

457 N HOPE AVENUE
FINAL NEGATIVE DECLARATION
RESPONSE TO COMMENTS
SEPTEMBER 27, 2011

INTRODUCTION:

An Initial Study was prepared for the 457 N Hope Avenue project because the California Environmental Quality Act (CEQA) requires that an environmental assessment of the proposed project be provided. The Environmental Analyst found that the project would not have potentially significant adverse impacts. In addition, recommended mitigation measures described in the Initial Study to further reduce the less than significant impacts associated with

A Draft Negative Declaration (ND) was prepared for the proposed project, and a public review period was held from July 21, 2011 to August 22, 2011. The Notice of Intent to Adopt stated that an environmental hearing would not be held unless specifically requested by an interested party within ten days of the beginning of the comment period. Staff did not receive any request for a hearing. Comment letters were received from the following members of the public during the comment period:

1. Carly Wilburton, Air Quality Specialist, Santa Barbara County Air Pollution Control District (APCD)
2. Laurie Shea, Interested Party
3. Trudi Carey, Project Representative

Responses to the comments received regarding the Draft ND are provided below, and the comment letters received are attached. In some instances, the text of the Final ND has been revised or augmented in response to comments.

The purpose of this document is to respond to specific comments received pertaining to environmental issues in the DND; however, all comments will be forwarded to the Planning Commission for consideration.

COMMENTS AND RESPONSES

Letter No. 1

Carly Wilburton, Air Quality Specialist, APCD

August 19, 2011

1-1. **Comment:** APCD provided a correction on a typographical error on page 11 of the Draft ND.

Response: Error fixed by deleting the word "and".

1-2. **Comment:** APCD had no comments on the MND, but offered suggested permit conditions.

Response: Comment noted, no response required.

Letter No. 2

Laurie Shea, Interested Party

August 8, 2011

1-1. **Comment:** Does not support the location of the proposed public road because of potential noise impacts and proximity to her rear yard and requested that it be relocated to the southern lot line.

Response: Comment noted, the proposed road will serve nine parcels only and will not be a through road. Background noise will be similar, whether the road is in its proposed location or there are rear yards abutting the existing development. Further, the proposed road includes a buffer from the neighboring property of eight to ten feet and there will be no parking on the north side of the proposed road. The location of the proposed public road will be addressed in the staff report for the proposed project.

Letter No. 3

Trudi Carey, Project Applicant

August 3, 2011

1-1 **Comment:** Provide corrections to spelling and requested clarifications on some of the project analysis.

Response: Corrected a few minor errors, which did not change the conclusions of the Draft ND. Changes to the Initial Study are identified in ~~strikeout~~/underline.

- Attachments:
1. Letter from APCD dated August 19, 2011
 2. Email from Laurie Shea dated August 8, 2011
 3. Fax from Trudi Carey dated August 3, 2011

5325 Calle Real, Santa Barbara, CA 93111
Phone: (805) 964-7000
Fax: (805) 964-7022

**The Carey Group, Inc.
Architecture/Planning**

Fax

To: PETER LAWSON From: Trowl
Fax: 897-1904 Pages: 10 + 1 = 11
Phone: Date: 8-3-11
Re: INITIAL STUDY CC:

Urgent For Review Please Comment Please Reply Please Recycle

• Comments:

Hi PETER -
HERE ARE MY PICK UPS
Trowl

PS. PLEASE call to discuss thanks



**CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT
DRAFT NEGATIVE DECLARATION – MST2006-00564**

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 Negative Declaration has been prepared for the following project:

PROJECT LOCATION: 457 North Hope Avenue

PROJECT PROPONENT: Trudi Carey, The Carey Group

PROJECT DESCRIPTION: The project consists of a nine parcel subdivision of a 2.96 acre vacant lot, currently located within the County of Santa Barbara's jurisdiction. Proposed parcel sizes would range from 10,387 to 13,419 net square feet. As part of the project, the site would be annexed to the City of Santa Barbara. A General Plan designation of Residential (5 units/acre) and Zoning designation of One Family Residential (E-3 - 7,500 square feet/lot) is proposed. The proposed project site would be developed in two phases. The first phase would include the rough grading of the whole site and construction of infrastructure. The second phase would include the development of each parcel with a single-family residential unit.

The infrastructure being constructed during the first phase would include, but not be limited to, new water lines, sewer lines, a public road and drainage improvements. A new cul-de-sac road would be constructed to serve all of the proposed parcels and would be dedicated to the City after construction. On street parking and a sidewalk would be provided on the south side of the street. An existing City water main, currently located along the northern property line, would be relocated within the new right-of-way, along with other utilities serving the parcels. An approximate ten foot wide buffer would be provided between the northern lot line and the edge of the new right-of-way. The buffer area would be divided among eight of the nine parcels. The ten-foot wide buffer would be privately owned and maintained collectively by all of the parcel owners. Two detention basins would be provided to accept drainage from the road. One basin would be at the west end of the proposed road and one detention basin would be at the east end of the road near Hope Avenue. Grading for installation of infrastructure would be approximately 1,550 cubic yards of cut and 2,150 cubic yards of fill with approximately 600 cubic yards of import. sewer

CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION

INITIAL STUDY/ ENVIRONMENTAL CHECKLIST MST20006-00564


PROJECT: 457 HOPE AVENUE

July 15, 2011

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.

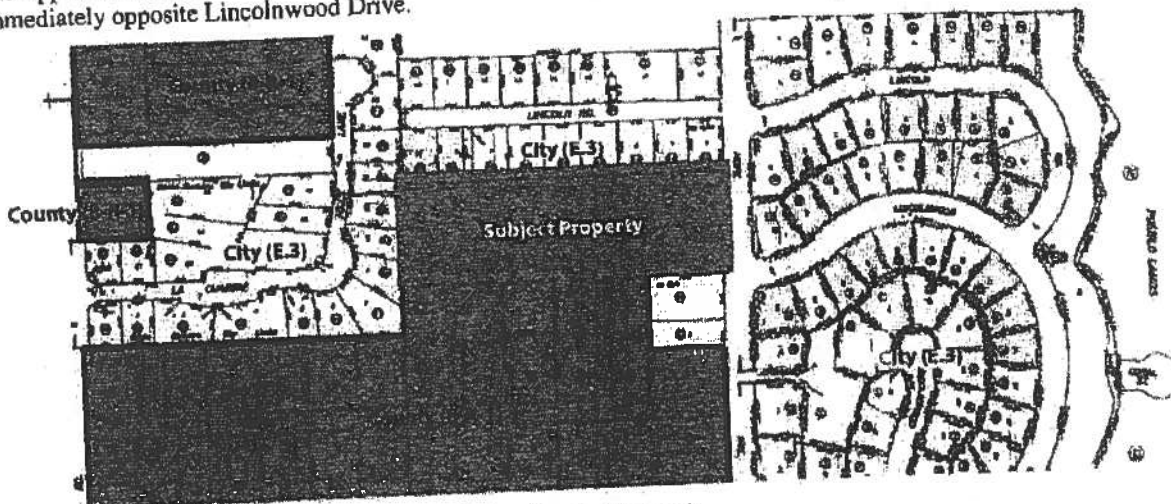
APPLICANT/ PROPERTY OWNER

Applicant Representative: Trudi G Carey; The Carey Group, Inc, Santa Barbara, CA 93111

Applicant/Owner: Giardini Di Cipriani, LLC, C/O The Carey Group, Inc, Santa Barbara, CA 93111 

PROJECT ADDRESS/LOCATION

The approximate 2.96 acre lot is located at 457 North Hope Avenue, approximately one mile north of State Street and immediately opposite Lincolnwood Drive.



PROJECT DESCRIPTION (See Exhibit A - Project Plans)

Project Components: The project consists of a nine lot subdivision of a 2.96 acre vacant lot, currently located within the County of Santa Barbara's jurisdiction. Proposed lot sizes would range from 10,387 to 13,419 net square feet and the slopes would range from approximately 5% along Hope Avenue to approximately 11% at the western side of the lot as shown in the table:

Lot	Required Area	Slope	Gross SF	Net SF	Street Frontage
1	7,500 sf	5.27%	17,182	13,419	85.7
2	7,500 sf	4.71%	13,993	11,268	71.7
3	7,500 sf	6.41%	14,015	11,290	71.7
4	7,500 sf	7.58%	14,038	11,313	71.7
5	7,500 sf	8.76%	14,060	11,335	71.7
6	7,500 sf	9.67%	14,083	11,311	72.8
7	7,500 sf	9.87%	12,650	10,387	75.0
8	11,250f	11.06%	12,052	11,252	28.3
9	7,500 sf	6.18%	14,076	11,661	108.2
Average	7,500 sf	7.72	14,017	11,471	72.98
Total			126,149	103,236	

7,500?
No

As part of the project, the site would be annexed to the City of Santa Barbara. A General Plan designation of Residential (5 units/acre) and Zoning designation of One Family Residential (E-3 - 7,500 square feet/lot) is proposed. The proposed project site would be developed in two phases. The first phase would include the rough grading of the whole site and construction of infrastructure. The second phase would include the development of each lot with a single-family residential unit.

The infrastructure being constructed during the first phase would include, but not be limited to, new water lines, sewer lines, a public road and drainage improvements. A new cul-de-sac road would be constructed to serve all of the proposed lots and would be dedicated to the City after construction. On street parking and a sidewalk would be provided on the south side of the street. An existing City water main, currently located along the northern property line, would be relocated within the new right-of-way, along with other utilities serving the lots. An approximate ten foot wide buffer would be provided between the northern lot line and the edge of the new right-of-way. The ten-foot wide buffer would be privately owned and maintained collectively by all of the lot owners. Two detention basins would be provided to accept drainage from the road. One basin would be at the west end of the proposed road and one detention basin would be at the east end of the road near Hope Avenue.

The second phase of the development would be the construction of single family homes on each of the nine proposed lots. Development of the homes would be reviewed individually through the applicable review process, such as design review and building permit review. Based upon the proposed lot size, it can be assumed that development could be up to 30 feet in height and an approximately 4,000 square feet in size (includes garage, habitable space and hardscape). Each lot would include a detention basin that would be configured to accept drainage from the development on that particular lot, consistent with applicable regulations.

Grading: Grading for installation of infrastructure would be approximately 1,550 cubic yards of cut and 2,150 cubic yards of fill with approximately 600 cubic yards of import. Grading for individual lots is unknown and depends on the individual homes; however, given the configuration of the lots and topography, it is expected to be relatively minor.

Required Permits/Discretionary Actions: The project would require the following permits and discretionary actions:

1. Detachment from County Fire Protection District and Goleta Water District and Annexation of the property from Santa Barbara County to the City of Santa Barbara;
2. A General Plan Amendment to designate the property as Residential, 5 units/acre upon annexation;
3. A Zoning Map Amendment to zone the property E-3/S-D-2 (One Family Residential/Special District Zone) upon annexation;
4. A Modification to reduce the street frontage of one lot; and
5. A Tentative Subdivision Map to allow the division of one lot into nine lots.

ENVIRONMENTAL SETTING

Existing Land Use

Existing Site Development & Use: Currently the site is a vacant lot. Until eighteen months ago, the site was developed with three single family houses and farmed. The applicant obtained a demolition permit from the County of Santa Barbara

Initial Study - Page 2

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Building and Safety Division and removed all structures in early 2010.

Access and Parking: The project site is accessed directly from Hope Avenue via an improved driveway that served the previous site development. With no development on site, there is no formal parking.

Existing Site Characteristics

Aesthetics: The vacant lot is mostly devoid of vegetation, except for a few non-native trees in the south-western corner of the lot and is surrounded by residential development on all sides. Adjacent residences are one to two stories and located on lots of 8,000 to 15,000 square feet with urban landscaping. The closest open area is the cemetery approximately 500 feet to the south.

CITRUS/OAKLEAFS?

Biological Resources: The western half of the project site was developed with three single family residences and a driveway along the southern property line provided access. The eastern half of the site was under agricultural use. The residences and hardscape were removed approximately eighteen months ago. There is very little vegetation on the site and it is mainly non-native grasses. Along the south-western property line are a few mature non-native trees. Because the site is surrounded with urban residential development, there is little opportunity for a wildlife corridor. Wildlife found on site would be typical to the urban environment, such as gophers, skunks, raccoons and rabbits

COYOTES FYI
RATS

Cultural Resources: The project site is not located within any identified archaeological sensitivity zones, and based upon an archeological report prepared for a nearby development there are no known resources in the area. The site is highly disturbed through the previous agricultural use and below grade utility lines that cross the site. The structures were not considered historic and were allowed to be demolished by the County of Santa Barbara Planning and Development.

HOMES?

Geophysical

Topography: The project site is comprised of slopes averaging 7%. The highest point of elevation on the property is approximately in the middle of the lot and then descends to the south-west and the south-east corners. The lot is at a higher elevation than the lots to the west and generally levels out to the east. Finally, the properties immediately north of the project site are at a higher elevation. (THEY MEET AT GRADE?)

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Seismic/Geologic Conditions: The majority of the site was previously farmed. The project site has moderate to slight slopes. According to the City's Master Environmental Assessment (MEA) maps, the south-east corner of the site is within a 200 foot buffer of an apparently active fault zone. Also according to the MEA maps, the site does contain potentially expansive and erosive soils. A Foundation Exploration, dated August 21, 2010, was prepared by Coast Valley Testing, Inc. (Exhibit B) which is incorporated by reference and summarized herein. Seven auger borings were drilled to a depth of 30 feet throughout the project site. No ground water was encounter in any of the borings. Because no ground water was found, the likelihood of liquefaction is low.

Hazards: The project site is not located with a high fire hazard area and there are no known underground fuel tanks on site. The border of the nearest high fire hazard area is approximately a half of a mile north. While the project site is within the County of Santa Barbara jurisdiction, City of Santa Barbara Fire Station 4 would respond to calls to the site.

Noise: The project site neither causes nor would it expose future residents to any noise levels above 60 dbL according to the City's Master Environmental Assessment maps.

Water Environment

Flooding: The project site is not located within a mapped flood hazard area or adjacent to any drainage areas

Creeks/Drainage: There are no on-site creeks or local drainage features. The properties along the northern property line are at a higher elevation than the project site, which sends runoff onto the site. Due to the varying topography, runoff from the project site flows off site to the east, west and south in a sheet flow manner. The nearest natural drainage channel is Arroyo Burro Creek, which is approximately 800 feet east of the project site. Adjacent to the project site is a concrete "v" ditch along the western property line which serves a subdivision. On the eastern side of the property is Hope Avenue which conveys runoff to the south.

General Plan Policies:**1. Housing Element**

The Housing Element encourages construction of a wide range of housing types to meet the needs of various household types. The proposed project would result in nine new lots, which would allow future development of a corresponding number of single family residences. The neighborhood surrounding the project site is comprised of single-family residential development. The layout of the subdivision, with lots larger than required by the proposed zone district, received positive comments from the City's Architectural Board of Review (ABR) and requires final approval by the ABR prior to construction. Therefore, the proposed project can be found potentially consistent with the following policy. Therefore, the proposed project could be found consistent with the Housing Element.

2. 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, historic and architectural resources; protection and enhancement of visual, biological and open space resources; protection of specimen and street trees; maintenance of air and water quality; and minimization of potential drainage, erosion and flooding hazards. The Conservation Element recognizes that while full implementation of the policies would be the most desirable, there are often competing demands for preservation, enhancement, development and conservation.

Archaeological Resources - The proposed project would not have the potential to result in significant impacts on either prehistoric or historic archaeological resources because they are not anticipated to be present on the project site. Therefore, the project could be found consistent with the archaeological resource policy of the Conservation Element.

Visual Resources - The project is not anticipated to obstruct important public scenic views to the ocean or lower elevations of the City, and is not anticipated to substantially obstruct upper foothill or mountain views from the beach or lower elevations of the City. The project site is surrounded by existing one and two-story, single-family residential developments. The project will not affect a prominent public view of an important visual resource. As discussed in Section 1. Aesthetics, visual impacts related to views were determined to be less than significant. Therefore, the project could be found consistent with the visual resources policies of the Conservation Element.

3. 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. The project site is subject to geologic and environmental constraints. As discussed in Section 5, Geophysical Conditions, potential impacts associated with these types of hazards would be adequately addressed by adhering to the California Building Code and recommendations in the soil and foundation report. Therefore, the proposed project could be found consistent with the Seismic Safety/Safety Element.

4. 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 project would not generate a substantial increase in existing ambient noise levels in the area in the long term due to the future development being consistent with the surrounding residential neighborhood. Short-term construction noise is minimized through implementation of the recommended mitigation measures (refer to Section 7, Noise). Therefore, the proposed project could be found consistent with the Noise Element.

5. Circulation Element

The City's Circulation Element 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 negligible, and thus the project could be found consistent with the Circulation Element.

Peter when?

SBMC Chapter 22.75, the City's Outdoor Lighting and Design Ordinance. The ordinance provides that exterior lighting be shielded and directed to the ground such that no undue lighting or glare would affect surrounding residents, roads, or habitat areas. All lighting along the public street will require review and approval by the City's Single Family Design Board. Additionally, building materials for single-family homes typically do not include materials with the potential for significant glare, and roofing and siding materials must be of a nonreflective nature per SBMC §28.15.045. As such, project impacts on lighting and glare would be less than significant.

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WHY IF
CITY
APPROVED
LIGHTS?

Visual Aesthetics - Mitigation

No mitigation is required.

Visual Aesthetics - Residual Impacts

Less than significant.

2. AIR QUALITY		NO	YES
Could the project:			Level of Significance
a)	Conflict with or obstruct implementation of the applicable air quality plan?		Less Than Significant
b)	Exceed any air quality emission threshold?		Less Than Significant
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is designated in non-attainment under an applicable federal or state ambient air quality standard?		Less Than Significant
d)	Expose sensitive receptors to substantial pollutants?		Less Than Significant
e)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		Less Than Significant
f)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?		Less Than Significant
g)	Create objectionable odors?		Less Than Significant

Air Quality - Discussion

Issues. Air quality issues involve pollutant emissions from vehicle exhaust, stationary sources (i.e. gas stations, boilers, diesel generators, dry cleaners, oil and gas processing facilities, etc), and minor stationary sources called "area sources" (i.e. residential heating and cooling, fireplaces, etc.) that contribute to smog, particulates and nuisance dust associated with grading and construction processes, and nuisance odors. Stationary sources of air emissions are of particular concern to sensitive receptors, as is construction dust and particulate matter. Sensitive receptors are defined as children, elderly, or ill people that can be more adversely affected by air quality emissions. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics.

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

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,

b-f) Air Pollutant Emissions, Sensitive Receptors, and Cumulative Impacts

Long-Term (Area Source & Operational) Emissions:

Substantial long-term project emissions could potentially stem from stationary sources which may require permits from the SBCAPCD and from motor vehicles associated with the project and from mobile sources. Examples of stationary emission sources that require permits from APCD include gas stations, auto body shops, diesel generators, boilers and large water heaters, dry cleaners, oil and gas production and processing facilities, and wastewater treatment facilities.

As proposed, the project would be a residential development, with all of the uses and vehicle trips associated with this type of development. Total build out of the project site would result in ~~nine~~ ^{OR NEW} single-family residential units, which is substantially below that SBAPCD screening level of 103 or more residential units. The project would not include stationary sources and. The combined operational (vehicle), area, and stationary source emissions from all long term project sources would be below the SBAPCD threshold of 240 pounds per day of ROC or NOx and 80 pounds per day of PM10. Therefore, the proposed project is anticipated to have a less than significant effect on long term air quality.

Short-Term (Construction) Emissions:

Construction of the proposed project could result in emissions of pollutants due to grading, fumes, and vehicle exhaust. Sensitive receptors (residents) located adjacent to the project site could be affected by dust and particulates during project site grading and vehicle exhaust from construction equipment.

The project would involve grading, paving, and landscaping activities which could cause localized dust related impacts resulting in increases in particulate matter (PM10 and PM2.5). SBCAPCD recommends standard dust control measures for any discretionary project involving earth-moving activities. Dust-related impacts to sensitive receptors would be less than significant, and would be further reduced with implementation of the recommended mitigation measures identified below.

Diesel and gasoline powered construction equipment also emit particulate matter, NOx, and ROC. In order for 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. Project construction emissions are estimated to be less than 3 tons per year (calculated using the URBEMIS 9.2.4 computer model and SBCAPCD emission factor data), which is substantially less than this threshold. Therefore, the proposed project is anticipated to have a less than significant impact. However, the SBCAPCD recommends measures for limiting vehicle exhaust, which are identified below as recommended mitigation measures.

Global Climate Change:

Sources of carbon dioxide emissions that could result from the project include project-related traffic, natural gas use, landscape maintenance, consumer product use, solid waste generations, site lighting, and potable water delivery. Short-term and long term direct emissions of carbon dioxide that would result from the development of the project were estimated using the URBEMIS 9.2.4 computer program and SBAPCD emission factors as follows:

Construction CO ₂ Emissions (tons/year)	Proposed Operational CO ₂ Emissions (lbs/day)	Threshold
98.95	714.5	N/A

Construction emissions would be limited to the construction period and would be reduced through construction equipment emission control measures required as standard conditions of approval and shown below as recommended mitigation measures.

The California Energy Commission (CEC) estimates that California emissions in 2004 were approximately 492 Million Metric Tons of Carbon dioxide equivalent (MMTCO₂E). The project's long-term direct emissions of carbon dioxide would not hinder the State's attainment of greenhouse gas emission reductions under AB 32 (173 million metric tons of carbon dioxide equivalents by 2020). Vehicle trips are part of the CO₂ calculation and the project-related average daily trips and vehicle miles traveled are also relatively small. The project's potential impacts on circulation systems (public transit, bicycle, pedestrian, and vehicle) are included in the Transportation Section of this (initial Study). The project would be required to comply with the California 2008 Building Energy Efficiency Standards.

Development and long-term operation of the project would also result in the generation of indirect CO₂ emissions. However, the indirect CO₂ emissions associated with energy use, solid waste and water conveyance for nine single family

5.c.) Seismic Hazard - Seiche or Tsunami

The project site is not located adjacent to any lakes or other enclosed bodies of water, and is located several miles from the coast and outside the City's tsunami run up area. Therefore, because of the project location, there would be no impacts from a seiche or tsunami.

5.d.) Geologic or Soil Instability Landslides:

There are no steep slopes on the project site. The project site slopes are between 5%-11% and due to the low ground water table cited in the foundation report prepared for the project, the soil is fairly stable. The only significant change of topography off site is the property to west, which is approximately ten feet lower than the project site. However, this is an engineered slope that created a building pad for the adjacent residence and appears to be stable. Therefore impacts from geologic or soil instability would be less than significant.

5.e.) Geologic or Soil Instability-Subsidence

The eventual development of the site would result in nine new homes, each with driveways, walkways and patios. The existing surface soils, which extend to a depth of 18 to 30 inches, were found to be moderately expansive. The preliminary soils report provided several recommendations to address subsidence impacts. The recommendations include types of foundations that would withstand subsidence, the thickness of the slabs, and size of rebar. Therefore, impacts from subsidence would be less than significant. Additionally, the recommendations include over excavation to a depth of 12 inches for patios and driveways. By following the recommendations of the foundation report and compliance with the building code, impacts would be further reduced.

5.f.) Geologic or Soil Instability - Expansive Soils

The project site area is comprised of sandy clay and clayey sand material, which is associated with expansive soils. A preliminary foundation report was prepared for the project that included recommendations for further soil testing of the site and engineering the structural foundations based upon the soil types. By following the recommendations of the geotechnical report for site preparation and foundation design, impacts would be less than significant.

5.g) Topography; Grading/ Erosion

The existing topography is at the highest point in the center of the lot. To the east the topography lowers by six feet at Hope Avenue and to the west the topography lowers at the property line by approximately eight feet. The preliminary grading plans demonstrate that the project will generally follow the existing topography, with a minor amount of leveling on each pad to accommodate the future development. Impacts from grading would be less than significant.

The proposed development area, which includes the proposed public road, is comprised of slopes from 5% - 11% for the whole site. Grading for the project would include approximately 1,550 cubic yards of cut and 2,150 cubic yards of fill with 600 cubic yards of import. The gradient of the site would remain approximately the same to facilitate storm water runoff. Short term impacts from erosion due to wind and storm water runoff that could occur during grading would be less than significant. Standard construction conditions and Building Division requirements for an erosion control plan would apply to the project. Dust mitigations found under the Air Quality section would address the wind erosion impacts. With implementation of these standard requirements and mitigations, any potential adverse impacts would be further reduced.

Geophysical Conditions -- Recommended Mitigation

G-1 Geotechnical Studies All recommendations contained in the foundation report prepared by Coast Valley Testing, Inc (August 21, 2009) shall be implemented. These recommendations shall include, but are not limited to requirements for inspections of excavated areas during vegetation clearing, grubbing prior to grading, grading, and review of design of foundations. Scarification and wetting of recompacted areas to receive fill. Also, requirements for asphalt concrete flatwork, and concrete hardscape shall be followed. Grading and foundation plans shall be reviewed by a Geotechnical Engineer and Engineering Geologist to ensure compliance with the recommendations in the Coast Valley Testing, Inc. studies and comply with the findings of any additional subsurface exploration. Compliance shall be demonstrated on plans submitted for grading and building permits and subject to City Building and Safety Division review and approval.

Geophysical Conditions -- Residual Impacts

Site preparation and structural development can be engineered to address all seismic, geologic and soil conditions such that public safety would be assured and potential property damage avoided. The project geophysical impacts would be less than significant. With implementation of the recommended mitigation measure, project geophysical impacts would be further reduced.

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 the following:
 - Residential: Normally acceptable maximum exterior ambient noise level of 70 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

The project site is vacant and is not currently used in any capacity (i.e. outdoor storage, or farming). The project site is not exposed to high noise levels as it is surrounded by residential uses. Noise generated by traffic on Hope Avenue is estimated to be less than 60 dB(A).

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

Long-Term Operational Noise: With the introduction of additional residential units, there would be a minor increase in the area noise level. Long-term noise for the project would be typical of residential use, such as cars exiting or entering the site, landscape maintenance activities and gatherings at the individual residences. The small increase in automotive traffic would not be likely to substantially increase noise levels on area roadways.

The project would result in the construction of nine new single-family residences in an area subject to estimated average ambient noise levels of less than 60 dB(A), based on the City's Master Environmental Assessment noise contour map. The project would therefore comply not only with the environmental noise level threshold of 70 dB(A), but also with the City's private exterior noise level compatibility criteria of 60 dBA CNEL.

Impacts would be less than significant because the project site would not be subject to high noise levels nor would the project cause high operational noise levels.

Temporary Construction Noise: The first phase of construction would be approximately three – four weeks for rough grading, with another two months to finish the road and other infrastructure improvements. Individual home construction is not proposed at this time, and could be highly variable both in terms of duration and commencement. For the purposes of environmental review, estimates of one year are used for construction duration on the individual homes, and it is assumed that construction on all homes would occur concurrently, and would begin immediately following completion of the subdivision improvements. These assumptions were made as a reasonable worst-case scenario under CEQA. Site preparation would involve equipment such as bulldozers, bottom scrapers, excavators, backhoes, loaders, dump trucks, graders, rollers, concrete trucks, water trucks, pavers and pick-up trucks. Construction activities would involve typical construction equipment including trenching equipment, concrete trucks, and semi trucks for material delivery.

Noise during construction is generally intermittent and sporadic and, after completion of initial grading and site clearing activities, tends to be quieter. Individual lots would be constructed over time and could occur at the same time or spread out over several years. The project grading and construction processes would create temporary high noise levels that could adversely affect neighboring residents (which are designated as sensitive receptors). However, because noise generated during construction would be short-term, and generally intermittent and sporadic, construction impacts would be less than significant. However, in order to reduce short-term impacts on sensitive receptors to the extent feasible, several mitigation measures have been recommended for the site preparation/grading phase of construction. These mitigation measures would limit construction hours and material delivery timing, and would require the use of mufflers on engines and notice to neighbors prior to construction. Additionally, as individual houses are constructed, each would be subject to the City's

9.c) Schools

The project site is served by the Hope Elementary and Santa Barbara Unified School District for elementary and high school respectively. With the annexation of the project site to the City, there would be no change in school service. The project would provide an increase of nine residential units to the site. The residential uses could generate additional students in the districts, but not enough to substantially impact school enrollment. 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 to offset the cost to the school district of providing additional infrastructure to accommodate new students generated by the development. Therefore, impacts to schools from the additional residential units would be less than significant.

9.d) Maintenance of Public Facilities & Public Road

The proposed project would include the construction of a new public road on the project site, located approximately 10 feet south of the northern property line. The new public road would be constructed by the applicant and then dedicated to the City of Santa Barbara. The City of Santa Barbara would maintain the road once it is accepted. The proposed public road would be less than 550 feet in length and would represent a small addition to the overall City Streets Maintenance program. There are no other public facilities that would be affected by the project. The 10-foot wide area between the public road and the northern property line would be maintained collectively by the nine homeowners. Impacts to public facilities, including roads, would be less than significant.

9.e) Other Government Facilities

The proposed project would be an incremental addition to City services, but would cause an increase of less than 0.1% to the overall City population. Therefore, the project would have a less than significant impact on other government facilities.

9.f) Electrical power, cable, telephone, or natural gas services

The proposed development would result in the future development of nine residential units. The project would connect to existing gas, electricity, cable, and telephone services located adjacent to the project site. Impacts would be less than significant because utilities are adequate for the proposed development and are currently available at the property line.

9.g) Sewer

The project site is surrounded by residential properties within the City of Santa Barbara city limits, which are currently served by the El Estero Treatment Plant. Increased sewage treatment associated with the project's future build-out of nine new residences can be accommodated by the existing City sewer system and sewage treatment plant, and would represent a less than significant impact. The maximum capacity of the El Estero Treatment Plant is 11 million gallons per day (MGD), with current average daily flow of 8.5 MGD. The Treatment Plant is designed to treat the wastewater from a population of 104,000, which is more than the City's current population. The proposed project's estimated net new sewer demand is 4.40 AFY (Exhibit H), which can be accommodated by the existing City sewer system and sewage treatment plant. Since no development is being proposed at this time, estimated sewer demand was based upon future residential development of up to 3,750 square feet (includes garages) per lot, which was calculated using the City's floor area ratio (FAR) for a 10,000 square foot lot. The project would be subject to the current plumbing code, which could include low flow toilets, and other water conserving fixtures to further reduce impacts to the treatment plant.

9.g & i) Water Treatment Facilities & Water Service

The proposed project water use demand is estimated to be 4.59 AFY (based on the City's Water Demand Factor and Conservation Study "User's Guide" Document No. 2) (Exhibit H), based upon the assumption of future residential development of up to 3,750 square feet (includes garages) and approximately 1,000 square feet of drought tolerant landscaping. The potential increase in demand from the proposed project would constitute a less than significant impact to the City water supply, treatment, and distribution facilities. 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 project would be subject to the most current plumbing code, which increases conservation, and it is anticipated that the actual water usage would be lower than that estimated above. Therefore, with implementation of all water saving measures, water use impacts would be further reduced.

Lawson, Peter D

From: Laurie Shea [slaurieshea@aol.com]
Sent: Monday, August 08, 2011 12:25 PM
To: Lawson, Peter D
Subject: 457 North Hope Ave

I reside at 3805 Lincoln Rd - the road above the proposed project. I am adamantly opposed to the new cul-de-sac road being developed adjacent to my property.

1. The original proposed project showed the road along the south end of the property and made sense as it would be a natural extension of Lincolnwood. I was told by the developer that was where it would be. She has changed the plan and I am not sure why.
2. There is already a private access road at the south border of said property that has road traffic and would make sense to have these two roads together rather than burden the entire property with traffic on both sides of said property.
3. The noise from this road, directly behind my house, would be unbearable as I have Lincoln Street in the front of my house and now would look down upon this new road in the back of my property. Where the road on the south side would not impact the houses there because they are set back from Sunset and the access road would give them a buffer.
4. This new plan may be more cost effective for the developer because the city sewer lines go along the property line behind my house but it is NOT a good design for the neighbors that border this new road and have to look down on it.

Please reconsider the impact of the new plan and have the develop resubmitted - with the road on the south border to better control the impact of traffic and noise to all neighbors involved.

Thank you,
Laurie Shea
3805 Lincoln Rd
Santa Barbara, CA 93110
805 898 9948

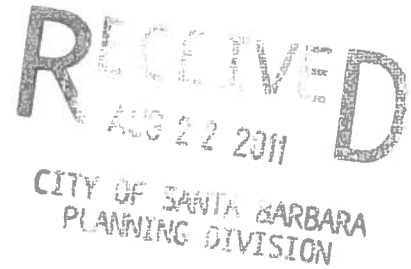


**Santa Barbara County
Air Pollution Control District**

Our Vision  Clean Air

August 19, 2011

Peter Lawson
City of Santa Barbara
Planning Division
P.O. Box 1990
Santa Barbara, CA 93102-1990



Re: APCD Comments on Draft Negative Declaration for 457 North Hope Avenue, MST2006-00564

Dear Mr. Lawson:

The Air Pollution Control District (APCD) has reviewed the Draft Negative Declaration (ND) for the referenced case, which consists of a nine parcel subdivision of a 2.96 acre vacant lot, currently located within the County of Santa Barbara's jurisdiction. As part of the project, the site would be annexed to the City of Santa Barbara. A General Plan designation of Residential (5 units/acre) and Zoning designation of One Family Residential (E3 – 7,500 square feet/lot) is proposed. The proposed project site would be developed in two phases. The first phase would include the rough grading of the whole site and construction of infrastructure. The second phase would include the development of each parcel with a single-family residential unit. Grading for installation of infrastructure would be approximately 1,500 cubic yards of cut and 2,150 cubic yards of fill with approximately 600 cubic yards of import. Grading for individual lots is unknown but it is expected to be relatively minor. The subject property, a 2.96-acre parcel zoned RES 4.6 (County) and identified in the Assessor Parcel Map Book as APN 057-170-012, is located at 457 North Hope Avenue in unincorporated Santa Barbara County.

Air Pollution Control District staff offers the following comments on the Draft ND:

1. **Section 2 Air Quality, Page 11:** The second paragraph on this page contains the sentence, "*The project would not include stationary sources and.*" Please correct this sentence to either complete the phrase or delete the word 'and' if unnecessary.
2. **Section 2 Air Quality, Page 11:** The table under the *Global Climate Change* heading expresses the proposed operational CO₂ emissions in units of lbs/day. It should be noted that greenhouse gas emissions are typically expressed in units of metric tons of CO₂ equivalents, consistent with local, state, federal and multinational regulatory and research programs related to greenhouse gases. Please revise as deemed necessary.

Air Pollution Control District staff suggests that the following conditions be applied to future development of the property:

1. APCD Rule 345, *Control of Fugitive Dust from Construction and Demolition Activities*, became effective on July 21, 2010 and establishes new limits on the generation of visible fugitive dust emissions at demolition and construction sites. The rule includes measures for minimizing fugitive dust from on-site activities and from trucks moving on- and off-site. The text of the rule can be viewed on the APCD website at www.sbcapcd.org/rules/download/rule345.pdf.

2. All portable diesel-fired construction engines rated at 50 brake-horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or APCD permits prior to operation. Construction engines with PERP certificates are exempt from APCD permit, provided they will be on-site for less than 12 months.

3. At a minimum, prior to occupancy any feasible greenhouse gas reduction measures from the following sector-based list should be applied to the project:
 - Energy use (energy efficiency, low carbon fuels, renewable energy)
 - Transportation (reduce vehicle miles traveled, compact and transit-oriented development, pedestrian- and bicycle-friendly communities)
 - Water conservation (improved practices and equipment, landscaping)
 - Waste reduction (material re-use/recycling, composting, waste diversion, waste minimization)
 - Architectural features (green building practices, cool roofs)

4. Asphalt paving activities shall comply with APCD Rule 329, *Cutback and Emulsified Asphalt Paving Materials*.

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8890 or via email at cvw@sbcapcd.org.

Sincerely,



Carly Wilburton,
Air Quality Specialist
Technology and Environmental Assessment Division

cc: Trudi G. Carey, The Carey Group, Inc.
TEA Chron File