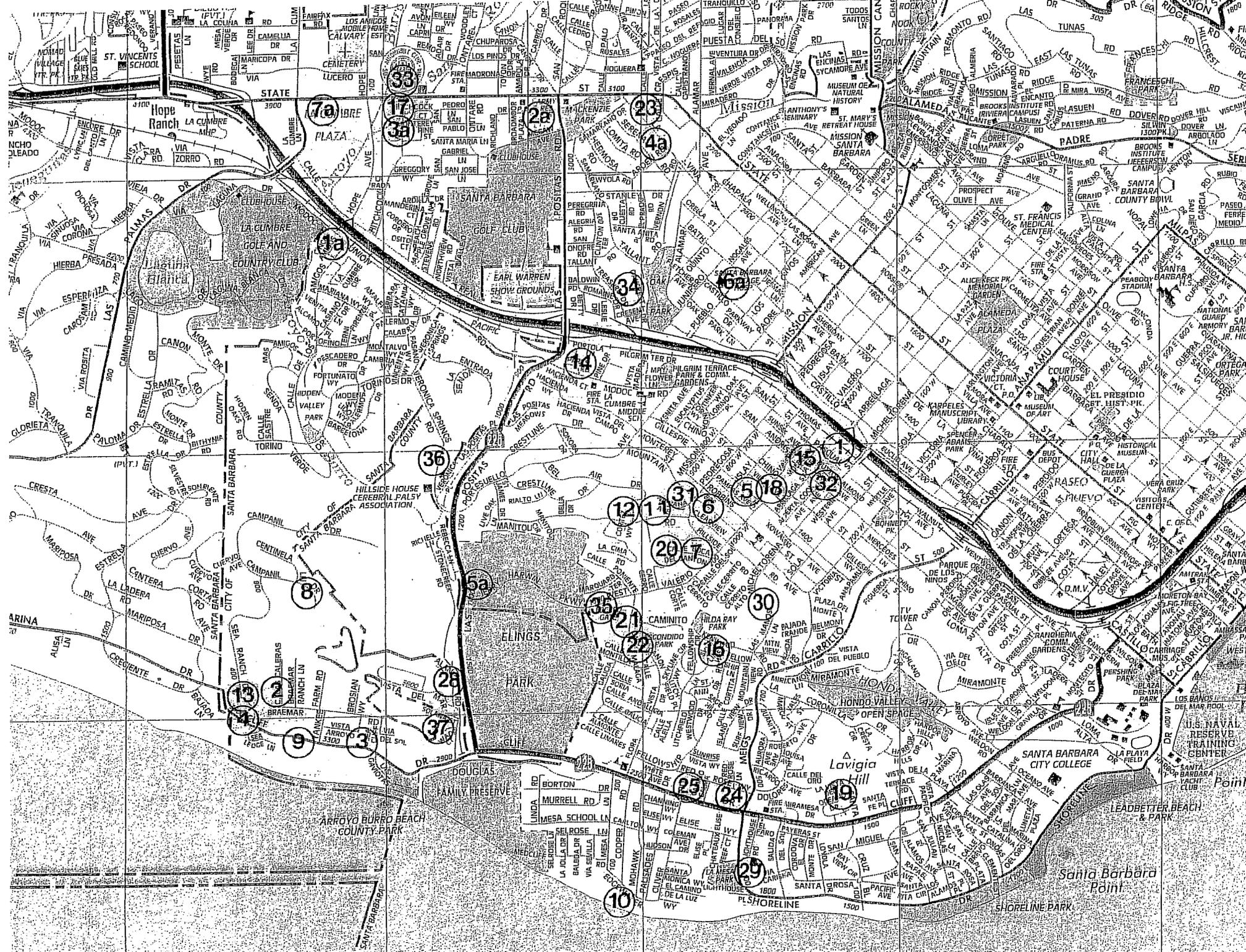
AM PEAK HOUR

Traffic Source	Las Positas/Hwy 101 NB		Las Positas/Hwy 101 SB		Las Positas/Modoc		Las Positas/Cliff	
	Volume	% Share	Volume	% Share	Volume	% Share	Volume	% Share
Existing Land Uses	1612	95.2%	3077	92.6%	2720	90.8%	1380	96.2%
Douglas Family Preserve (future growth)	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Proposed Veronica Meadows	5	0.3%	14	0.4%	15	0.5%	5	0.3%
Proposed Elings Park	4	0.2%	12	0.4%	14	0.5%	2	0.1%
Proposed Hillside House	21	1.2%	43	1.3%	73	2.4%	13	0.9%
Other Cumulative Projects	52	3.1%	176	5.3%	175	5.8%	35	2.4%
TOTAL	1694	100.0%	3322	100.0%	2997	100.0%	1435	100.0%

PM PEAK HOUR

Traffic Source	Las Positas/Hwy 101 NB		Las Positas/Hwy 101 SB		Las Positas/Modoc		Las Positas/Cliff	
	Volume	% Share	Volume	% Share	Volume	% Share	Volume	% Share
Existing Land Uses	1642	96.9%	3264	95.0%	NA	NA	1415	96.9%
Douglas Family Preserve (future growth)	0	0.0%	0	0.0%	NA	NA	0	0.0%
Proposed Veronica Meadows	5	0.3%	21	0.6%	NA	NA	5	0.3%
Proposed Elings Park	9	0.5%	28	0.8%	NA	NA	6	0.4%
Proposed Hillside House	11	0.6%	52	1.5%	NA	NA	16	1.1%
Other Cumulative Projects	27	1.6%	72	2.1%	NA	NA	19	1.3%
TOTAL	1694	100.0%	3437	100.0%	2997	0.0%	1461	100.0%

The above traffic volumes were used in the cumulative traffic impact analysis for the EIR. The analysis is based on estimates of traffic volumes associated with reasonably foreseen future projects, combined with traffic volumes based on existing land uses. A traffic growth factor is not typically applied to existing land uses in this type of analysis.



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NOMAD VILLAGE
NCHO BLEADO

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LA CUMBRE
PLAZA

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GOLF AND COUNTRY CLUB
Earl Warren
SHOW GROUNDS

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**Projects with Over 1,000 Net New Non-Residential Square Footage
for the Veronica Meadows Traffic Study**

(Pending, Approved, or Building Permits Issued)

Case Status: Approved

1) 3721 MODOC RD (MST99-00510)

APN #: 049-030-018

Zone: E-3/R-2

Contact: Kathleen Kennedy

Proposal to install six temporary classroom buildings totaling 9,120 square feet. Minor landscaping improvements are also proposed. The existing church and school facility consists of structures which total 18,750 square feet and 131 parking spaces on a 4.3 acre lot. The project description has been changed to reflect the revised project.

<u>Measure E Allocations</u>	<u>Square Feet</u>	<u>Square Footage Totals</u>	
Community Priority:	8,120	Existing:	18,750
Minor Addition:	1,000	Net New	9,120
		Total:	27,870

2) 3305 STATE ST (MST2000-00002)

APN #: 051-100-001

Zone: C-L/C-P/SD-2

Contact: ABR Staff

SEE NOTES ON THE NOTES TAB (BOTTOM OF THE TABS TO THE RIGHT).

Proposal for a 2,450 square foot one-story addition to an existing 84,434 square foot one-story commercial building with 417 existing parking spaces on a 289,198 square foot lot. The project also includes a proposed facade remodel which has previously been reviewed under MST1999-00945.

<u>Measure E Allocations</u>	<u>Square Feet</u>	<u>Square Footage Totals</u>	
Small Addition:	1,770	Existing:	84,434
Minor Addition:	680	Net New	2,450
		Total:	86,884

End of Approved Section

Case Status: Building Permit Issued

3) 3791 STATE ST (MST98-00002)

APN #: 051-040-057

Zone: C-2/SD-2

Contact: Laurie Owens

Proposal for a mixed-use project involving 4,477 square feet of commercial space and 12,370 square feet of residential space for six condominium units on a vacant 20,448 square foot parcel. The proposal includes thirty parking spaces. A total of 1,500 cubic yards of grading is proposed.

<u>Measure E Allocations</u>	<u>Square Feet</u>	<u>Square Footage Totals</u>	
Small Addition:	2,000	Existing:	1,477 Demo: 1,477
Minor Addition:	1,000	Net New	3,000
		Total:	4,477

End of Building Permit Issued Section

7) 3869 STATE ST (MST2002-00161)

APN #: 051-022-037

Zone: C-2/SD-2

Contact: Roxanne Milazzo

Proposal for a 2,858 square foot addition to the rear of Stroud's Retail store for a new childcare center and playground for the Grace Lutheran Church. The lot is currently developed with the 13,041 square foot Grace Lutheran Church, Stroud's Retail store, and 31 parking spaces.

<u>Measure E Allocations</u>	<u>Square Feet</u>	<u>Square Footage Totals</u>	
Small Addition:	1,858	Existing:	18,714
Minor Addition:	1,000	Net New	2,858
		Total:	21,572

End of Pending Section



Residential
Projects for the Veronica Meadows Traffic Study
(Pending, Approved, or Building Permit Issued)

Case Status: Approved

- 1) **514 W ARRELLAGA ST (MST2002-00758)** **Contact:** Roxanne Milazzo
 APN #: 043-223-018 Zone: R-3 Residential Units: Existing: 1 NetNew: 1 Total: 2
 This is a revised project. Proposal to construct an additional 1923 square foot, two-story residential unit with an attached 481 square foot, two-car garage on a 6,772 square foot lot. The proposal includes the demolition of a 240 square foot detached garage. There is an existing 1,049 square foot, one-story residence. A modification is required to allow the uncovered parking spaces to encroach into the required interior yard setbacks.
-
-) **420 CALLE LAS CALERAS (MST2000-00838)** **Contact:** Trish Allen
 APN #: 047-021-027 Zone: A-1/SD-3 Residential Units: NetNew: 1 Total: 1
 Proposal for a new one-story 3,530 square foot residence including an attached two-car garage on a vacant 51,400 square foot lot, located in the Hillside Design District. This project has been revised to propose a reduction in the amount of grading on site. There are 2,245 cubic yards of cut and 3,000 cubic yards of fill proposed for a total import calculation of 755 cubic yards of grading. The new grading calculations have a 71 percent import reduction from the previously reviewed plan. Other proposed changes include the reduction of an uncovered guest parking (from three spaces to two spaces) and alteration of the existing driveway to be serpentine.
-
-) **3149 CLIFF DR (MST2001-00358)** **Contact:** Beatriz Ramirez
 APN #: 047-092-003 Zone: A-1/SD-3 Residential Units: NetNew: 1 Total: 1
 Proposal to construct a 5,692 square foot, two-story residence with an attached 786 square foot, three-car garage on a 1.35 acre lot, located in the Hillside Design District. There are 246 cubic yards of cut and 246 cubic yards of fill proposed.
-
-) **3535 CLIFF DR (MST2000-00717)** **Contact:** Renee Brooke
 APN #: 047-082-002 Zone: A-1/SD-3 Residential Units: NetNew: 1 Total: 1
 Proposal for a new 2,924 square foot, single-story residence with an attached 625 square foot garage on a vacant lot located in the Hillside Design District with a slope of 53 percent. The project includes a total of 2,000 cubic yards of grading.
-
-) **1734 GILLESPIE ST (MST2002-00760)** **Contact:** Roxanne Milazzo
 APN #: 043-181-001 Zone: R-2 Residential Units: NetNew: 2 Total: 2
 Proposal to construct a 3,244 square foot, two-story duplex with two attached, two-car garages on a 6,000 square foot vacant lot. Modifications are requested for a reduction in the required open-yard area and to have one of the two-car garages encroach into the required front-yard setback.
-
-) **1225 MANITOU LANE (MST2003-00313)** **Contact:** ABR Staff
 APN #: 041-010-036 Zone: R-1 Residential Units: NetNew: 1 Total: 1
 Proposal to construct a new 3,450 square foot two-story single-family residence with an attached 620 square foot two-car garage on a 1.42 acre vacant lot in the Hillside Design District. The proposal includes approximately 100 cubic yards of grading outside the main building footprint.

End of Approved Section

Case Status: Building Permit Issued

- 7) **1727 CALLE BOCA DEL CANON** (MST2001-00106) **Contact:** Jaime Limón
 APN #: 041-052-065 Zone: R-1 Residential Units: Net New: 1 Total: 1
 Proposal to construct a new 941 square foot, two-story residence with an attached 242 square foot, one-car garage and a detached one-car carport on a 6,640 square foot vacant lot in the Hillside Design District.
-
- 3) **3235 CAMPANIL DR** (MST2002-00263) **Contact:** ABR Staff
 APN #: 047-104-011 Zone: A-1 Residential Units: Net New: 1 Total: 1
 This is a revised project. Proposal to construct a 4,610 square foot, two-story residence with a finished understory and an attached 750-square foot garage located on a vacant 40,708 square foot lot located in the Hillside Design District. The proposal also includes a swimming pool and 325 cubic yards of grading outside the building footprint.
-
- 1) **3335 CLIFF DR** (MST2002-00822) **Contact:** Renee Brooke
 APN #: 047-082-016 Zone: A-1/SD-3 Residential Units: Net New: 1 Total: 1
 Proposal to construct a 3,420 square foot, two-story, single-family residence and an attached 750 square foot, three-car garage on a 63,162 square foot lot in the Hillside Design District and Appealable Jurisdiction of the Coastal Zone. The proposal includes the demolition of two storage sheds within the interior-yard setback. The site is currently developed with a 1,050 square foot barn, which is proposed to remain. Planning Commission approval for a Coastal Development Permit is required.
-
- 0) **2307 EDGEWATER WAY** (MST2000-00494) **Contact:** Renee Brooke
 APN #: 041-350-012 Zone: E-3/SD-3 Residential Units: Net New: 1 Total: 1
 Proposal to construct a new 2,831 square foot, two-story residence with attached two-car garage on a vacant 7,640 square foot property located in the Hillside Design District.
-
- 1) **1221 MANITOU LN** (MST2003-00423) **Contact:** ABR Staff
 APN #: 041-010-037 Zone: Residential Units: Net New: 1 Total: 1
 Proposal for a new 2,430 square foot single-story residence with an attached 483 square foot two-car garage on a 21,785 square foot vacant lot located in the Hillside Design District.
-
- 2) **1223 MANITOU LN** (MST2003-00102) **Contact:** ABR Staff
 APN #: 041-010-038 Zone: R-1 Residential Units: Net New: 1 Total: 1
 This is a revised project. Proposal to construct a new 3,000 square foot, two-story residence with an attached 525 square foot garage on a 12,497 square foot vacant lot located in the Hillside Design District. A modification is requested to allow the garage to exceed 500 square feet.
-
- 3) **3475 MARINA DR** (MST2000-00300) **Contact:** Laurie Owens
 APN #: 047-022-003 Zone: A-1/SD-3 Residential Units: Net New: 1 Total: 1
 Proposal to construct a new 5,520 square foot, one-story residence with an attached three-car garage, new swimming pool and tennis court on a vacant 58,830 square foot lot.
-
- 4) **2520 MODOC RD** (MST2000-00241) **Contact:** Marisela G. Salinas
 APN #: 049-091-008 Zone: E-3/PUD Residential Units: Existing: 7 Demolished: 7 Net New: 18 Total: 25
 Proposal for a lot merger and 28-lot subdivision/planned residence development. The proposed lot sizes range from 6,400 to 9,800 square feet. Common open space areas are also proposed in three additional lots. The project requires Planning Commission approval for a Tentative Subdivision Map, several modifications including front-yard encroachments, and a reduction in the distance between the buildings located on lot Nos. 1 and 2.

Projects for the Veronica Meadows Traffic Study (Pending, Approved, or Building Permit Issued)

- 15) 612 MULBERRY AVE (MST2000-00837) Contact: Modification Hearing Officer
APN #: 043-221-012 Zone: R-3 Residential Units: Existing: 1 Net New: 1 Total: 2
Proposal to demolish an existing one-car garage and a laundry room, and to construct a new, 400 square foot, two-car garage with a new 400 square foot studio residential unit above, with a breezeway connecting the new structure to the existing house.
- 16) 1349 SKYLINE WY (MST2003-00837) Contact: Adam Nares
APN #: 041-155-003 Zone: E-1 Residential Units: Net New: 1 Total: 1
Dummy case to track New SFR.
- 17) 3791 STATE ST (MST98-00002) Contact: Laurie Owens
APN #: 051-040-057 Zone: C-2/SD-2 Residential Units: Net New: 6 Total: 6
Proposal for a mixed-use project involving 4,477 square feet of commercial space and 12,370 square feet of residential space for six condominium units on a vacant 20,448 square foot parcel. The proposal includes thirty parking spaces. A total of 1,500 cubic yards of grading is proposed.
- 18) 808 W VALERIO ST (MST2003-00842) Contact: ABR Staff
APN #: 043-182-010 Zone: R-2 Residential Units: Existing: 1 Net New: 1 Total: 2
Proposal to convert 692 square feet of an existing single family dwelling to an accessory dwelling unit on a 5,275 square foot lot. The proposal includes upgrading utilities to allow separate meters for the new unit.

End of Building Permit Issued Section

Case Status: Pending

- 9) * No site address * (ROGERS TRACT) (MST2003-00227) **Contact:** Jessica Grant
 APN #: 035-180-009 Zone: E-1 Residential Units: Net New: 20 Total: 20
 The project site is 4.66 acres in size and located in the Alta Mesa Neighborhood of the City. The site would be accessed via a private drive at the terminus of La Vista Del Oceano. This site is part of the Rogers Tract subdivision, which was created by a series of deed conveyances that began in 1929 and was completed in the late 1950s. On June 7, 1979, Planning Commission deemed this subdivision illegal and all undeveloped lots and property owners within this subdivision received Notices of Violation, which were recorded in the Official Record. In effort to remedy these violations, the proposed project involves merging and reverting 27 of the Rogers Tract lots into a 4.66-acre lot and then re-subdividing it into six residential lots. The proposed six residential units would range in size from 3,900 to 4,988 square feet and each would contain a three-car garage and a swimming pool.
-
- 0) 1729 CALLE BOCA DEL CANON (MST96-00207) **Contact:** ABR Staff
 APN #: 041-052-007 Zone: RETIRED Residential Units: Net New: 1 Total: 1
 Proposed new 2,510 square foot, two-story residential unit with attached garage addition on an 8,671 square foot lot at 1727 Calle Boca del Canon (APN# 41-052-08). This project also includes the conversion of a 632 square foot residence to a two-car garage and accessory space over a property line at 1729 Calle Boca del Canon (APN# 41-052-07). Both lots are located in the Hillside Design District.
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- 1) 1642 CALLE CANON (MST2003-00674) **Contact:** Trish Allen
 APN #: 041-140-008 Zone: A-2 Residential Units: Net New: 1 Total: 1
 SEE MST 99-00606 FOR PLANNING COMMISSION REVIEWS AND APPROVALS FOR THE SUBDIVISION.
 Proposal for a new 3,801 square foot residence with a 443 square foot attached garage on a 2.85 acre lot located in the Hillside Design District.
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- 2) 1654 CALLE CANON (MST2003-00675) **Contact:** Trish Allen
 APN #: 041-140-009 Zone: A-2 Residential Units: Net New: 1 Total: 1
 SEE MST 99-00606 FOR PLANNING COMMISSION REVIEWS AND APPROVALS FOR THE SUBDIVISION.
 Proposal for a new 3,161 square foot residence with an attached 525 square foot garage on a 3.05 acre lot in the Hillside Design District.
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- 3) 29 W CALLE LAURELES (MST2002-00575) **Contact:** Brent Hurwitz
 APN #: 051-122-004 Zone: C-2/SD-2 Residential Units: Net New: 5 Total: 5
 Proposal for five, new, three-story, two-bedroom condominium units above a new parking structure, on a 17,400 square foot lot with an existing 6,580 square foot commercial building.

Projects for the Veronica Meadows Traffic Study (Pending, Approved, or Building Permit Issued)

4) **1905 CLIFF DR (MST2002-00729)** **Contact:** Brent Hurwitz
APN #: 045-015-007 **Zone:** C-P/R-2/SD-3 **Residential Units:** **NetNew:** 4 **Total:** 4
 This is a revised project. Proposal for a new mixed-use building including the demolition of an existing 1,232 square foot commercial building. The proposal includes 6,536 square feet of new construction including 3,546 square feet of commercial and four two-bedroom residential units totaling 2,989 square feet.

5) **2109 CLIFF DR (MST2001-00099)** **Contact:** ABR Staff
APN #: 045-083-007 **Zone:** E-3/SD-3 **Residential Units:** Existing: 1 **NetNew:** 1 **Total:** 2
 Conceptual review of a proposal to rezone the lot to R-2 zoning and to relocate the existing 1,100 square foot single-family residence and non-conforming garage and construct multiple residential units on a 15,228 square foot lot. (Relocation to be completed under separate application.) The applicant has provided two options for construction. Option 1: Construct 4 two-story residential units with attached two-car garages. The project consists of two approximately 2,500 square foot market rate units, and two approximately 1,300 square foot affordable units. A modification would be need for encroachment into the required front yard setback. Option 2 is to construct 5 two-story residential units with attached two-car garages. The project consists of three approximately 1,300 square foot affordable units, a 2,721 square foot market rate unit, and a 2,369 square foot market rate unit. Modifications will be required for setback encroachments and building separation. Review of the visual density and architectural design is requested.

6) **2109 CLIFF DR (MST2002-00434)** **Contact:** Brent Hurwitz
APN #: 045-083-007 **Zone:** E-3/SD-3 **Residential Units:** Existing: 1 Demolished: 1 **NetNew:** 4 **Total:** 5
 This is a revised project. Conceptual review of a proposal to rezone a 15,228 square foot lot to R-2; relocate the existing 1,100 square foot, single-family residence and non-conforming garage; and construct multiple residential units located in the Hillside Design District. Option No. 1 proposes to construct four two-story residential units with attached two-car garages. The project consists of two approximately 2,500 square foot market rate units and two 1,100 square foot affordable units. A modification would be needed for encroaching into the required front-yard setback. Review of the apparent massing and architectural detailing is requested.

7) **900 - 1100 LAS POSITAS RD (MST99-00608)** **Contact:** Renee Brooke
APN #: 047-010-016 **Zone:** COUNTY **Residential Units:** **NetNew:** 24 **Total:** 24
 The project consists of the annexation of approx. 50 acres. A subdivision and development is proposed on approximately 15 acres. The remaining 35 acres would remain in open space. The subdivision would create 28 lots, 24 for residential development, and four for open space. The residential lot sizes would range from approx. 5,700 sf to 15,300 sf. Unit size ranges from 1,100 sf for the four-plex units to 3,500 sf plus 300 accessory space for the sfr's. Two covered parking spaces are proposed for the sfr and duplex and nine uncovered parking spaces are proposed for the four-plex. The existing natural bio-swale would be relocated and incorporated into the drainage plan. Approximately 175 of the existing approximately 240 trees would be removed as part of the project. 812 new trees would be planted. All new development is proposed at least 50-feet from the top of the existing creek bank. Non-native/exotic invasive plants would be removed within the creek area along both sides of the creek and the creek buffer area would be planted with native plants and trees. Creek bank repair is proposed in two locations. Approx. 14,050 c.y. of cut and 13,905 c.y. of fill would be necessary for the project improvements. In addition, approx. 102,900 c.y. of cut and 102,900 c.y. of fill would be necessary for the buttress fill and geology work.

8) **401 LAS POSITAS RD (MST1999-00940)** **Contact:** Renee Brooke
APN #: 047-093-004 **Zone:** COUNTY **Residential Units:** **NetNew:** 1 **Total:** 1
 Proposal for annexation and construction of a new 3,341 square-foot single family residence with a 507 square-foot attached garage, on an existing 1.56-acre lot. The project requires a Coastal Development permit to allow the new development in the Coastal Zone.

Projects for the Veronica Meadows Traffic Study (Pending, Approved, or Building Permit Issued)

- 29) **210 MEIGS RD (MST2002-00710)** **Contact:** Jessica Grant
 APN #: 045-110-011 Zone: E-3/SD-3 Residential Units: Demolished: Net New: 10 Total: 10
 Proposal for a one lot subdivision for a 10 unit condominium project on a 52,071(gross) square foot lot (39,150 square feet net). The proposal includes seven two-bedroom units ranging in size from 1,200 -1,400 square feet and three three-bedroom units ranging in size from 1,600 -1,800 square feet. The total development includes seven structures consisting of approximately 14,600 square feet of habitable space with an additional 4,000 square feet of garage area. The proposal would require the initiation of a change of zoning from E-3 to R-2, General Plan amendment and Local Coastal Plan Amendment.
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- 30) **1240 W MICHELTORENA ST (MST2003-00458)** **Contact:** ABR Staff
 APN #: 041-101-010 Zone: R-1 Residential Units: Net New: 1 Total: 1
 This is a revised project. Proposal for a 1,364 square foot, three-story residence with an attached, 478 square foot garage on a 5,723 square foot vacant lot, located in the Hillside Design District. The proposal includes approximately 338 cubic yards of grading under the main-building footprint of the structure, and approximately 53 cubic yards of grading is proposed outside the main footprint. A modification is requested for an encroachment into the required front yard. Additionally, an encroachment permit will be required to allow improvements within the public right-of-way.
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- 31) **1008 W PEDREGOSA ST (MST2002-00014)** **Contact:** ABR Staff
 APN #: 043-112-008 Zone: R-1 Residential Units: Existing: 1 Net New: 1 Total: 2
 Proposal to convert a 400 square foot second story bedroom to a secondary dwelling unit, enlarge the first floor bedroom, remove "as-built" improvements, addition to single car garage. Re-install garage door and return to garage use. Project requires Planning Commission approval for a CUP for a secondary dwelling unit in the R-1 Zone.
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- 32) **1516 SAN ANDRES ST (MST2003-00870)** **Contact:** ABR Staff
 APN #: 043-251-020 Zone: R-3 Residential Units: Existing: 1 Net New: 1 Total: 2
 Proposal to construct a new 1,862 square foot two-story residence with two bedrooms, detached unit, and a two-car garage on a 6,875 square foot lot. The proposal includes the removal of a two-car garage and two-car carport. An existing three-bedroom single-family residence will remain on the lot.
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- 3) **3714 STATE ST (MST2003-00286)** **Contact:** Renee Brooke
 APN #: 053-300-023 Zone: C-P/SD-2 Residential Units: Net New: 64 Total: 64
 Proposal to demolish the existing, 52,815 square foot, 113-room hotel (Sandman Inn); and to redevelop the site with a 64,150 square foot, three-story, 113-room hotel and 64 residential condominium units (ranging from two to three stories) over two parcels, totaling one acre. The project will require Planning Commission approval of a Tentative Subdivision Map for condominiums, Modifications and Development Plan Approval.
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- 4) **2550 TREASURE DR (MST2003-00707)** **Contact:** Trish Allen
 APN #: 051-330-003 Zone: E-3/SD-2 Residential Units: Existing: 282 Demolished: Net New: 19 Total: 301
 Proposal for a PRT for a Master Plan for Samarkand Senior Housing remodel.
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- 5) **1533 W VALERIO ST (MST2003-00338)** **Contact:** Renee Brooke
 APN #: 041-071-031 Zone: A-2/R-1 Residential Units: Existing: 1 Net New: 1 Total: 2
 Proposal for a two-lot subdivision of a 3.45-acre lot resulting in two 75,140 square-foot lots, and a 5,056 square foot three-story residence with an attached 1,014 square foot garage located in the Hillside Design District. The proposal includes a 1,575 square foot accessory space. The existing single-family residence currently occupies the property, which is proposed to remain.

16) 1235 VERONICA SPRINGS ROAD (MST2003-00793) Contact: Renee Brooke
APN #: 047-010-039 Zone: COUNTY Residential Units: Existing: 1 Demolished: Net New: 177 Total: 178
Proposal to annex the property, demolish the existing 28,700 square foot Hillside House facility and all accessory buildings, construct 178 new dwelling units, administration office, community center, leasing and management office, non-profit lease space, and therapy pool.

17) 26 WADE CT (MST2003-00139) Contact: ABR Staff
APN #: 047-091-030 Zone: A-1/SD-3 Residential Units: Net New: 1 Total: 1
This is a revised project. Proposed construction of a 4,076 square foot, three-story residence with an attached 1,110 square foot, two-car garage on a 51,546 square foot vacant lot, located in the Hillside Design District. There is approximately 648 cubic yards of proposed grading outside of the main-building footprint.

End of Pending Section