NOTICE OF AVAILABILITY OF DRAFT MITIGATED NEGATIVE DECLARATION FOR THE PROPOSED

Casas de las Flores
43-unit 100% Affordable Apartment Project

Date of this Notice: October 21, 2010

Project # 10-1543-DP/CDP

Project Description: Peoples' Self-Help Housing Corporation proposes to construct a 100% affordable rental housing project for Carpinteria-area low and very-low income families. All of the existing 47 travel trailers at the Carpinteria Camper Park, several accessory structures and an adjacent single family dwelling would be removed. The single family dwelling and 17 of the travel trailers are currently occupied. Seven apartment buildings are proposed in a variety of two-story configurations, including 7 one-bedroom, 14 two-bedroom, 12 three-bedroom flats and 10 three-bedroom townhomes. In all, 43 apartment units would be developed on 2.68 acres resulting in a project density of 16 units/acre. A community center to serve the residents is also proposed and would include administration offices, an assembly room and kitchen, classroom and computer lab, exam and reception rooms for health screening and laundry facilities. The assembly room would open to a central common open space area via a covered loggia and patio.

The Mediterranean-style buildings are arranged around garden courts and play areas in order to foster a sense of community and to shelter the outdoor areas from highway noise. Ground floor units and townhouses are provided with additional private outdoor space. A landscaped storm-water treatment basin at the front of the site would provide additional noise and visual buffering from the highway. A driveway and 79 uncovered parking spaces would circle the perimeter of the site. A six-foot concrete block wall located on the northern property boundary would provide a buffer from adjacent agricultural uses.

Two-way access into the site is provided at the Via Real street frontage through a gate at the southeast corner of the site. A fire lane along the western perimeter of the site would provide additional emergency access. The additional gate at the southwest corner of the site is restricted to emergency vehicles and trash service trucks only. A half basketball court located at the northwest corner of the site doubles as vehicle turn-around.

The 2.68-acre project site is comprised of three separate parcels which will be merged into one lot as part of the project. Project grading is estimated to be 2,300 cubic yards of cut and 1,000 cubic yards of fill. All overhead utility lines would be placed underground. An Encroachment Permit from the Public Works Department would be required to construct site improvements, including a portion of the storm water treatment basin, paving and landscaping within the Via Real Right-of-Way.

The project would be developed pursuant to the Residential Overlay District of the City's Zoning Code in addition to the State's Density Bonus provisions (Government Code Section 65915) and the Bonus Density requirements of the City's Zoning Code. Two incentives or concessions have been requested pursuant to these provisions:

- A reduction in the required vehicular parking spaces as the zoning code provisions would require 94 spaces, with 43 of these covered. The proposal includes 79 uncovered spaces; and
- A reduction in the required distance between buildings 1 and 7 and 6 and 7 as the zoning code would require a 26'-5" and a 24'-4" separation respectively; the proposal provides a 16-foot separation between each building.

Project Location: 4096 Via Real, Carpinteria, CA

Comments: The City of Carpinteria Community Development Department is soliciting comments on the adequacy and completeness of the analysis and proposed mitigation measures described in the Draft Mitigated Negative Declaration (MND). You may comment on the MND by providing testimony at the Environmental Review Committee meeting on November 15, 2010 at 5:30 p.m. in the Council Chamber at City Hall and/or submitting written comments prior to the close of the comment period on November 19, 2010 at 5:00 p.m.

Environmental Impacts: The Community Development Department has prepared a Mitigated Negative Declaration pursuant to the requirements of the California Environmental Quality Act (CEQA), Public Resources Code §21000 et seq., the State CEQA Guidelines, 14 CCR §15000 et seq., and the City of Carpinteria Guidelines for the Implementation of CEQA. The MND identifies and discusses potential impacts, mitigation measures, residual impacts and monitoring requirements for identified subject areas. The MND finds the potential for environmental impacts related to Aesthetics, Air Quality, Cultural Resources, Geology/Soils, Hydrology/Water Quality and Noise. Mitigation measures are required reduce the impacts to less than significant levels.

Document Availability: Copies of the MND and all documents referenced therein are available for a 30-day public review and comment period commencing on October 21, 2010 and may be obtained at City Hall located at 5775 Carpinteria Avenue. A MND is also available at the Carpinteria Public Library as well as on the City's website at www.carpinteria.ca.us.

How to Comment: Please provide written comments to Steve Goggia, Senior Planner, Community Development Department, at 5775 Carpinteria Avenue, Carpinteria, CA 93013 no later than 5:00 p.m. on November 19, 2010. Separate notice of the dates of future public hearings to consider the MND and project approval will be provided.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact please contact Lorena Esparza at lorenae@ci.carpinteria.ca.us or (805) 684-5405, extension 410. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements (28 CFR 35.102-35.104 ADA Title II).

Date: October 18, 2010

Signature: Jackie Campbell

Title: Community Development Director
Telephone: (805) 684-5405, ext. 451
Email: jackiec@ci.carpinteria.ca.us

DRAFT
MITIGATED NEGATIVE DECLARATION

Casas de las Flores

Development Plan and Coastal Development Permit

Project #10-1543-DP/CDP

October 21, 2010

Agent: Ken Trigueiro
Director of Rental Housing Development
Peoples' Self-Help Housing Corporation
3533 Empleo Street
San Luis Obispo, CA 93401

(805) 783-4475

Public Review Dates:

October 21, 2010 until November 19, 2010 at 5:00 p.m.

Contact:

Steve Goggia, Senior Planner
Community Development Department
City of Carpinteria
(805) 684-5405 ext. 414

CITY OF CARPINTERIA
DRAFT MITIGATED NEGATIVE DECLARATION
OCTOBER 21, 2010

1. Project Title: Casas de las Flores, Project No. 10-1543-DP/CDP

2. Lead Agency: City of Carpinteria, Community Development Department
   5775 Carpinteria Avenue, Carpinteria, CA 93013

3. Contact Person and Phone: Steve Goggia, Senior Planner / (805) 684-5405 ext. 414

4. Project Location: 4096 Via Real, Carpinteria, CA 93013
   APNs 004-013-018, -019 & -020

5. Project Sponsor: Ken Trigueiro, Peoples' Self-Help Housing Corporation
   3533 Empleo Street, San Luis Obispo, CA 93401 / (805) 783-4475

6. General Plan/Coastal Plan Designation: General Commercial (GC)

7. Zoning: Commercial Planned Development with a Residential Overlay (CPD/R)

8. Description of project: Peoples' Self-Help Housing Corporation proposes to construct and operate a 100% affordable rental housing project for Carpinteria-area low and very-low income families. All of the existing 47 travel trailers at the Carpinteria Camper Park, several accessory structures and an adjacent single family dwelling would be removed. The single family dwelling and 17 of the travel trailers are currently occupied. Seven apartment buildings are proposed in a variety of two-story configurations, including 7 one-bedroom, 14 two-bedroom, 12 three-bedroom flats and 10 three-bedroom townhomes. In all, 43 apartment units would be developed on 2.68 acres resulting in a density of 16 units/acre. A community center to serve the residents is also proposed and would include administration offices, an assembly room and kitchen, classroom and computer lab, exam and reception rooms for health screening and laundry facilities. The assembly room would open to a central common open space area via a covered loggia and patio.

   The Mediterranean-style buildings are arranged around garden courts and play areas to foster a sense of community and to shelter the outdoor areas from highway noise. Ground floor units and townhouses are provided with additional private outdoor space. A landscaped stormwater treatment basin at the front of the site would provide additional noise and visual buffering from Highway 101. A driveway and 79 uncovered parking spaces that circle the perimeter of the site. A six-foot concrete block wall located along the northern property boundary would provide a buffer from adjacent agricultural uses.

   Two-way access into the site is provided at the Via Real street frontage through a gate at the southeast corner of the site. A fire access lane along the western perimeter of the site would provide additional emergency access. The additional gate at the southwest corner of the site is restricted to emergency vehicles and trash service trucks only. A half basketball court located at the northwest corner of the site doubles as vehicle turn-around (Attachment 2).

   The 2.68-acre project site is comprised of three separate parcels which will be merged into one lot. Project grading is estimated to be 2,300 cubic yards of cut and 1,000 cubic yards of fill. All overhead utility lines would be placed underground. An Encroachment Permit from the Public Works Department would be required to construct site improvements, including a portion of the storm water treatment basin, paving and landscaping within the Via Real Right-of-Way.

The project would be developed pursuant to the Residential Overlay District of the City's Zoning Code in addition to the State's Density Bonus provisions (Government Code Section 65915) and the Bonus Density requirements of the City's Zoning Code. Two incentives or concessions have been requested pursuant to these provisions:

- A reduction in the required vehicular parking spaces as the Zoning Code provisions require 94 spaces, with 43 of these covered. The proposal would include 79 uncovered spaces; and
- A reduction in the required distance between buildings 1 and 7, and 6 and 7 as the Zoning Code requires a 26'-5" and a 24'-4" separation, respectively; the proposal provides a 16-foot separation between these buildings.

9. Surrounding Land Uses and Setting: The project site is located in an urban area toward the west end of the City of Carpinteria, just north of U.S. Highway 101 adjacent to Via Real (see Vicinity Map, Attachment 1). The Carpinteria Camper Park contains 47 residential trailers, a structure used as an office and laundry room and a trailer used as an after-school learning/art center. A single family residence is located immediately north of the camper park facility on its own parcel. The single family dwelling and 17 of the travel trailers are currently occupied. Access to the site is currently provided by a gated two-way entrance/exit. Existing improvements on all three parcels would be removed to allow for the proposed development.

   The Church of the Nazarene is located east of the project site with a Santa Barbara County Flood Control basin (Kim's Basin) to the west. The 142-unit Franciscan Village Condominium complex is located approximately 225 feet to the west. The property to the north of the project site is located within the County of Santa Barbara and is zoned for agriculture; it is currently in open field agricultural production.

10. Other Public Agencies Whose Approval is Required: Carpinteria-Summerland Fire Protection District, City Parks and Recreation Department, Carpinteria Valley Water District, and Carpinteria Sanitary District.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant" as indicated by the checklist on the following pages.

X	Aesthetics		Land Use / Planning
	Agriculture / Forestry Resources		Mineral Resources
X	Air Quality	X	Noise
	Biological Resources		Population / Housing
X	Cultural Resources		Public Services
X	Geology / Soils		Recreation
	Greenhouse Gas Emissions		Transportation / Traffic
	Hazards / Hazardous Materials		Utilities / Service Systems
X	Hydrology / Water Quality	X	Mandatory Findings of Significance

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) Negative Declaration: "Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant" to "Less Than Significant." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures as described in (5) below may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration (§15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

1. AESTHETICS Would the project:	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS DOCUMENT
a) Have a substantial adverse effect on a scenic vista?		X			
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway?			X		
c) Substantially degrade the existing visual character or quality of the site and its surroundings?		X			
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?		X			

Existing Environmental Setting: The project site is located in an urban area just north of U.S. Highway 101, adjacent to Via Real. The project site is currently developed as the Carpinteria Camper Park, containing 47 residential trailers, a structure used as an office and laundry room and a trailer used as an after-school learning/art center on two separate parcels. A single family residence is located immediately north of the camper park facility on its own parcel.

The Church of the Nazarene is located east of the project site with a Santa Barbara County Flood Control basin (Kim's Basin) to the west. The 142-unit Franciscan Village Condominium complex is located approximately 225 feet farther west. The property to the north of the project site is located within the County of Santa Barbara and is zoned for agriculture; it is currently in open field agricultural production.

The southern perimeter of the site is screened from passing motorists by a six-foot block wall, palms and shrubs. Approximately 20 Mexican Fan Palms (*Washingtonia robusta*) that had been planted in a grid pattern within the camper park approximately 45 years ago have reached 60 feet in height. Ten additional Mexican Fan Palms are located adjacent to the southern property line within the Via Real right-of-way. Several other species of palms including six Sengal Date Palm (*Phoenix reclinata*), and three Canary Island Palm (Phoenix canariensis) are located on the property or the Via Real right-of-way. Additional plantings adjacent to Highway 101 further screen the property from motorists. Persons travelling along Via Real or Highway 101 can catch glimpses of the upper foothills between breaks in the vegetation.

Thresholds of Significance. The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Different viewers will have varying opinions and reactions to changes in a viewshed or the appearance of new buildings and structures. This evaluation compares the existing visual characteristics of the project study area against the potential changes in visual characteristics that could result from implementation of the proposed project.

The City of Carpinteria has adopted *Guidelines for the Implementation of the California Environmental Quality Act of 1970, as Amended* (1997), which provide criteria for determining the potential significance of visual impacts. Key factors in assessing the aesthetic resources of a project site include the physical attributes of the site, its relative visibility, and its relative uniqueness. Four types of areas are especially important: coastal and mountain views, the urban fringe, and travel corridors. Based on criteria contained in the City's *Guidelines*, the proposed project would result in a significant visual impact if it would result in one or more of the following conditions:

Views — Projects that would impair public views from designated open space (public easements and right-of-way), roads or parks to significant visual landmarks or scenic vistas (Pacific Ocean, downtown skyline, mountains, waterways). To meet this significance threshold, one or more of the following conditions must apply:

- *The project would substantially impair a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the Coastal Land Use Plan. Minor view blockages would not be considered to meet this condition. In order to determine whether this condition has been met, consider the level of effort required by the viewer to retain the view.*
- *The project would cause "substantial" view impairment of a public resource (such as the ocean) that is considered significant by the applicable community plan.*
- *The project exceeds the allowed height or bulk regulations, and this excess caused unnecessary view impairment.*
- *The project would have a cumulative effect by opening up a new area for development, which will ultimately cause "extensive" view impairment (cumulative effects are usually considered significant for a community plan analysis, but not necessarily for individual projects). View impairment would be considered "extensive" when the overall scenic quality of a resource is changed; for example, from an essentially natural view to a largely man-made appearance.*

Neighborhood Character/Architecture. Projects that severely contrast with the surrounding neighborhood character. To meet this significance threshold, one or more of the following conditions must apply:

- *The project exceeds the allowed height or bulk regulations and existing patterns of development in the surrounding area by a significant margin.*
- *The project would have an architectural style or use building materials in stark contrast to adjacent development, where the adjacent development follows a single or common architectural theme.*
- *The project would result in the physical loss or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) which is identified in the General Plan, applicable community plan or Local Coastal Program.*
- *The project is located in a highly visible area (e.g., adjacent to an interstate highway) and would strongly contrast with the surrounding environment through excessive bulk, signage, or architectural projections.*

- *The project would have a cumulative effect by opening up a new area for development or changing the overall character of the area (e.g., rural to urban, single-family to multi-family).*

For this analysis, changes to existing visual conditions are not considered significant if the project-related changes would be subordinate to the existing visual environment. Only views available from public viewing locations, such as roadways, are evaluated against the above significance thresholds.

Project Specific Impacts:

a) A significant impact would occur if the project would have a substantial adverse effect on a scenic vista. The project site is situated adjacent to Via Real, approximately 150 feet north of the U. S. Highway 101 center median. Persons traveling in either direction along Via Real and the highway are provided brief views of the foothills north of the project site as seen through existing vegetation and over the property. At a maximum of 28 feet in height, the proposed two-story structures are lower than the 30-foot maximum height allowed per the Zoning Code. As this height is consistent with the bulk and scale of other development, it would not strongly contrast with the surrounding environment. Story poles were erected to depict the elevations and silhouettes of the proposed structures prior to review by the City's Architectural Review Board (ARB). As evidenced by the story poles, the two-story structures would only partially block views across the site to the foothills as seen by highway travelers. However, due in part to the 100-foot distance between the highway and the closest structure, foothill views across the site would still be provided above the rooflines where not impaired by existing vegetation. Given the minor changes made to the site plan and project architecture pursuant to the recommendations from the City's Architectural Review Board, the proposed development would not have a substantial adverse effect on a scenic vista.

b) There would be no visual impacts to a state scenic highway as the section of U. S. Highway 101 through Carpinteria is not an officially designated state scenic highway. However, as presented above, the additional structures adjacent to the highway would not have a substantial adverse effect on scenic resources. The project would remove up to 36 of the Mexican Fan Palms located within the Via Real right-of-way or within the project site. The Sengal Date and Canary Island Palms are proposed to be replanted on site or traded for nursery credit. The proposed Landscape Plan had also been reviewed by the City's ARB. The disposition of the Mexican Fan Palms was brought up as a discussion item at several of the ARB meetings. The Board ultimately recommended preliminary approval of the proposal as presented noting that the Sengal Date and Canary Island Palms are proposed to be relocated on site however the taller Mexican Fan Palms are difficult to relocate due to their height. A recommended mitigation measure requires the applicant to make the Mexican Fan Palms available to wholesale palm nurseries or individuals interested in relocating them offsite before they are removed.

c) A significant impact would occur if the development would substantially degrade the existing visual character or quality of the site and its surroundings. The ARB had reviewed the proposal on several occasions, with the most recent on August 26, 2010. At this meeting, the ARB provided favorable comments on the proposal, noting that the architecture and layout of the buildings complemented the site and the neighborhood. A recommendation of preliminary approval was granted, indicating that the proposal met the standards of quality architecture and materials and is appropriate for the neighborhood.

Mitigation measure Aest-1 requires the submittal of architectural, landscape and grading plans for final review by the Architectural Review Board prior to approval of any Building Permit for physical development. This measure ensures that the design, scale and character of the architecture will be compatible and blend harmoniously with vicinity development. Mitigation measure Aest-2 ensures all accessory structures would be compatible with the project design, while Aest-4 requires that the site be cleared of excess construction debris prior to occupancy. With preliminary review and recommendation from the City's ARB, and the mitigation measures identified herein, development of the project would not degrade the existing visual character or quality of the site and its surroundings.

d) Several policies of the City's General/Coastal Plan require that night lighting be low intensity and minimize photopollution to the maximum extent feasible. Mitigation measure Aest-3 requires night lighting to be low intensity, low glare design, minimum height and hooded to direct light downward onto the site. Review by the ARB and consistency with the City's Coastal Plan policies ensures that new lighting will not adversely affect nighttime views in the area.

Cumulative Impacts: Cumulative impacts have been addressed in the EIR prepared for the City's April 2002 General Plan and Coastal Plan (the Plan), herein incorporated by reference. The Plan incorporates numerous Objectives and Policies that provide mitigation for the actions allowed under the Plan, including mitigation for aesthetic impacts as a result of buildout under the Plan. The proposed project must be found consistent with the Objectives and Policies of the Plan in order to be approved. Cumulative development throughout the Carpinteria Valley would incrementally contribute to aesthetic impacts. However, with adherence to the Plan's Objectives and Policies to ensure the design, scale and character of the architecture will be compatible and blend harmoniously with vicinity development, the project's contribution to cumulative aesthetic impacts would not be considerable and would be further reduced through the implementation of the project specific measures below.

Required Mitigation Measures:

Aest-1 The design, scale and character of the project architecture and signage shall be compatible and blend harmoniously with vicinity development. Special attention shall be given to the gated pedestrian and automobile entries. Natural building materials and colors compatible with surrounding terrain (earthtones and non-reflective paints) shall be used on exterior surfaces of all structures. **Plan Requirement and Timing:** The applicant shall submit plans of the project for final review by the Architectural Review Board prior to approval of any Building Permit for physical development. **Monitoring:** CDD shall review submitted plans, provide direction to the ARB regarding this mitigation measure and site inspect during the construction phase.

Aest-2 Covered trash and recycling storage areas shall be installed which are architecturally compatible with the project design. The storage areas shall be enclosed with a solid wall of sufficient height to screen the areas and include a solid gate. The storage areas shall be maintained in good repair. **Plan Requirement:** Location and design of trash and recycling storage areas shall be denoted on project plans. **Timing:** Trash and recycling storage areas shall be installed prior to occupancy clearance. **Monitoring:** CDD shall inspect prior to occupancy clearance.

Aest-3 Any exterior night lighting installed on the project site shall be of low intensity, low glare design, minimum height, and shall be hooded to direct light downward onto the subject

parcel and prevent spill-over onto adjacent parcels. **Plan Requirements**: The locations of all exterior lighting fixtures shall be depicted on a Lighting Plan to be reviewed and approved by CDD with input from the ARB. **Monitoring:** CDD and ARB shall review a Lighting Plan for compliance with this measure prior to approval of a building permit for structures. CDD shall site inspect prior to occupancy clearance.

Aest-4 The developer shall keep the construction site tidy and shall clear the project site of all excess construction debris. **Plan Requirement:** This requirement shall be noted on final building plans. **Timing:** Debris clearance shall occur prior to occupancy clearance. **Monitoring:** CDD shall site inspect prior to occupancy clearance.

Recommended Mitigation Measure:

Aest-4 The developer shall make the Mexican Fan Palms available to wholesale palm nurseries or individuals interested in relocating them offsite before they are removed from the site. **Plan Requirement and Timing:** The developer's efforts to contact wholesale nurseries regarding the palms shall be documented to CDD prior to the issuance of a Grading Permit. **Monitoring:** CDD shall review the contact information and verify that an effort has been made to offer the palms for relocation prior to the issuance of a Grading Permit.

Residual Impact: With incorporation of the required mitigation measures, residual aesthetic impacts would be less than significant.

2. AGRICULTURAL AND FORESTRY RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS DOCUMENT
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?			X		
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X	
d) Result in the loss of forest land or conversation of forest land to non-forest use?				X	
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X		

Existing Environmental Setting: The project site is located in an urban area toward the west end of the City of Carpinteria, just north of U.S. Highway 101 adjacent to Via Real. The Carpinteria Camper Park comprises two separate parcels and contains 47 residential trailers, a structure used as an office and laundry room and a trailer used as an after-school learning/art center. A single family residence is located immediately north of the camper park facility on its own parcel.

The property to the north of the project site is located within the County of Santa Barbara and is zoned for agriculture; it is currently in open field agricultural production.

Thresholds of Significance. The City of Carpinteria's *Guidelines for the Implementation of the California Environmental Quality Act of 1970, as Amended* (1994), does not provide specific criteria, but rather provides the following general thresholds:

- Development proposed on any property five acres or greater in size with a Prime Agricultural Soils designation may represent a significant environmental impact.
- Development proposed on any property in an Agricultural Preserve would represent a significant environmental impact.
- Development proposed on any property which in the past five years has been in agricultural production and which is agriculturally zoned may represent a significant environmental impact.
- Development of 10 more acre non-prime parcels may be significant due to historical use or surroundings (conversion may make adjacent agricultural land ripe for conversion).

In addition, CEQA Appendix G states that a project will have a significant impact on the environment if it will:

(a) Conflict with adopted environmental plans and goals of the community where it is located.

(b) Convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land.

Project Specific Impacts:

a) The project is located within an urban area of the City, with a Zoning designation of Commercial Planned Development with a Residential Overlay; the General Plan/Coastal Plan designation is General Commercial. The project site is currently developed as a camper park and one single family residence. As such, the project would not convert farmland to non-agricultural use.

b, e) The northern property boundary is shared with a parcel located within the County of Santa Barbara that is zoned for agriculture and is currently in open field agricultural production. A landscaped strip and access drive approximately 26 feet in width separate the actual open field planting beds from the shared property line. The apartment buildings would be located a minimum of 80 feet from this property line. Within this area, a 61-foot wide parking lot would be constructed; a planting area six feet in width and a seven- foot high concrete block wall would screen the project from the agricultural operations. The existing residence and approximately 18 travel trailers are currently located within the 80-foot setback area.

Given the approximately 106 feet of separation between the closest apartment building and the open field planting beds with a seven-foot high concrete wall adjacent to the shared property line, the existing agricultural operations would not have a significant impact on the project residents. A number of Policies and Implementation Measures within the General Plan and Coastal Plan were adopted through the Program EIR process to mitigate potentially significant impacts to agricultural resources by reducing conflicts between agricultural and urban uses and avoiding the conversion of agricultural land to non-agricultural uses. The project is required to be consistent with these Policies and Implementation Measures.

While no measures to reduce potential significant impacts are required, a mitigation measure is recommended to ensure that the agricultural productivity of the parcel to the north is not impaired due to complaints from project residents. This measure recommends that a notification alerting future tenants that the property is located adjacent to property zoned for agriculture and is located in an area that has been planned for agricultural uses shall be included in all of the lease agreements. The notice shall also state that any inconvenience or discomfort from properly conducted agricultural operations including noise, odors, dust and chemicals will not be deemed a nuisance. A notification shall also be provided to Santa Barbara County Planning and Development to be noted on the Assessor's Parcel pages in order to alert County staff should such complaints be filed with the County.

c, d) There are no forest lands or timberlands on or remotely near the project site that would be impacted by the project.

Cumulative Impacts: Cumulative agricultural impacts have been addressed in the EIR prepared for the City's General Plan and Coastal Plan (April 2003), herein incorporated by reference. Cumulative development throughout the Carpinteria Valley would incrementally contribute to agricultural resource impacts. However, based on the analysis above, the project's contribution to cumulative agricultural resource impacts would not be considerable, because there are no agricultural or forestry resource impacts associated with this project.

Required Mitigation Measures: None required.

Recommended Mitigation Measure:

Ag-1 All project lease agreements shall include a notification alerting future tenants that the property is located adjacent to property zoned and planned for agricultural uses and that any inconvenience or discomfort from properly conducted agricultural operations including noise, odors, dust and chemicals will not be deemed a nuisance. A notification shall also be provided to Santa Barbara County Planning and Development to be noted on the Assessor's Parcel pages.

Residual Impact: No project specific impact. Cumulative development throughout the Carpinteria Valley would incrementally contribute to agricultural and forestry resource impacts. However, the project's contribution to cumulative agricultural and forestry impacts would not be considerable. Therefore, there are no residual impacts.

3. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS DOCUMENT
a) Conflict with or obstruct implementation of the Clean Air Plan?		X			
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X			
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X		
d) Expose sensitive receptors to substantial pollutant concentrations?			X		
e) Create objectionable odors affecting a substantial number of people?			X		

Existing Environmental Setting: Santa Barbara County and the City of Carpinteria are located in the South Central Coast air basin. The Santa Barbara County Air Pollution Control District (APCD) is the regulatory agency for air quality in Santa Barbara County. A summary of the attainment status for Santa Barbara County, the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) is presented in the table below. The County is currently in attainment for all national standards, but is in non-attainment for the state eight-hour ozone standards as well as for particulate matter less than ten microns in diameter (PM10).

Santa Barbara County Attainment Status and Air Quality Standards

Pollutant	Averaging Time	California Standards		National Standards	
		Concentration	Attainment Status	Concentration	Attainment Status
Ozone	8 hour	0.070 ppm	N*	0.075 ppm	A
	1 hour	0.09 ppm (180 $\mu g/m^3$)	A	revoked	A
Carbon Monoxide	8 hour	9.0 ppm (10 mg/m^3)	A	9.0 ppm (10 m/m^3)	A
	1 hour	20.0 ppm (23 mg/m^3)	A	35.0 ppm (40 $\mu g/m^3$)	A
Nitrogen Dioxide***	annual average	0.030 ppm (56 $\mu g/m^3$)	A	0.053 ppm (100 $\mu g/m^3$)	A
	1 hour	0.18 ppm (338 $\mu g/m^3$)	A	--	--
Sulfur Dioxide	annual average	--	--	0.03 ppm (80 $\mu g/m^3$)	A
	24 hour	0.04 ppm (105 $\mu g/m^3$)	A	0.14 ppm (365 $\mu g/m^3$)	A
	1 hour	0.25 ppm (655 $\mu g/m^3$)	A	--	--
Particulate Matter (PM10)	annual arithmetic mean	20 $\mu g/m^3$	N	revoked	A
	24 hour	50 $\mu g/m^3$	N	150 $\mu g/m^3$	A
Particulate Matter - Fine	annual arithmetic	12$\mu g/m^3$	U	15 $\mu g/m^3$	U/A

Santa Barbara County Attainment Status and Air Quality Standards					
Pollutant	Averaging Time	California Standards		National Standards	
		Concentration	Attainment Status	Concentration	Attainment Status
(PM2.5)	mean				
	24 hour	--	--	35 $\mu g/m^{3**}$	U/A
Sulfates	24 hour	25 $\mu g/m^3$	A		
Lead	calendar quarter	--	--	1.5 $\mu g/m^3$	A
	30 day average	1.5 $\mu g/m^3$	A	--	--
Hydrogen Sulfide	1 hour	0.03 ppm (42 $\mu g/m^{3)}$	A	--	--
Vinyl Chloride (chloroethene)	24 hour	0.010 ppm (26 $\mu g/m^{3)}$		--	--
Visibility Reducing Particles	8 hour (1000 to 1800 PST)		A	--	--

A=Attainment
N=Nonattainment
U=Unclassified
U/A=Unclassifiable/Attainment

* This standard went into effect in June, 2006. Official designations have not yet been announced; our data indicate we will be considered in nonattainment of this standard.

*** The state Nitrogen Dioxide ambient air quality standard was amended on February 22, 2007, to lower the 1-hour standard to 0.18 ppm and establish a new annual standard

Project Specific Impacts:

a-c) The County of Santa Barbara is in non-attainment for the State eight-hour ozone (O3) and the State particulate matter (PM10) standards. According to the APCD's guidance document entitled *Scope and Content of Air Quality Sections in Environmental Documents*, a proposed project will not have a significant air quality effect on the environment if operation of the project will:

- Emit from all project sources less than 240 lbs/day for ROG (reactive organic gases - same as ROC) and NO_X (nitrogen dioxide), and 80 lbs/day for PM_{10}. There is no daily operational threshold for CO (carbon monoxide), it is an attainment pollutant with relatively low background ambient levels;

- Emit less than 25 lbs/day of NOX or Reactive Organic Gases (ROG) from motor vehicle trips only;
- Not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone);
- Not exceed the APCD health risk public notification thresholds adopted by the APCD Board; and
- Be consistent with the adopted federal and state air quality plans for Santa Barbara County.

Quantitative thresholds of significance are not currently in place for short-term or construction emissions.

The proposed project entails the removal of 47 travel trailers at the Carpinteria Camper Park along with an adjacent single family dwelling and the construction of 43 apartment units and a 4,346 square foot community center on 2.68 acres. Project grading is estimated to be 2,300 cubic yards of cut and 1,000 cubic yards of fill. Due to the County's non-attainment status for PM_{10}, the APCD requires that standard dust control measures be implemented for any discretionary project involving earth-moving activities.

The primary source of construction-related exhaust emissions resulting from the project would be from heavy-duty diesel equipment use during grading which is expected to take approximately 10 days. Diesel particulate matter from vehicle exhaust is the number one carcinogen in the State.

With incorporation of the required standard dust control and the recommended diesel equipment exhaust control measures identified below, construction air quality impacts from the project would be less than significant and the project is considered consistent with the 2007 Clean Air Plan. Consistent with the permitting requirements of the APCD, the project would not violate any air quality standard or contribute substantially to an air quality violation, nor would it exceed the APCD health risk thresholds.

Long-term emissions from traffic associated with the completed project would be negligible as the new 43-unit apartment complex would replace the 18 residences currently occupying the site. The Traffic, Circulation and Parking Study prepared for the project (*Associated Transportation Engineers, August 23, 2010*) indicates that the project is forecast to generate a net increase of 191 average daily automobile trips once the project is fully occupied. The emissions generated by the 191 net new average daily trips (ADT) would be well under the threshold of 25 lbs/day of ROG and NOx using the screening table found in Attachment A to the document entitled *Scope and Content of Air Quality Section of Environmental Documents* provided by the APCD. Pursuant to this screening table, 133 apartment units (884 ADT) would trigger the 25 lbs/day of ROG and NOx. As such, no significant impacts to long term air quality would result.

d) Types of land uses typically associated with sensitive receptors include schools, parks and open space, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals and clinics and residences. Although Santa Barbara County has some of the healthiest air in Southern California, the localized effects of living near a freeway can potentially have negative effects on the respiratory health of children and those with respiratory difficulties. Diesel particulate matter is of particular concern because it can be spread over wide distances, is small enough to be inhaled deep into the lungs, and is coated with chemicals which have been identified

by the California Air Resources Board (CARB) as Toxic Air Pollutants. According to CARB, diesel particulate matter emissions were estimated to account for 70 percent of the total inhalation risk along transportation corridors in 2001. CARB expects that this contribution to inhalation risk has already declined considerably due to pollution controls that have been put in place since that time, and that future contribution to inhalation risk from diesel particulate matter will be even lower.

Although all urban and rural roads produce some levels of air pollutant emissions, CARB has performed an extensive review of recent studies pertaining to sensitive receptors and has provided a recommended setback standard for sensitive receptors of 500 feet from urban roads with 100,000 vehicles per day. With approximately 72,000 vehicles per day adjacent to the project site, U.S. Hwy 101 is the only freeway in the City, and the only road considered to contain high traffic levels per CARB criteria.

The CARB 500-foot buffer recommendation was based on 2000 information that included higher diesel particulate matter emissions. CARB's newer EMFAC2007 model shows that new vehicle standards, diesel fuel reformulation, and CARB-adopted Diesel Risk Reduction Measures have resulted in lower diesel particulate emissions. As a result, CARB's published health risk maps show that potential cancer risks near freeways would be substantially reduced in 2010 as compared to 2000 levels.

Not only would the project place residents farther away from the highway than the existing conditions, the apartments would be new construction as opposed to older travel trailers providing project residents with improved living quarters. As the nearest apartment structure would be located at least 200 feet from the median of Highway 101, a recommended mitigation measure has been identified to incorporate mechanical ventilation systems with ambient air filtration into the new structures to mitigate exposure to particulates and other pollutants.

e) The development of and occupancy of the new apartment units replacing the existing travel trailers would not introduce uses that have the potential to create objectionable odors affecting a substantial number of people in the vicinity of the surrounding residential neighborhood.

Cumulative Impacts: Cumulative development throughout the Carpinteria Valley would incrementally increase air pollutant emissions, which could cumulatively degrade regional air quality. However, all new development within Carpinteria must be consistent with the City's General Plan; as a result, all such development would be within the projections contained in the adopted Clean Air Plan (CAP). Therefore, cumulative development in Carpinteria will not hinder progress toward attainment of the County's air quality objectives and cumulative impacts are considered less than significant.

Required Mitigation Measures:

AQ-1 If the construction site is graded and left undeveloped for over three weeks, the applicant shall employ the following methods immediately to inhibit dust generation:
a. seeding and watering to revegetate graded areas; and/or
b. spreading of soil binders; and/or
c. any other methods deemed appropriate by Community Development.
Plan Requirements: These requirements shall be noted on all plans. **Timing:** Plans are required prior to issuance of a Grading or Building Permit. **Monitoring:** Grading Inspector shall perform periodic site inspections.

AQ-2 Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust on the site by following the dust control measures listed below. During clearing, grading, earth moving, excavation or transportation of cut or fill materials, water trucks or sprinkler systems shall be used to prevent dust from leaving the site and to create a crust after each day's activities cease.

a. During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this shall include wetting down such areas in the late morning and after work is completed for the day, and whenever wind exceeds 15 miles per hour.
b. Soil stockpiled for more than two days shall be covered, kept moist or treated with soil binders to prevent dust generation.

Plan Requirements: All requirements shall be shown on grading and building plans. **Timing:** Condition shall be adhered to throughout all grading and construction activities. **Monitoring:** CDD shall ensure measures are on plans. Grading and Building Inspectors shall spot check and ensure compliance onsite. APCD inspectors shall respond to nuisance complaints.

AQ-3 The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. **Plan Requirements:** The name and telephone number of such persons shall be provided to the APCD and the Community Development Department. **Timing:** The dust monitor shall be designated prior to issuance of a Grading or Building Permit. **Monitoring:** CDD shall contact the designated monitor as necessary to ensure compliance with dust control measures.

AQ-4 The following energy-conserving techniques shall be incorporated unless the applicant demonstrates their infeasibility to the satisfaction of CDD staff:

a. installation of low NO_x residential and commercial water heaters and space heaters per specifications in the Air Quality Attainment Plan;
b. installation of heat transfer modules in furnaces;
c. use of light colored water-based paint and roofing materials;
d. installation of solar panels for residential water heating systems and other facilities and/or the use of water heaters that heat water only on demand;
e. use of passive solar cooling/heating;
f. use of natural lighting;
g. use of concrete or other non-pollutant materials for parking lots instead of asphalt;
h. installation of energy efficient appliances;
i. installation of energy efficient lighting;
j. use of landscaping to shade buildings and parking lots;
k. installation of sidewalks and bikepaths;
l. installation of covered bus stops to encourage use of mass transportation.

Plan Requirements and Timing: The applicant shall incorporate the listed provisions into building and improvement plans or shall submit proof of infeasibility prior to approval of a Building Permit. **Monitoring:** Building Inspector shall site inspect to ensure development is in accordance with approved plans prior to occupancy clearance. Planning staff shall verify landscape installation in accordance with approved landscape plans.

Recommended Mitigation Measures:

AQ-5 The following Diesel Exhaust Control Measures should be implemented during construction activities:

a. Diesel construction equipment meeting the California Air Resources Board's current emission standards for off-road heavy-duty diesel engines shall be used.
b. The engine size of construction equipment shall be the minimum practical size.
c. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
d. Construction equipment shall be maintained in tune per the manufacturer's specifications.
e. Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines.
f. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
g. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed on equipment operating onsite.
h. Diesel powered equipment should be replaced by electric equipment whenever feasible.
i. State law requires that idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible.

Plan Requirements: All requirements shall be shown on grading and building plans. **Timing:** Condition shall be adhered to throughout all grading and construction activities. **Monitoring:** CDD shall ensure measures are on plans. Grading and Building Inspectors shall spot check and ensure compliance onsite.

AQ-6 Mechanical ventilation systems with high efficiency filters for particulates (MERV-13 or higher) should be incorporated into the new apartment structures to mitigate exposure to particulates and other pollutants associated with the adjacent highway. **Plan Requirements and Timing:** The mechanical ventilation systems shall be shown on building plans. **Monitoring:** CDD shall ensure the ventilation systems are on plans. Building Inspector shall ensure compliance onsite.

Residual Impact: With incorporation of these required and recommended mitigation measures, residual impacts to air quality would be less than significant.

4. BIOLOGICAL RESOURCES Would the project:	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS DOCUMENT
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X	

b) Have a substantial adverse effect on any riparian habitat or other sensitive 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?				X	
c) Have a substantial adverse effect on wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X	
d) 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?				X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a creek preservation policy or tree protection ordinance?			X		
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X	

Existing Environmental Setting: The project site is located in an urban area toward the west end of the City of Carpinteria, just north of U.S. Highway 101 adjacent to Via Real. There are no known sensitive natural communities or species within or adjacent to the project site. Existing vegetation includes several species of non-native palms (Mexican Fan, Canary Island and Senegal Date), five Monterey Pine trees and several stands of Arroyo Willow volunteers that have sprung up in a triangular gap between the western property line and the wooden fence adjacent to the property line.

Thresholds of Significance: The City of Carpinteria's *Guidelines for the Implementation of the California Environmental Quality Act*, provides the following regarding tree removal:

Tree Removal Guidelines: For standard Subdivision, Development Plans or Conditional Use Permits, the loss of 10% or more of the trees of biological value on a project site is considered potentially significant. All native tree species, regardless of size, should be considered to be biologically valuable. In particular, young oak trees which do not meet the definition of specimen trees are a significant biological resource due to declining oak populations.

Non-native trees which may be valuable include windrow and individual eucalyptus and other horticultural species. Eucalyptus trees can be significant resources where trees in general are rare, where they provide roosting habitat, and where they provide some wildlife habitat, their inherent biological value is generally limited due to the high level of disturbance of such areas.

Project Specific Impacts:

a-b) As presented above, there are several stands of Arroyo Willow trees located on the Kim's Basin property (owned by the City of Carpinteria and managed by Santa Barbara County Flood Control. The concrete basin does not extend to the property line. Several stands of willow trees are located between a chain link fence atop a concrete wall surrounding the basin and a five-foot wooden fence adjacent to the project's western property line. The wooden fence is roughly positioned along the property line at the northwest corner, and approximately five-feet into the property at the southwest corner, creating a triangular-shaped parcel of land situated on the project site, but located outside the property line fence. It is within this approximately 900 square foot area that willows from the adjacent property have propagated onto the project site.

The Proposed Landscape Plan calls for the removal of the willows from the property, to be replaced by a *Pittosporum* species screen hedge and row of medium to large non-native trees. The Preliminary Grading and Drainage plan calls for a vegetated swale filter (biofilter) to be located in this area, alongside the western property boundary. It is highly likely that willow volunteers will continue to encroach onto the property. A recommended mitigation measure has been identified to require the developer to review the landscape plant selection within this vegetated swale area as part of the required final review by the ARB. The recommended measure also requires that volunteer willows propagating within the swale be allowed to remain as long as they do not significantly obstruct with the flow of water in the swale or interfere with the adjacent access driveway.

As part of the project description a detention basin providing storm water treatment and storage would be constructed within the southern portion of the site, thus improving the quality of the project runoff water before it enters the adjacent flood control basin.

c) There are no wetlands as defined by Section 404 of the Clean Water Act on or adjacent to the property as indicated above, a detention basin providing storm water treatment and storage would be constructed within the southern portion of the site, thus improving the quality of the project runoff water before it enters the adjacent concrete-lined flood control basin.

d) There are no known native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors on the project site for the project to substantially interfere with.

e-f) Aside from the volunteer willows adjacent to the western property line and discussed under items a-b above, there are no biological resources on the project site, the project would not conflict with policies and ordinances protecting biological resources. Additionally, there is no local tree protection ordinance that would prevent the removal non-native trees. The landscape plan calls for the relocation of several specimen palms back onto the site, but calls for the removal of the 36 Mexican Fan Palms, as the majority of these palms are nearing the end of

their lifespan and difficult to transplant because of their height. Due to their abundance in the area and their fast growth (the palms are approximately 45 years old) these palms have little resale value, and the cost to relocate them back to the site is prohibitive. Nonetheless, a recommended mitigation measure identified in the Aesthetics Section of this document requires that wholesale palm nurseries and individuals who may have an interest in the trees be contacted and offered the palms, prior to their removal from the site.

Cumulative Impacts: Cumulative impacts have been addressed in the EIR prepared for the City's General Plan and Coastal Plan (April 2003), herein incorporated by reference. Cumulative development throughout the Carpinteria Valley would incrementally contribute to biological resource impacts. However, the project's contribution to cumulative biological resource impacts is site-specific and would not be considerable based on the information above.

Required Mitigation Measures: None required.

Recommended Mitigation Measure:

Bio-1 The proposed planting plan along the western property boundary shall be reviewed once more at final review by the Architectural Review Board for compatibility with the adjacent willow stand and proposed vegetated swale filter. To the extent possible, volunteer willows propagating within the swale after construction shall be allowed to remain as long as they do not do not significantly obstruct with the flow of water in the swale or interfere with the adjacent access driveway. **Plan Requirement and Timing:** The applicant shall submit plans of the project for final review by the Architectural Review Board prior to approval of a Grading Permit. **Monitoring:** CDD shall review submitted plans, provide direction to the ARB regarding this mitigation measure and site inspect during the construction phase.

Residual Impact: None.

5. CULTURAL RESOURCES Would the project:	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS DOCUMENT
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X			
d) Disturb any human remains, including those interred outside of formal cemeteries?				X	

Existing Environmental Setting: The project site is not shown to contain cultural resources on the City's archaeological site map. However, it is shown to be located approximately 1,600 feet away from a known site (S8a-129).

Project Specific Impacts:

a-d) Limited ground disturbance would occur as a result of the proposed development. Given that portions of the project site have previously been disturbed, the possibility of encountering previously undisturbed cultural resources during project construction is remote. Nonetheless, as cultural deposits may be intact at various places in the project area, there remains the potential for uncovering cultural resources during project grading activities. Should the project result in the damage of previously unidentified significant cultural resources, the project would be considered to have a potentially significant, but mitigable, impact on cultural resources.

Cumulative Impacts: Cumulative impacts have been addressed in the EIR prepared for the City's General Plan and Coastal Plan (April 2003), herein incorporated by reference. Cumulative development throughout the Carpinteria Valley would incrementally contribute to cultural resource impacts. However, the project's contribution to cumulative cultural resource impacts would not be considerable because the site is already developed, no cultural resources have been identified within the project site, and potential impacts would be further reduced through the implementation of the project specific measure addressing standard discovery provisions.

Required Mitigation Measure:

CulRes-1: In the event archaeological remains are encountered during grading, work shall be stopped immediately or redirected until a CDD-qualified archaeologist and Native American representative are retained by the applicant to evaluate the significance of the find pursuant to Phase 2 investigations of the City Archaeological Guidelines. If remains are found to be significant, they shall be subject to a Phase 3 mitigation program consistent with City Archaeological Guidelines and funded by the applicant. **Plan Requirements/Timing:** This condition shall be printed on all building and grading plans. **Monitoring:** CDD shall check plans prior to issuance of a Grading or Building Permit and shall spot check in the field.

Residual Impact: With incorporation of this mitigation measure, residual impacts to cultural resources would be less than significant.

6. GEOLOGY / SOILS Would the project:	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS DOCUMENT

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X		
b) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, seismic-related ground failure (including liquefaction) or landslides?			X		
c) Result in substantial soil erosion or the loss of topsoil?			X		
d) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on-or off-site landslide, lateral spreading subsidence, liquefaction or collapse?		X			
e) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		X			
f) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X	

Existing Environmental Setting:

Faults. Faults in the Carpinteria Area include the Carpinteria Fault, the Rincon Creek Fault, the Arroyo Parida Fault and the Shepard Mesa Fault. None of these fault areas is considered "active." The project site is not within a fault zone as mapped under the Alquist-Priolo Earthquake Fault Zoning Act.

Liquefaction. Liquefaction is a phenomenon that occurs when loosely consolidated soils lose their load bearing capabilities during ground shaking and flow in a fluid-like manner. As is the case with much of the City, the project site is in an area of high liquefaction potential.

Landslide/Rockfall. Landslides generally occur on steep slopes that have been undercut by erosion or on slopes where the bedding planes of the bedrock are inclined down the slope. The project site is not located in an area of high landslide or rockfall potential.

Tsunamis. Commonly called "tidal waves," tsunamis are seismic sea waves caused by submarine landslides, volcanic disturbances or offshore earthquakes. The State of California Department of Conservation recently published tsunami inundation maps (released December 17, 2009). The project site is outside the area considered to be vulnerable to tsunamis.

The applicant has submitted a Preliminary Foundation Investigation (August 14, 2006) and Update (March 1, 2010) prepared by Pacific Materials Laboratory of Santa Barbara, Inc. The report classifies and evaluates soil types, strengths and the effect of moisture variation on the soil-bearing capacity, compressibility, liquefaction and expansiveness. Based on this information, the report provides preliminary grading and foundation recommendations for the proposed project. The Investigation Report is on file and may be reviewed at the City of Carpinteria Community Development Department.

Thresholds of Significance: The City of Carpinteria's *Guidelines for the Implementation of the California Environmental Quality Act of 1970, as Amended* (1997), states the following conditions or impacts shall be considered significant:

- The graded or cleared portion of the site includes more than 10,000 square feet of area having a slope greater than 15 percent.
- There is a significant risk that more than 2,500 square feet will be unprotected or inadequately protected from erosion during any portion of the rainy season.
- Grading or clearing will occur within 50 feet of any watercourse or 100-year floodplain.
- Grading will involve cut and fill volumes of 3,000 cubic yards or more, or cut or fill heights of 15 feet or greater.
- The project will significantly increase water runoff, velocities, peak discharges, or water surface elevations on or off-site. Coordinate with the Department of Public Works for clarification.
- The project will produce erosion impacts which constitute a structural hazard or significant visual impact, or will result in sediment or excessive drainage flows which cannot be contained or controlled onsite.
- The project will result in impacts which violate or are in conflict with any of the Federal, State, or local policies, ordinances or regulations listed above.
- Any cut or fill slope over 15 feet in height is potentially significant for grading, visual, erosion, siltation and community character impacts.
- Any grading which includes the addition, removal or moving of earth is potentially significant.
- Any grading proposed within environmentally sensitive areas is potentially significant.

Project Specific Impacts:

a-b) The Carpinteria Valley is subject to geologic hazards related primarily to earthquakes and secondary hazards, such as landslides and liquefaction. The subject parcel is located over one mile north of the Rincon and Carpinteria Faults. These faults are not delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, as they are not "active" faults. Nevertheless, there is the potential for an earthquake in the Carpinteria area that would cause seismic shaking and could affect the subject parcel. Since the project is required to conform to the Uniform Building Code (UBC) requirements addressing seismic standards, impacts from fault rupture or seismic ground shaking would be considered less than significant.

c) Grading over the 2.68-acre project site is estimated to be 2,300 cubic yards of cut and 1,000 cubic yards of fill. Extensive soil erosion is not anticipated as the site is generally flat, with a less than 3% overall slope from the north to the south property lines. Standard dust and erosion control mitigation measures identified in the Air Quality section of this document would ensure that the project does not have the potential to result in substantial soil erosion or the loss of topsoil.

d-e) The Preliminary Foundation Investigation prepared by Pacific Materials Laboratory identifies the types of on-site soils and measures to address grading or building on unstable soils. Recommendations within the report would be implemented as required mitigation measures. .

f) Septic tanks would not be used as the project would be served by the Carpinteria Sanitary District.

Cumulative Impacts: Cumulative impacts have been addressed in the EIR prepared for the City's General Plan and Coastal Plan (April 2003), herein incorporated by reference. Cumulative development throughout the Carpinteria Valley would incrementally contribute to geologic resource impacts. However, the project's contribution to cumulative geologic resource impacts would not be considerable based on the information above because the project impacts are site-specific, and would not contribute to seismic hazards, erosion or water quality impacts and would be further reduced through the implementation of the project specific measures below.

Required Mitigation Measures:

Geo-1 Structures shall be designed to earthquake standards of the Uniform Building Code Seismic Zone 4. **Plan Requirements and Timing:** Prior to plan check, the applicant shall submit building plans indicating standards to the satisfaction of the Building and Safety Division. **Monitoring:** Building Inspector shall site inspect prior to occupancy clearance.

Geo-2 Project construction and grading shall comply with all recommendations outlined in the Preliminary Foundation Investigation (August 14, 2006) and Update (March 1, 2010) prepared by Pacific Materials Laboratory of Santa Barbara, Inc. and any subsequent report, to the satisfaction of the City Engineer and Building Inspector. **Plan Requirements:** Grading and building plans shall include all required measures as determined by the City Engineer and Building Inspector. **Monitoring:** The City Engineer and/or Building Inspector shall site inspect during grading. The City Building Inspector shall ensure that all recommendations are

implemented during construction, by conducting periodic site inspections during and at the completion of construction.

Residual Impact: With incorporation of these measures, and the mitigation measures required in the Air Quality and Hydrology/Water Quality sections of this document, residual impacts to geology/soils would be less than significant.

7. GREENHOUSE GAS EMISSIONS Would the project:	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS DOCUMENT
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		

Existing Environmental Setting: The City of Carpinteria is located in the South Central Coast air basin. The Santa Barbara County Air Pollution Control District (APCD) is the regulatory agency for air quality in Santa Barbara County. The physical and regulatory air quality setting of the Carpinteria Valley and the County of Santa Barbara are described in detail in the Air Pollution Control District (APCD) 2007 Clean Air Plan (CAP), which is incorporated by reference. The 2007 CAP is available for review at local libraries, Carpinteria City Hall, and at the Santa Barbara County Air Pollution Control District at 260 N. San Antonio Road, Suite A, Santa Barbara, or on their website at *www.sbcapcd.org.*

Global climate change (global warming) is a growing concern. Greenhouse gases (GHGs) include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and other compounds including hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Combustion of fossil fuels constitutes the primary source of GHGs. GHGs accumulate in the atmosphere, where these gases trap heat near the earth's surface by absorbing infrared radiation. This effect causes global warming and climate change, with adverse impacts on humans and the environment. Potential effects include reduced water supplies in some areas, ecological changes that threaten some species, reduced agricultural productivity in some areas, increased coastal flooding and other effects.

There are currently no adopted thresholds for measuring the significance of a project's specific or cumulative contribution to global climate change in Santa Barbara County. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution, combined with the cumulative increase of all other sources of greenhouse gases. The methodology to address Global Climate Change in CEQA documents is evolving.

The EPA developed a reporting threshold of 25,000 metric tons of CO_2 emissions per year as this number would cover approximately 10,000 facilities and 85 percent of total GHG emissions. As a comparison, 25,000 metric tons of CO_2 emissions are equivalent to the emissions from the annual energy use of approximately 2,300 homes (EPA website: Climate Change – Regulatory Initiatives).

On June 2, 2010, the Bay Area Air Quality Management District (BAAQMD) became the first regulatory agency in the nation to approve guidelines that establish thresholds of significance for greenhouse gas ("GHG") emissions from proposed development projects.

The BAAQMD's geographical jurisdiction includes San Francisco, Marin, San Mateo, Santa Clara, Alameda, Contra Costa, and Napa Counties, plus southwestern Solano County and southern Sonoma County. While these thresholds have not been adopted by the Santa Barbara County APCD, they can help to serve as a guideline for the analysis in this document.

The BAAQMD thresholds state that GHG emissions from projects other than stationary or industrial sources (that is, fixed sources of emissions that are subject to permitting by the air district) as "insignificant" if they fall under a quantitative threshold of 1,100 metric tons of carbon dioxide equivalents per year or a performance standard of 4.6 metric tons of carbon dioxide equivalents per year per resident or employee in the project's service population. GHG emissions from stationary or industrial sources are significant under the new guidance if they exceed 10,000 metric tons per year. Alternatively, if the project complies with a Qualified Greenhouse Gas Reduction Strategy, the GHG emissions are deemed insignificant. A Qualified Greenhouse Gas Reduction Strategy must meet the criteria set forth in the recently adopted Section 15183.5 of the CEQA Guidelines.1 No qualifying plan relevant to the proposed project has been adopted.

Project Specific Impacts:

a-b) A single family dwelling and 17 travel trailers occupied as residences represent the baseline GHG emissions. This existing development would be replaced with a 43-unit apartment project. Using the URBEMIS 2007 Version 9.2.4 program, the sum of area source and operational CO2 emission estimates (which include electrical and water usage and operational traffic) are estimated to be 290 tons/year, well below the EPA's reporting threshold of 25,000 tons per year and the BAAQMD's threshold of 1,100 metric tons/year. This estimate, however, does not consider the fact that the new construction must be required to be consistent with Building Code Title 24 regarding energy conservation. Also, most, if not all, of the occupants are anticipated to be residents of the area who are relocating within California and are not creating new trips or emissions but instead are transferring their emissions from one location to another. For these reasons, the emissions models likely over estimate the total amount of emissions.

Further, the project would incorporate mitigation measures found in the Air Quality section of this document that will also reduce GHG emissions. Alternative transportation would be encouraged with the recommended mitigation measure found in the Transportation and Traffic section of this document calling for the installation of a shelter at the MTD bus stop located just east of the

1 These criteria include requirements for quantification of existing and projected GHGs; development of a level of cumulative GHG emissions, including those from the project, that, based on substantial evidence, would not be considered significant for CEQA purposes; specification of measures and standards that would ensure that this level is achieved; and monitoring to track progress in achieving it.

project site at Via Real in order to facilitate bus ridership by project residents. With these actions, the cumulative impact to global climate change would be considered less than significant.

Cumulative Impacts: Cumulative development throughout the Carpinteria Valley would incrementally increase greenhouse gas emissions. However, all new development within Carpinteria must be consistent with the City's General Plan; as a result, all such development would be within the projections contained in the adopted Clean Air Plan (CAP). Therefore, cumulative development in Carpinteria will not hinder progress toward attainment of the County's air quality objectives and cumulative impacts are considered less than significant.

Recommended/Required Mitigation Measures: None required

Residual Impact: None

8. HAZARDS AND HAZARDOUS MATERIALS Would the project:	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS DOCUMENT
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?				X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X	
e) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	
f) Expose people or structures to a significant risk of loss, injury or death					

involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X	

Existing Environmental Setting: The project site is located in an urban area toward the west end of the City of Carpinteria, just north of U.S. Highway 101 adjacent to Via Real. The Carpinteria Camper Park contains 47 residential trailers, a structure used as an office and laundry room and a trailer used as an after-school learning/art center. A single family residence is located immediately north of the camper park facility on its own parcel. The single family dwelling and 17 of the travel trailers are currently occupied as residences. Existing site improvements would be removed to allow for the proposed development.

Project Specific Impacts:

a-b) The proposal to remove the 47 travel trailers and one single family residence in order to develop the site with 43 apartment units would not create a significant hazard to the public or the environment due to the use or transport of hazardous materials as the residential uses of the site would continue. The types and quantities of hazardous materials present or stored on the site would be limited to those commonly associated with residential uses, such as batteries, oil, paints, solvents, fertilizers and gasoline. These substances are currently used on the site in limited amounts. Any increase in the use of hazardous materials as a result of the project would likely be minimal. Therefore, impacts with regard to hazardous materials are anticipated to be less than significant.

c) There would be no significant amounts of hazardous emissions, materials, substances or waste associated with this residential project as presented above. Additionally, there are no existing or proposed schools located within one-quarter mile of the project site. Therefore, no impacts with regard to hazardous materials near schools are anticipated.

d) The site is not included on, or adjacent to, a parcel that is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 (Cortese List).

e) The development would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project site is located on a main street within an urbanized area. The Carpinteria-Summerland Fire Protection District has reviewed the proposal and did not express concerns that there would be any interference with emergency response or evacuation.

f) The subject parcel is located within an urban area and is not adjacent to or in close proximity to wildlands. Therefore, the project does not have the potential to expose people to a significant risk as a result of wildland fires.

Cumulative Impacts: Cumulative impacts have been addressed in the EIR prepared for the City's General Plan and Coastal Plan (April 2003), herein incorporated by reference. Cumulative development throughout the Carpinteria Valley would incrementally contribute to hazardous materials / safety impacts. However, based on the analysis above, and with adherence to applicable Objectives and Policies found in the City's 2003 General Plan/Coastal Plan, the project is not expected to result

in any site-specific public health or hazard, so the project's contribution to cumulative safety impacts would not be considerable.

Recommended/Required Mitigation Measures: None required.

Residual Impact: None

9. HYDROLOGY AND WATER QUALITY Would the project:	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS DOCUMENT
a) Violate any water quality standards or waste discharge requirements?			X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of re-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X		
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X		
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of the surface runoff in a manner which would result in flooding on- or off-site?			X		
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X		
f) Otherwise substantially degrade water quality?		X			
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood		X			

Insurance Rate Map or other flood hazard delineation map?					
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X		
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X	
j) Inundation by seiche, tsunami, or mudflow?				X	

Existing Environmental Setting: The applicant has submitted a Preliminary Drainage Report dated July 22, 2010, prepared by Penfield & Smith Engineers. The Report provides an analysis of on-site and off-site drainage conditions, proposed drainage structures and proposed water quality Best Management Practices (BMPs) for the relatively flat site. The report also indicates that the finish floor elevations for the buildings would be a minimum of two feet above the 100-year flood elevation, thus protecting the property from off-site 100-year storm flows. The Preliminary Drainage Report is on file, and may be reviewed at the City of Carpinteria Community Development Department.

Project Specific Impacts:

a, f) The proposal must meet the standards set out in the City's Storm Water Management Plan. In addition to peak flow reductions and volume reductions and storm water quality requirements must be achieved. A number of stormwater quality BMPs are proposed including the use of vegetation, vegetated swale filters (bioswales) and catch basin inserts to effectively filter and treat storm water before it leaves the site.

During construction, soil, dust, paints, concrete and plaster may inadvertently enter the storm water drainage system. A Storm Water Pollution Prevention Plan (SWPPP) covering water quality protection during the construction phase of the project would be prepared and implemented by the applicant pursuant to the National Pollutant Discharge Elimination System (NPDES) State Construction Activities Storm Water General Permit. The General Permit, which is implemented by the State Water Resources Control Board, is required for projects disturbing one acre or more of soil. The SWPPP is required to include Best Management Practices to be implemented during construction to control the discharge of materials from the site, and may include temporary retention basins, straw bales, sand bagging, mulching, erosion control blankets or soil stabilizers. Although the project has the potential to result in adverse storm water quality conditions during construction, the six mitigation measures identified below would ensure that water quality standards and waste discharge requirements would not be violated.

b) The project would not significantly deplete groundwater supplies or interfere substantially with groundwater recharge. The project proposes to create a vegetated detention basin in order to facilitate additional groundwater recharge.

c-e) The project would not notably alter the existing drainage pattern of the site, nor would it increase the rate of runoff. The project proposes an on-site detention basin that also serves as a water treatment feature. The submitted Preliminary Drainage Report indicates that post-development

runoff would be less than the existing runoff.

g-i) The project site is located within the 100-year flood hazard area as mapped on the FEMA Flood Insurance Rate Map. The Preliminary Flooding Analysis submitted by the applicant indicates that the finish floor elevations for the project residences would be a minimum of two feet above the 100-year water surface elevations, thus protecting the project from off-site 100-year storm flows.

j) The project site is not located within a Tsunami inundation area as presented on the January 31, 2009 Tsunami Inundation Map prepared by the State Department of Conservation.

Cumulative Impacts: Cumulative impacts have been addressed in the EIR prepared for the City's General Plan and Coastal Plan (April 2003), herein incorporated by reference. Cumulative development throughout the Carpinteria Valley would incrementally contribute to water resource impacts. However, based on the analysis above, and with adherence to applicable Objectives and Policies found in the City's 2003 General Plan/Coastal Plan, the project's contribution to cumulative water resource impacts would not be considerable and would be further reduced through the implementation of the project specific measures below.

Required Mitigation Measures:

Wat-1 The project has been designed to provide for on-site storm water treatment and detention. The detention basin and supporting facilities shall be maintained for the life of the project by the property owner/property manager. **Plan Requirements:** A Final Drainage Plan showing the location and design of the storm water treatment/detention basin and site infrastructure shall be submitted to Public Works for review and approval prior to the issuance of building permits for the structures. **Timing:** The treatment/detention system shall be installed (landscaped and irrigated subject to Public Works approval) prior to occupancy clearance. **Monitoring:** CDD shall site inspect for installation and maintenance of landscaping. Public Works approval is required on final grading/drainage plans.

Wat-2 The applicant shall submit proof of exemption or a copy of the Notice of Intent to obtain coverage under the Construction General Permit of the National Pollutant Discharge Elimination System issued by the California Regional Water Quality Control Board. **Plan Requirements and Timing:** Prior to issuance of a Building Permit, the applicant shall submit proof of exemption or a copy of the Notice of Intent and shall provide a copy of the required Storm Water Pollution Prevention Plan (SWPPP) to Public Works. A copy of the SWPPP must be maintained on the project site during grading and construction activities. **Monitoring:** Public Works shall review the documentation prior to issuance of a Building Permit. Public Works shall site inspect during construction for compliance with the SWPPP.

Wat-3 Construction materials and waste such as paint, mortar, concrete slurry, fuels, etc. shall be stored, handled and disposed of in a manner which minimizes the potential for storm water contamination. **Plan Requirements and Timing:** Bulk storage locations for construction materials and any measures proposed to contain the materials shall be shown on the grading plans submitted to Public Works for review prior to issuance of a Building Permit. **Monitoring:** Public Works shall site inspect prior to the commencement and as needed during all grading and construction activities.

Wat-4 A combination of structural and non-structural Best Management Practices (BMPs) (e.g., bioswales, storm drain filters, permeable pavement, etc.) shall be installed to effectively prevent the entry of pollutants from the project site into the storm drain system during and after development. **Plan Requirements:** The applicant shall submit and implement a Storm Water Quality Management Plan (SWQMP). The SWQMP shall include the following elements: identification of potential pollutant sources that may affect the quality of the storm water discharges; the proposed design and placement of structural and non-structural BMPs to address identified pollutants; a proposed inspection and maintenance program; and a method for ensuring maintenance of all BMPs over the life of the project. The approved measures shall also be shown on site, building and grading plans. Records of maintenance shall be maintained by the landowner / apartment manager. **Timing:** Prior to issuance of a Building Permit, the SWQMP shall be submitted to CDD and Public Works. All measures specified in the plan shall be constructed and operational prior to occupancy clearance. Filters/inserts shall be installed prior to issuance of occupancy clearance and shall be cleaned using approved methods at least twice a year, once immediately prior to November 1 (before the start of the rainy season) and once in January. Maintenance records shall be submitted to CDD on an annual basis prior to the start of the rainy season and for five years thereafter. After the fifth year, the records shall be maintained by the landowner / apartment manager and be made available to CDD or Public Works on request. **Monitoring:** CDD and Public Works shall site inspect prior to occupancy clearance to ensure measures are constructed in accordance with the approved plan and periodically thereafter to ensure proper maintenance.

Wat-5 Best available erosion and sediment control measures shall be implemented during grading and construction. Best available erosion and sediment control measures may include but are not limited to use of sediment basins, gravel bags, silt fences, geo-bags or gravel and geotextile fabric berms, erosion control blankets, coir rolls, jute net and straw bales. Storm drain inlets shall be protected from sediment-laden waters by use of inlet protection devices such as gravel bag barriers, filter fabric fences, block and gravel filters, and excavated inlet sediment traps. Sediment control measures shall be maintained for the duration of the grading period and until graded areas have been stabilized by structures, long-term erosion control measures or landscaping. Construction wash water shall not be discharged to the storm drains, street, drainage ditches, creeks or wetlands. The location of the washout area shall be clearly noted at the construction site with signs. Construction entrances and exits shall be stabilized using gravel beds, rumble plates, or other measures to prevent sediment from being tracked onto adjacent roadways. Any sediment or other materials tracked off site shall be removed the same day as they are tracked using dry cleaning methods. **Plan Requirements:** An erosion and sediment control plan shall be submitted to and approved by CDD and Public Works prior to issuance of a Grading or Building Permit. The plan shall be designed to address erosion and sediment control during all phases of development of the site. **Timing:** The plan shall be implemented prior to the commencement of grading/construction. **Monitoring:** CDD and Public Works shall perform site inspections throughout construction.

Wat-6 The applicant shall limit excavation and grading to the dry season of the year (April 15 to November 1) unless an approved erosion and sediment control plan is in place and all measures therein are in effect. All exposed graded surfaces shall be reseeded with ground cover vegetation to minimize erosion. **Plan Requirements:** This requirement shall be noted on all grading and building plans. **Timing:** Graded surfaces shall be reseeded within three weeks of grading completion, with the exception of surfaces graded for the placement of

structures. These surfaces shall be reseeded if construction of structures does not commence within three weeks of grading completion. **Monitoring:** CDD and/or Public Works shall site inspect during grading and three weeks after grading to verify reseeding and to verify the construction has commenced in areas graded for placement of structures.

Residual Impact: With incorporation of these mitigation measures, residual impacts to hydrology and water quality would be less than significant.

10. LAND USE AND PLANNING Would the project:	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS DOCUMENT
a) Physically divide an established community?				X	
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X		
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?			X		

Existing Environmental Setting: The project site is located in an urban area toward the west end of the City of Carpinteria, just north of U.S. Highway 101 adjacent to Via Real. The Carpinteria Camper Park contains 47 residential trailers, a structure used as an office and laundry room and a trailer used as an after-school learning/art center. A single family residence is located immediately north of the camper park facility. Existing site improvements would be removed to allow for the proposed development. The General Plan/Coastal Plan designation is General Commercial (GC), with a Zoning designation of Commercial Planned Development with a Residential Overlay (CPD/R). The project would be developed pursuant to the Residential Overlay which allows the development of exclusively residential development on commercially zoned land.

Project Specific Impacts:

a) Development of the parcel would not physically divide an established community. The project would replace travel trailers (used as residences) and one single family residence with apartments.

b) The City's April 2003 General Plan and Coastal Plan (the Plan) incorporates mitigation measures identified in the Plan EIR as Objectives and Policies that provide mitigation for the actions allowed under the Plan, including buildout of vacant lots or under-developed parcels within the

City of Carpinteria. The proposed project must be found to be in conformance with the provisions of the Plan, including applicable Objectives and Policies in order to be approved. The project would be consistent with the Residential Zoning Overlay for the site. With the incorporation of the mitigation measures identified in this document to reduce environmental impacts to less than significant levels, the proposed project would not conflict with the City's General/Coastal Plan or Zoning Code.

c) There would be no conflict with a habitat conservation plan or natural community conservation plan, since no such plans have been developed on, or adjacent to the site.

Cumulative Impacts: Cumulative land use impacts have been addressed in the EIR prepared for the City's General Plan and Coastal Plan (April 2003), herein incorporated by reference. However, based on the analysis above, the project's contribution to land use impacts would not be considerable and would be further reduced through the implementation of the project specific mitigation measures identified in this document.

Recommended/Required Mitigation Measures: Required mitigation measures have been identified in the Aesthetics, Air Quality, Cultural Resources, Geology, and Noise sections of this document. There are no additional required mitigation measures addressing Land Use.

Residual Impact: None.

11. MINERAL RESOURCES Would the project:	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS DOCUMENT
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X	

Existing Environmental Setting: There are no known mineral resources on the subject parcel.

Project Specific Impacts:

a-b) As there are no known mineral resources on the site, no mineral resource impacts are anticipated.

Recommended/Required Mitigation Measures: None required.

Residual Impact: None.

12. NOISE Would the project result in:	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS DOCUMENT
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X			

Existing Environmental Setting: The project site is located in an urban area toward the west end of the City of Carpinteria, just north of U.S. Highway 101. According to the City's Noise Contour Map, the project site is located in an area where existing and future noise contours (Figures N-1 and -2 in the City's General Plan/Coastal Plan) are in the 65 to 70 dBA range. An Acoustic Report for the proposed project has been prepared by David Dubbink Associates (March 4, 2010) and is included as Attachment 3.

Thresholds of Significance: The City's CEQA Guidelines provide thresholds for the analysis of noise impacts. The Guidelines establish both interior and exterior thresholds for noise compatibility, as well as thresholds for construction-related noise generation. The maximum interior noise exposure for residential uses is 45 dBA CNEL when doors and windows are closed. The exterior noise level threshold is 65 dBA CNEL for exterior living space. Exterior living space includes yards and patios, pool areas, balconies, and recreation areas. Exterior usable areas do not include residential front yards or balconies unless the balconies are part of the usable open space calculation for multi-family units.

Temporary construction noise which exceeds 75 dBA CNEL for 12 hours within a 24-hour period at residences would be considered significant. Additionally, where temporary construction noise would substantially interfere with normal business communication, or affect sensitive receptors, such as day care facilities, hospitals or schools, temporary impacts would be considered significant.

Project Specific Impacts:

a) The project site is located within an area shown to have the highest existing and future noise contours in the City (65 - 70 dBA) due to its location adjacent to U. S. Highway 101. The Noise Land Use Compatibility Matrix found in the City's General Plan/Coastal Plan provides guidelines for determining whether or not ambient noise levels are compatible with certain

types of land uses. All types of residential uses are shown to be conditionally acceptable in areas where the Community Noise Exposure Levels (CNEL: an average sound level during a 24-hour period, with a weighting factor applied to evening and nighttime levels) are up to 70 dBA.

The on-site acoustic study prepared by David Dubbink Associates indicates noise levels at the proposed apartments closest to U. S. Highway 101 to be 69.4 dB at ground level and 67.8 dB at the second floor level. Future noise levels (20 years out) were estimated to increase 2 dB over existing. The acoustic study concludes that the 45 dBA interior threshold can be met with adherence to additional construction methods such as sealing the exposed facades, use of heavier construction materials and use of a forced air ventilation system for the units facing Highway 101 as presented in Appendix B to the noise study.

The exterior threshold of 65 dB CNEL for exterior living space would be met in the interior shared recreation area. Six-foot tall sound walls would be required adjacent to the patios of Buildings 1 and 6 in order to meet the 65 dB standard. Mitigation Measure Noise -1 below requires that the required measures identified in Appendix B of the noise study to reduce interior and exterior noise impacts be incorporated into project building plans.

b-c) There is no significant source of ground borne vibration in the project area. The proposal to replace residential travel trailers with apartments would not create a substantial permanent increase in ambient noise levels. No impact is anticipated.

d) Short-term impacts that have the potential to create noise levels that impact the adjacent properties relate to the physical construction of the project. Noise from construction equipment operation would be potentially significant, but mitigable. To ensure that noise levels would be kept to a minimum, the hours of construction and days of the week in which construction would occur would be limited by the application of the City's standard noise condition included in Mitigation Measure Noise-2.

Cumulative Impacts: Cumulative noise impacts have been addressed in the EIR prepared for the City's General Plan and Coastal Plan (April 2003), herein incorporated by reference. Cumulative development throughout the Carpinteria Valley would incrementally contribute to noise impacts. However, noise analysis for the project indicates that future noise conditions will not exceed the City's established parameters with the identified mitigation and the project's contribution to cumulative noise impacts would not be considerable because only short term construction has the potential to be significant and these impacts would be reduced through the implementation of the project specific measures.

Required Mitigation Measures:

Noise-1 The façades of the units facing Highway 101 shall be constructed to the following standards presented in Appendix B of the on-site acoustic study prepared by David Dubbink Associates (March 4, 2010):

- Air conditioning or mechanical ventilation systems shall be installed so that windows in exposed units can remain closed;

- Doors shall be solid core with sweeps and seals that make a positive closure;
- Exterior walls consisting of stucco or brick veneer or wood siding with a ½" minimum thickness fiberboard ("soundboard") under layer may also be used;
- Interior wallboard shall be ½" thick or greater;
- Conventional window glass in both windows and doors shall not exceed 20% of the floor area in a room. An increased opening size will be permitted if the window assembly conforms to the specifications providing a greater than 30 dB NLR;
- Voids around windows shall be filled with insulation and wood blocking, and the perimeter of windows thoroughly caulked;
- Vents and openings shall be minimized on the sides of the buildings exposed to the road; if vents are required, they should be designed with acoustical baffles; and
- A six-foot wall made of wood, stucco or masonry shall be constructed as indicated on the site plan (Figure 2) of the acoustic study.

Plan Requirements and Timing: These measures shall be shown on the building plans prior to the issuance of building permits. **Monitoring:** CDD shall ensure the measures are shown on the plans and constructed per plans in the field.

Noise-2 Construction activity for site preparation and for future development shall be limited to the hours between 7:00 a.m. and 4:00 p.m., Monday through Friday. No construction shall occur on State holidays (e.g. Thanksgiving, Labor Day). Construction equipment maintenance shall be limited to the same hours. Non-noise generating construction activities such as interior painting are not subject to these restrictions. Stationary construction equipment that generates noise which exceeds 65 dBA at the project boundaries shall be shielded to CDD's satisfaction and shall be located away from occupied residences. **Plan Requirements:** Two signs stating these restrictions shall be provided by the applicant and posted onsite. **Timing**: Signs shall be in place prior to the beginning of and throughout all grading and construction activities. Violations may result in suspension of permits. **Monitoring**: Building Inspector shall spot check and respond to complaints.

Residual Impact: With the incorporation of these mitigation measures, residual noise impacts would be less than significant.

13. POPULATION AND HOUSING Would the project:	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS DOCUMENT
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of			X		

roads or other infrastructure)?					
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X		
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X		

Existing Environmental Setting: The project site is located in an urban area toward the west end of the City of Carpinteria, just north of U.S. Highway 101 adjacent to Via Real. The Carpinteria Camper Park contains 47 residential trailers, a structure used as an office and laundry room and a trailer used as an after-school learning/art center. A single family residence is located immediately north of the camper park facility. The single family dwelling and 17 of the travel trailers are currently occupied as residences. Peoples' has entered negotiations to purchase the single family dwelling. Existing site improvements would be removed to allow for the 43 new apartment units and community building.

Project Specific Impacts:

a-c) The Carpinteria Camper Park had over 80 trailers (extended stay and short term spaces) in the past, although there are only 18 households currently living at the project site. The project site is owned and managed by Peoples' Self-Help Housing Corporation (Peoples'), who own and manage other affordable apartments in Carpinteria. Due to the deteriorating conditions at the site, when vacancies have opened up at other properties owned by Peoples', families would relocate to these apartments and the vacancies at the camper park would not be filled. Peoples' Self-Help Housing Corporation has recently secured approval for a 33-unit addition to their Dahlia Court apartment development located one-half mile east of the project site. They have indicated that it is their intent to move families out of the camper park and into their apartments in order to provide improved housing for their residents. Given the existing residential uses at the site, the new 43-unit apartment project would not induce a substantial population growth to this urban area.

Cumulative Impacts: Cumulative impacts have been addressed in the EIR prepared for the City's General Plan and Coastal Plan (April 2003), herein incorporated by reference. Cumulative development throughout the Carpinteria Valley would incrementally contribute to population and housing impacts. However, the buildout of this area was anticipated in the GP/LCP EIR, and at 15.8 units/acre, the project density is below the 20 units/acre allowed under the existing zoning. Based on the analysis above, the project's contribution to cumulative population and housing impacts would not be considerable.

Recommended/Required Mitigation Measures: None required.

Residual Impact: None.

12. PUBLIC SERVICES a) Would the project result in substantial adverse physical impacts associated with the need or provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS DOCUMENT
Fire protection?			X		
Police protection?			X		
Schools?			X		
Parks?			X		
Other public facilities?			X		

Existing Environmental Setting: The project site is currently served by public districts and utilities including fire, police (sheriff), wastewater, water, schools and parks.

Project Specific Impacts:

a) Redevelopment of the site would result in additional demands on public services, including fire, police (sheriff), wastewater, water, schools and parks. These demands have been anticipated in the General Plan buildout scenario. The project will fill an existing housing need in the City, and is not anticipated to result in a substantial increase in population. Therefore, the increased demand for police services is expected to be less than significant. Because schools within the Carpinteria Unified School District have been experiencing a decline in enrollment in recent years, there is sufficient capacity to accommodate any additional students generated by the project.

In reviewing the proposal, the applicable City Departments and service agencies (Carpinteria-Summerland Fire Protection District, City Parks and Recreation Department, Carpinteria Valley Water District, Carpinteria Sanitary District) have been notified, and have indicated that the project can be served without adversely affecting existing services. Applicants obtaining a permit to build in Carpinteria pay Development Impact Fees (DIFs) that are applicable to their project. The revenue generated from DIFs contributes to funding the cost of building public roads, street intersections and freeway interchanges, parks and similar improvements needed to serve our community as it grows.

The Carpinteria Unified School District and the Carpinteria-Summerland Fire Protection District also charge DIFs. As with the fees collected to offset the cost of street and park improvements in the City, the School and Fire District DIFs pay for the increment of capital costs associated with new development that impacts school and fire protection needs in the community. Therefore, the project's impacts to the provision of public services would be less than significant.

Cumulative Impacts: Cumulative impacts have been addressed in the EIR prepared for the City's General Plan and Coastal Plan (April 2003), herein incorporated by reference. Cumulative development throughout the Carpinteria Valley would incrementally contribute to public service impacts. However, based on the analysis above and with adherence to applicable Objectives and Policies found in the City's 2003 General Plan/Coastal Plan, the project's contribution to cumulative public service impacts would not be considerable.

Recommended/Required Mitigation Measures: None required.

Residual Impact: None.

13. RECREATION	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS DOCUMENT
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X		
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X		

Existing Environmental Setting: The project site is located in an urban area toward the west end of the City of Carpinteria, just north of U.S. Highway 101 adjacent to Via Real. Memorial Park, a passive recreational park with a playground and picnic tables is located approximately ¾-mile to the east.

Project Specific Impacts:

a-b) Given that the project replaces 47 travel trailers (18 currently occupied as residences) and a single family dwelling with 43 apartments, there could be an increase in the demand for parks and other recreational facilities nearby. However, the project design includes a new community center, BBQ picnic area and a children's play area. All of these features provide recreational amenities exclusively for the residents.

In addition as indicated in the Public Services section above, the project will pay Development Impact Fees for Park improvements within the City. Therefore, project related increases in the use of other parks and recreational facilities in the City are expected to be less than significant.

Cumulative Impacts: Cumulative impacts have been addressed in the EIR prepared for the City's General Plan and Coastal Plan (April 2003), herein incorporated by reference. Cumulative development throughout the Carpinteria Valley would incrementally contribute to recreation impacts.

However, based on the analysis above, the project's contribution to cumulative recreation impacts would not be considerable.

Recommended/Required Mitigation Measures: None required.

Residual Impact: None.

16. TRANSPORTATION AND TRAFFIC Would the project:	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS DOCUMENT
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?			X		
b) Conflict with an applicable congestions management program, including, but not limited to level of service standards and travel demand measures or other standards established by the county congestion management agency for designated road or highways?			X		
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X		
e) Result in inadequate emergency access?			X		
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X		

Existing Environmental Setting: The Circulation Element identifies Via Real as a two-lane arterial street; Class II bikeways exist for both directions. Landscaping within the Via Real right-of–way adjacent to the project site currently "bumps out" into Via Real and there are no sidewalks in this location. Sidewalks exist on either side of the project site.

A Traffic, Circulation and Parking Study was prepared for the applicant by Associated Transportation Engineers (August 23, 2010), and is included as Attachment 4. The study indicates that the U.S. 101 Northbound Ramp-Santa Monica Road/Via Real intersection currently operates at level of service (LOS) C in the morning and evening peak hour periods. The Via Real/Santa Ynez Avenue intersection currently operates at LOS B in the A.M. peak period and LOS C in the P.M. peak period.

Thresholds of Significance. The impacts of project-generated traffic are assessed against the following City thresholds which are also utilized by Santa Barbara County. A significant traffic impact occurs when:

a. The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by value provided below or sends at least 5, 10 or 15 trips to an intersection operating at Level of Service (LOS) F, E or D, respectively.

LEVEL OF SERVICE (including project)	INCREASE IN V/C GREATER THAN
A	0.20
B	0.15
C	0.10
OR THE ADDITION OF:	
D	15 trips
E	10 trips
F	5 trips

Level of Service defined:

A: Free flow conditions, low volumes, unrestricted operating speeds, uninterrupted flow, no restriction on maneuverability, little or no delays.

B: Stable flow condition, operating speeds beginning to be restricted, design level for rural conditions.

C: Stable flow but speed and maneuverability restricted by higher traffic volumes, satisfactory operating speeds for urban conditions.

D: Approaching unstable flow, tolerable speeds maintained, delays at signals, temporary restrictions, and little freedom to maneuver.

E: Low operating speed, volumes at or near capacity, unstable flow, momentary stoppages, extensive delay at signals.

F: Forced flow conditions, very low speeds, frequent stoppages for short or long periods because of downstream congestion.

b. Project access to a major road or arterial road would require a driveway that would create

an unsafe situation, or a new traffic signal or major revisions to an existing traffic signal.

c. Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90 and 0.01 for intersections operating at anything lower.

Project Specific Impacts:

a-b) Trip generation estimates for the existing site uses were developed using the rates contained in the Institute of Transportation Engineers (ITE) Trip Generation report for Mobile Home Park (Land Use Code 240) and Single Family Dwellings (Land Use Code 210). Trip generation estimates for the proposed project were calculated based on the Apartment (Land Use Code 220) rates.

The project is forecast to generate an additional 191 average daily trips, with 14 trips occurring during the A.M. peak hour and 16 trips occurring during the P.M. peak hour. Trip distribution percentages were developed for the project based on traffic patterns observed during the peak hour traffic counts conducted at the existing site driveway. The following table presents the trip distribution pattern used for the project.

Project Trip Distribution

Origin/Destination	Direction	Percentage
U. S. 101	North - via Santa Monica interchange South – via Reynolds Interchange	8% 40%
Via Real	West	32%
Cravens Lane	North	10%
Carpinteria Avenue	East	10%
TOTAL		100%

Given the project-generated traffic during the peak commuter periods, the project would not have the potential to generate significant impacts at nearby intersections as presented in the tables below.

Existing + Project A.M. Peak Hour Levels of Service

Intersection	Existing		Existing + Project		Project-Added Trips	Impact?
	Delay	LOS	Delay	LOS		
U.S. 101 NB Ramps-Santa Monica Road/Via Real	21.9 sec.	C	22.2 sec.	C	7	No
Via Real/Santa Ynez Avenue	12.7 sec.	B	12.8 sec.	B	6	No

Existing + Project P.M. Peak Hour Levels of Service

Intersection	Existing		Existing + Project		Project-Added Trips	Impact?
	Delay	LOS	Delay	LOS		
U.S. 101 NB Ramps-Santa Monica Road/Via Real	19.3 sec.	C	19.6 sec.	C	7	No
Via Real/Santa Ynez Avenue	21.0 sec.	C	21.2 sec.	C	3	No

Cumulative traffic volume forecasts are presented below:

Cumulative and Cumulative + Project A.M. Peak Hour Levels of Service

Intersection	Cumulative		Cumulative + Project		Project-Added Trips	Impact?
	Delay	LOS	Delay	LOS		
U.S. 101 NB Ramps-Santa Monica Road/Via Real	23.5 sec.	C	23.9 sec.	C	6	No
Via Real/Santa Ynez Avenue	13.0 sec.	C	13.0 sec.	B	5	No

Cumulative and Cumulative + Project P.M. Peak Hour Levels of Service

Intersection	Cumulative		Cumulative + Project		Project-Added Trips	Impact?
	Delay	LOS	Delay	LOS		
U.S. 101 NB Ramps-Santa Monica Road/Via Real	20.33 sec.	C	20.6 sec.	C	7	No
Via Real/Santa Ynez Avenue	22.1 sec.	C	22.3 sec.	C	3	No

The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion Management Program (CMP) system. The guidelines set forth in the current CMP state that a project should be evaluated for potential impacts if total trip generation exceeds 50 peak hour trips or 500 daily trips. As the project would generate a maximum of 23 new peak hour trips and 95 daily trips, no further CMP analysis is necessary.

Given that the project would not cause a substantial increase in traffic, nor would any individual or cumulative level of service standard be exceeded, the project would not cause a significant adverse impact to streets or intersections in the vicinity of the project.

c) The project would have no impact on air traffic patterns.

d, e) Development of the project as proposed would not increase design feature hazards or incompatible uses. The existing gates into the camper park would be reconfigured such that two-way access is provided at the Via Real street frontage via a gate at the southeast corner of

the site. The additional gate at the southwest corner of the site is restricted to emergency vehicles and trash service trucks only. The project plans have been preliminarily reviewed and approved by the City Engineer as well as by representatives from the Carpinteria-Summerland Fire Protection District with regard to adequate emergency access. Residents would be issued remote control clickers that would be used to open the gate. A key box or switch would be installed at a location approved by the Fire District.

f) The project would reconfigure the Via Real right-of–way adjacent to the project site by removing the landscape bump out, widening the roadway to allow for a continuous bikeway along this portion of Via Real and installing a six-foot wide concrete sidewalk adjacent to the curb. In addition to the bikeway and sidewalk improvements, the project would install bicycle parking areas at several convenient locations throughout the development.

As the project would be developed pursuant to the State's Density Bonus provisions (Government Code Section 65915), the applicant is entitled to a requested concession concerning the number of required vehicular parking spaces to serve the development. The Zoning Code requires 94 spaces, with 43 of these covered. Consistent with the State's Density Bonus provisions, the proposal would include 79 uncovered spaces.

A recommended mitigation measure has been identified below to require upgrades to the bus stop located near the project's eastern property line in order to facilitate the residents' use of the public transportation system, thus supporting alternative transportation for project residents. Given these planned improvements, the project would not conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Cumulative Impacts: Cumulative impacts have been addressed in the EIR prepared for the City's General Plan and Coastal Plan (April 2003), herein incorporated by reference. Cumulative development throughout the Carpinteria Valley would incrementally contribute to traffic impacts. However, the project's contribution to cumulative transportation/parking impacts would not be considerable because it would not degrade the nearby intersections levels of service.

Required Mitigation Measure: None required.

Recommended Mitigation Measure:

Tra-1 In order to facilitate public transit for project residents, improvements to the bus stop located on Via Real just east of the project site, including installation of a shelter, should be provided. **Plan Requirements and Timing:** Bus stop improvements shall be shown on plans submitted for project grading and development. Improvements are subject to review and approval by CDD and MTD. Improvements shall be installed prior to occupancy clearance. **Monitoring:** CDD shall field verify installation as to plan.

Residual Impact: Residual transportation and traffic impacts will remain less than significant and the recommended mitigation measure will reduce impacts even further.

17. UTILITIES AND SERVICES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS

Would the project:		MITIGATION INCORPORATED			DOCUMENT
a) Exceed wastewater treatment requirements of the Regional Water Quality Control Board?			X		
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		
d) Have sufficient water supplies available from existing entitlements and resources, or create the need for new or expanded entitlements?			X		
e) Result in a determination by the wastewater treatment provider that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X		
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		
g) Comply with federal, state and local statutes and regulations related to solid waste?			X		

Existing Environmental Setting: The existing Carpinteria Camper Park and adjacent single family dwelling is currently served by the Carpinteria Valley Water District and the Carpinteria Sanitary District. Solid waste generated in Carpinteria is taken to the Gold Coast Recycling and Transfer Station in Ventura for sorting. Waste that cannot be recycled is disposed of at the Toland Road Landfill in Santa Paula, a Class II municipal facility, which is managed by the Ventura Regional Sanitation District.

Project Specific Impacts:

(a-b, d-e) The project would present additional demands on water supply and wastewater treatment services, which have been anticipated in the General Plan/Coastal Plan build out scenario. In a

letter dated May 4, 2010, the Carpinteria Sanitary District has indicated that it would be able to serve the project; wastewater treatment standards would not be exceeded. No expansion of wastewater treatment facilities is necessary as a result of the project. The Carpinteria Valley Water District has indicated in a letter dated July 17, 2009 that it would be able to meet the project's demand for water supply, and no additional off-site distribution infrastructure is necessary to accommodate the project.

The City's Water Efficient Landscaping Ordinance (Chapter 15.90: Water Efficient Landscaping of Title 15: Buildings and Construction of the Carpinteria Municipal Code) was recently updated as required by the California Department of Water Resources. Pursuant to this update, the project will be conditioned to require the preparation of a Landscape Documentation Package containing specific elements such as a Water Efficient Landscape Worksheet and Soil Management Report in addition to the standard Grading, Landscape and Irrigation Design Plans to ensure water conservation.

c) As part of the project description, a detention basin providing storm water treatment and storage would be constructed in the southern portion of the site. The construction of this on-site storm water treatment and storage facility would not result in significant environmental effects, and would create a beneficial water quality/biological effect. There would be no need to construct an off-site storm water drainage facility.

f-g) The proposed project would result in an intensification of on-site use, generating additional solid waste. Waste generated at the site is taken to the Gold Coast Recycling and Transfer Station in Ventura. It is then transferred to the Toland Landfill in Santa Paula, a Class II municipal facility, which is managed by the Ventura Regional Sanitation District. Expansion in recent years has extended the lifespan of the landfill to 2027. The solid waste generated by the project could be accommodated by the landfill, thus project impacts to landfill capacity would be less than significant. Two community trash and recycle collection areas are included within the project site. A recommended mitigation measure has also been identified to require excess construction materials to be separated onsite for reuse/recycling or proper disposal in order to reduce the amount of construction material placed in the landfill.

Cumulative Impacts: Cumulative impacts have been addressed in the EIR prepared for the City's General Plan and Coastal Plan (April 2003), herein incorporated by reference. Cumulative development throughout the Carpinteria Valley would incrementally contribute to utility and service impacts. However, based on the analysis above, the project's contribution to cumulative utility and service impacts would not be considerable, but would be further reduced by the recommended measure below.

Recommended Mitigation Measure:

SW-1 Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal (e.g., concrete asphalt). During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite. **Plan Requirements:** This requirement shall be printed on grading and construction plans. Applicant shall provide Public Works with receipts for recycled materials or for separate bins. **Timing:** Materials shall be recycled as necessary throughout construction. All materials shall be recycled prior to

occupancy clearance. **Monitoring:** Public Works shall review receipts prior to occupancy clearance.

Residual Impact: With the incorporation of this recommended mitigation measure, residual solid waste impacts would be less than significant.

18. MANDATORY FINDINGS OF SIGNIFICANCE	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT IMPACT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	REVIEWED UNDER PREVIOUS DOCUMENT
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or pre-history?		X			
b) Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).			X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X			

a, c) As presented in this document, the project has the potential to degrade the quality of the environment in several issue areas including Aesthetics, Air Quality, Cultural Resources, Geology and Noise without the incorporation of the identified mitigation measures. With the incorporation of these mitigation measures into the project description, the project is not anticipated to have substantial environmental effects that would adversely affect human beings.

b) Based on the analysis contained in this document, the project would not represent a considerable contribution to any cumulative impact.

d) During the preparation of this document, there was no disagreement over facts regarding significant environmental effects.

19. PROJECT ALTERNATIVES

No significant unmitigable impacts were identified; therefore, an identification of project alternatives is not required.

20. RECOMMENDATION BY STAFF

On the basis of the Initial Study, the staff of the City of Carpinteria:

_____ Finds that the proposed project WILL NOT have a significant effect on the environment and, therefore, recommends that a Negative Declaration (ND) be prepared.

__X__ Found that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures incorporated into the REVISED PROJECT DESCRIPTION would successfully mitigate the potentially significant impacts. Staff recommends the preparation of an ND. The ND finding is based on the assumption that mitigation measures will be acceptable to the applicant; if not acceptable a revised Initial study finding for the preparation of an EIR may result.

_____ Finds that the proposed project WILL have a significant effect on the environment and recommends that an EIR be prepared.

__X__With Public Hearing _____Without Public Hearing

21. ATTACHMENTS

1. Vicinity Map
2. Site Improvement Plans
3. David Dubbink Associates (March 4, 2010) Acoustic Report
4. Associated Transportation Engineers (August 23, 2010) Traffic, Circulation and Parking Study

Authority cited: Sections 21083 and 21087 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296 (1988); *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337 (1990); *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

City of Carpinteria Draft MND
Casas de las Flores: 10-1543-DP/CDP

ATTACHMENT 1

Vicinity Map

Vicinity Map

CASAS de las FLORES

City of Carpinteria Draft MND
Casas de las Flores: 10-1543-DP/CDP

ATTACHMENT 2

Site Improvement Plans

Via Real - Street Elevation

Casas de las Flores

Carpinteria, California

Parking:

Unit Mix:

Lot Coverage:

Project Information:

Vicinity Map

Notes:

Density:

Common Open Space:

Sheet Index:

Aerial View (Existing Camper Park)

Building Data:

PGA
Peikert Group Architects, LLP

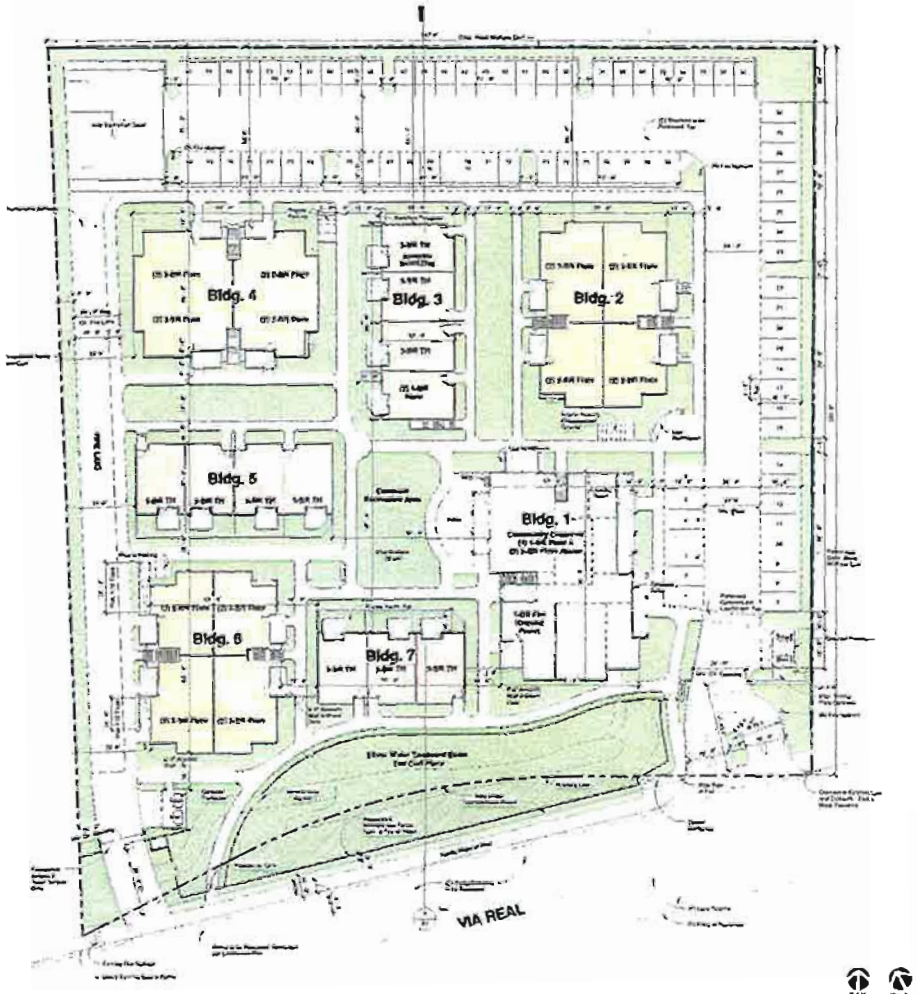
Casas de las Flores

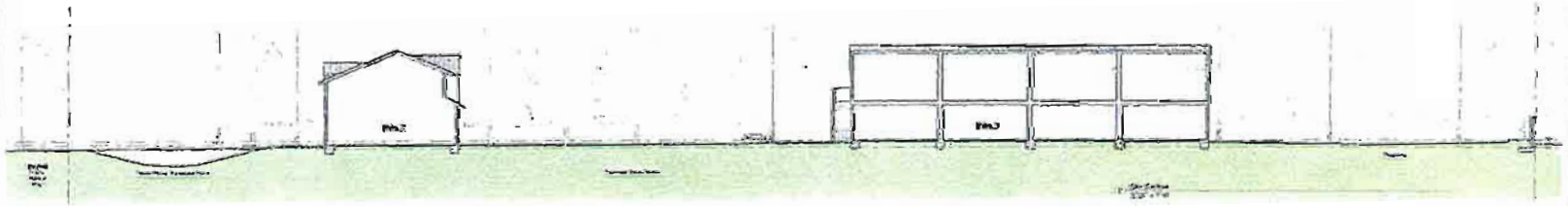
Peoples' Self-Help Housing Corporation

PRELIMINARY NOT FOR CONSTRUCTION

Cover Sheet

A0





Polkert Group Architects, LLP

Casas de las Flores

4286 Via Real
Carpinteria, California

Peoples' Self-Help Housing Corporation

PRELIMINARY NOT FOR CONSTRUCTION

Site Plan

A1

South Elevation

Community Center East Elevation (Front Entrance)

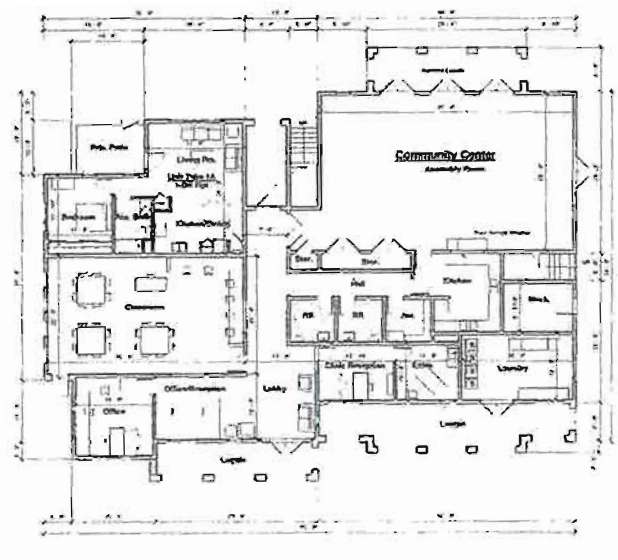
North Elevation

Community Center West Elevation - Common Open Space

Building 1 Areas (Gross SF)	
Name	Area
1st Floor	
Community Center	[illegible] SF
Covered Loggia	123 SF
Covered Loggia	204 SF
Covered Loggia	204 SF
Covered Loggia	379 SF
Res. Stair	86 SF
Res. Stair	72 SF
Unit Type 1A	715 SF
	[illegible] SF
2nd Floor	
Res. Hall	259 SF
Unit Type 1B	717 SF
Unit Type 1B	743 SF
Unit Type 1B	704 SF
Unit Type 1B	712 SF
Unit Type 1C	1007 SF
Unit Type 1C	1040 SF
	[illegible] SF
Grand total	[illegible] SF

Level 2 - Residential Plan

Building 1 Areas (Net SF)	
Name	Area
1st Floor	
Community Center	[illegible] SF
Res. Stair	72 SF
Res. Stge	80 SF
Unit Type 1A	653 SF
	4940 SF
2nd Floor	
Res. Hall	214 SF
Unit Type 1B	651 SF
Unit Type 1B	651 SF
Unit Type 1B	651 SF
Unit Type 1B	651 SF
Unit Type 1C	653 SF
Unit Type 1C	1064 SF
	4794 SF
Grand total	9735 SF



Ground Level

Peikert Group Architects, LLP

Casas de las Flores

4096 Via Real
Carpinteria, California

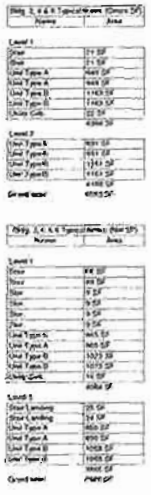
People's Self Help Housing Corporation

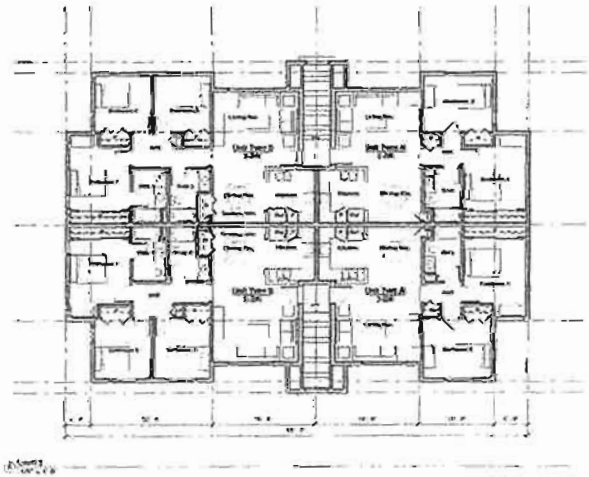
PRELIMINARY
NOT FOR CONSTRUCTION

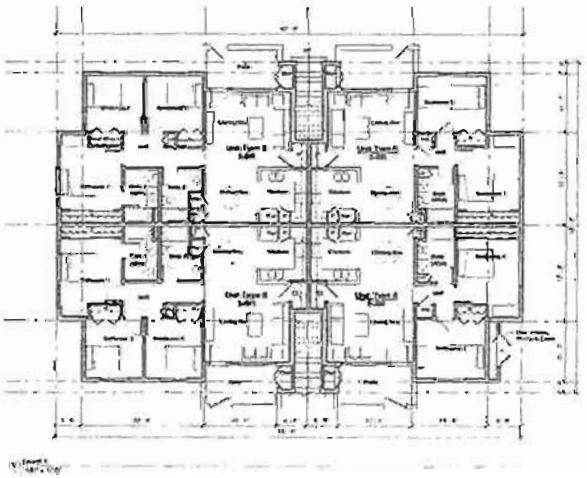
Preliminary Review

Bldg. 1 (Comm. Center & Residential)

A2







Pelkert Group Architects, LLP

Casas de las Flores

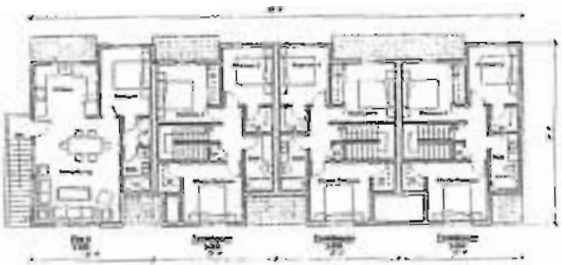
6066 Via Real
Carpinteria, California

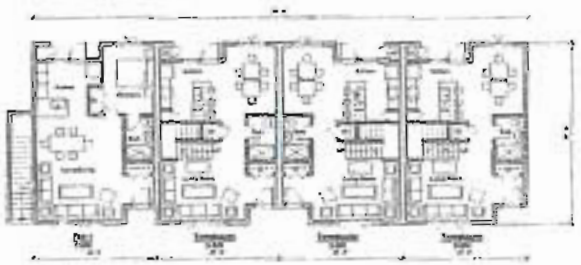
People's Self Help Housing Corporation

PRELIMINARY NOT FOR CONSTRUCTION

Bldgs. 2, 4 & 6 (Flats)

A3





Pelkert Group Architects, LLP

Casas de las Flores

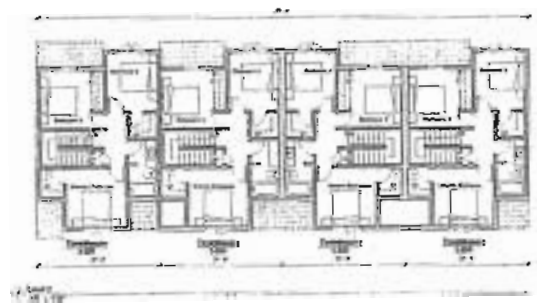
4000 Via Real
Carpinteria, California

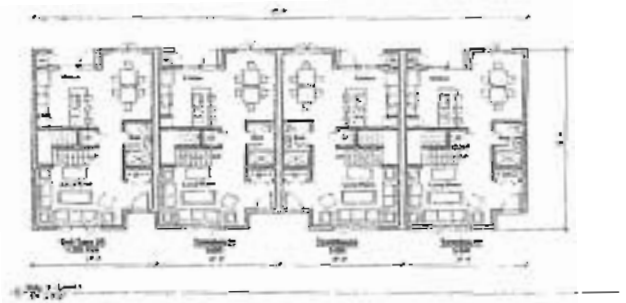
People's Self Help Housing Corporation

PRELIMINARY NOT FOR CONSTRUCTION

Bldg. 3 TH & Flats Plans & Elevations

A4





PGA

Pelkert Group Architects, LLP

[redacted]

Casas de las Flores

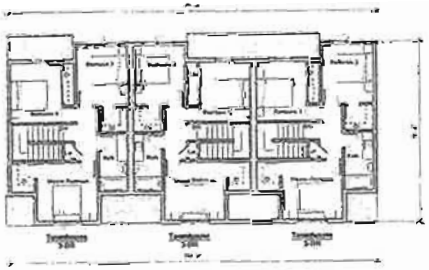
4996 Via Real
Carpinteria, California

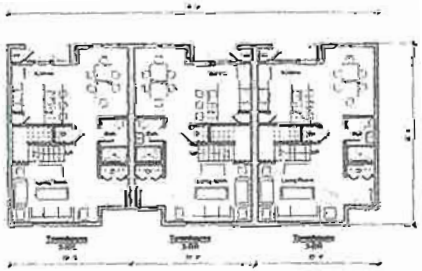
People's Self-Help Housing Corporation

PRELIMINARY NOT FOR CONSTRUCTION

Bldg. 5 (Quad.) Townhouse Plans & Elevations

A5





Pelkert Group Architects, LLP

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Casas de las Flores

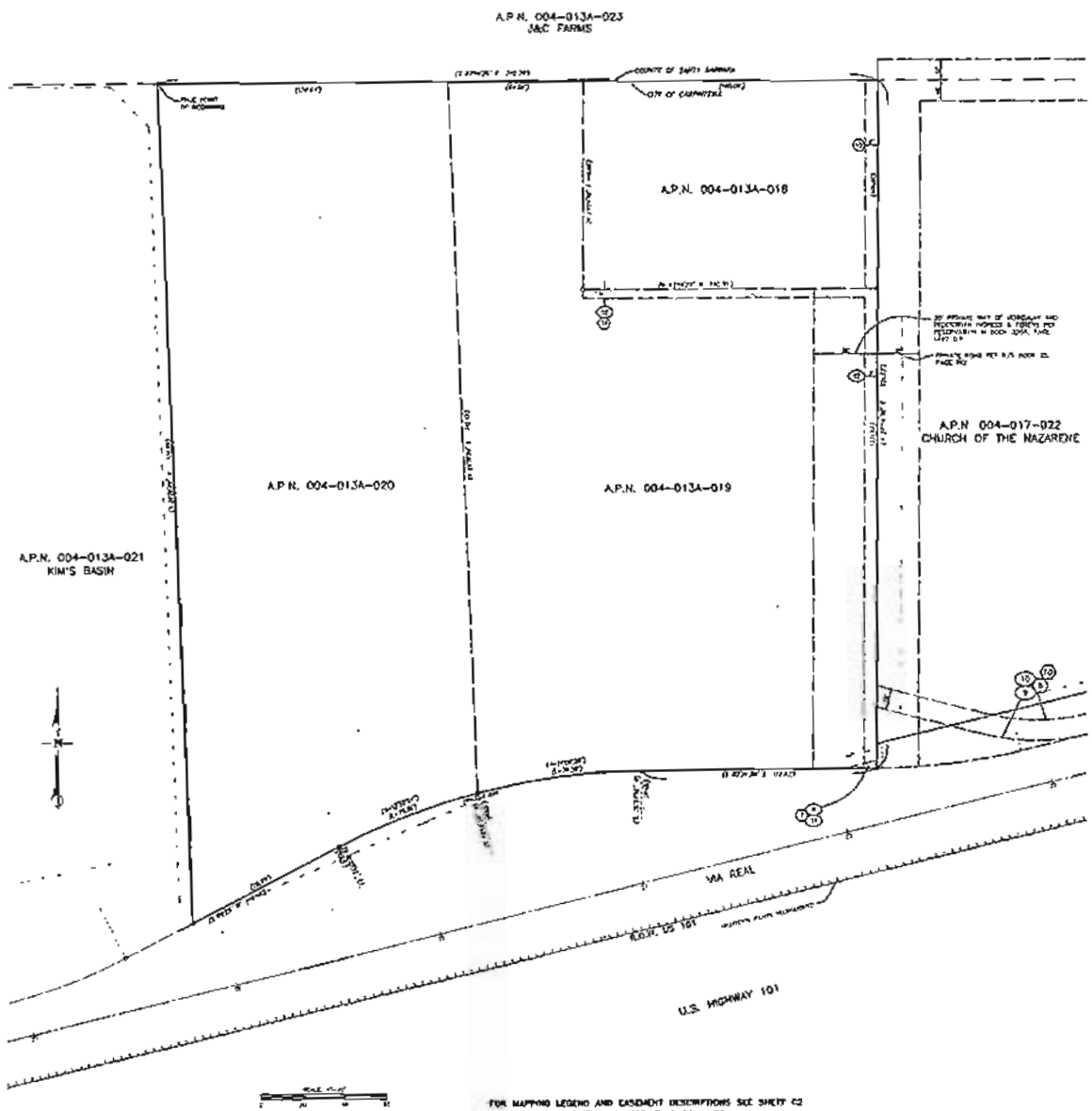
4096 Via Real
Carpinteria, California

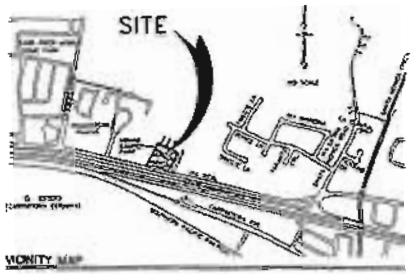
People's Self Help Housing Corporation

PRELIMINARY NOT FOR CONSTRUCTION

Bldg. 7 (Triplex) Townhouse Plans & Elevations

A6





VICINITY MAP

SURVEYOR'S NOTES

LEGAL DESCRIPTION

PGA

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Casas de las Flores

4098 Via Real
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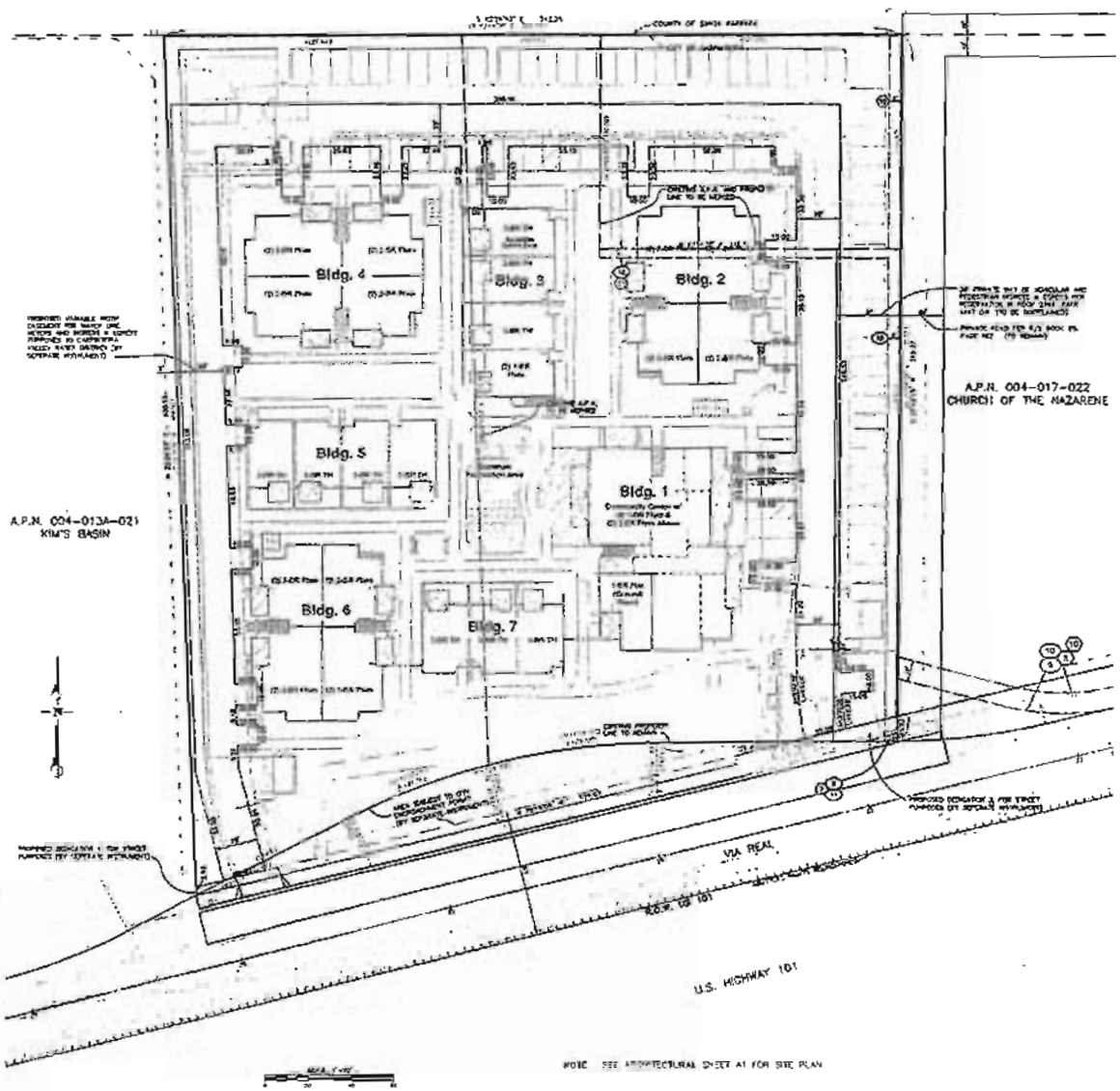
People's Self Help Housing Corporation

PRELIMINARY NOT FOR CONSTRUCTION

Existing Site Conditions

C1



EXCEPTION NOTES TITLE REPORT No. 4209-2038685 (J&C FARMS)

EXCEPTION NOTES TITLE REPORT No. 4201-3462385 (PEOPLE'S SELF HELP HOUSING)

LAND AREAS

MAPPING LEGEND

ABBREVIATIONS

SYMBOLS

LINETYPES

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Carpinteria, California

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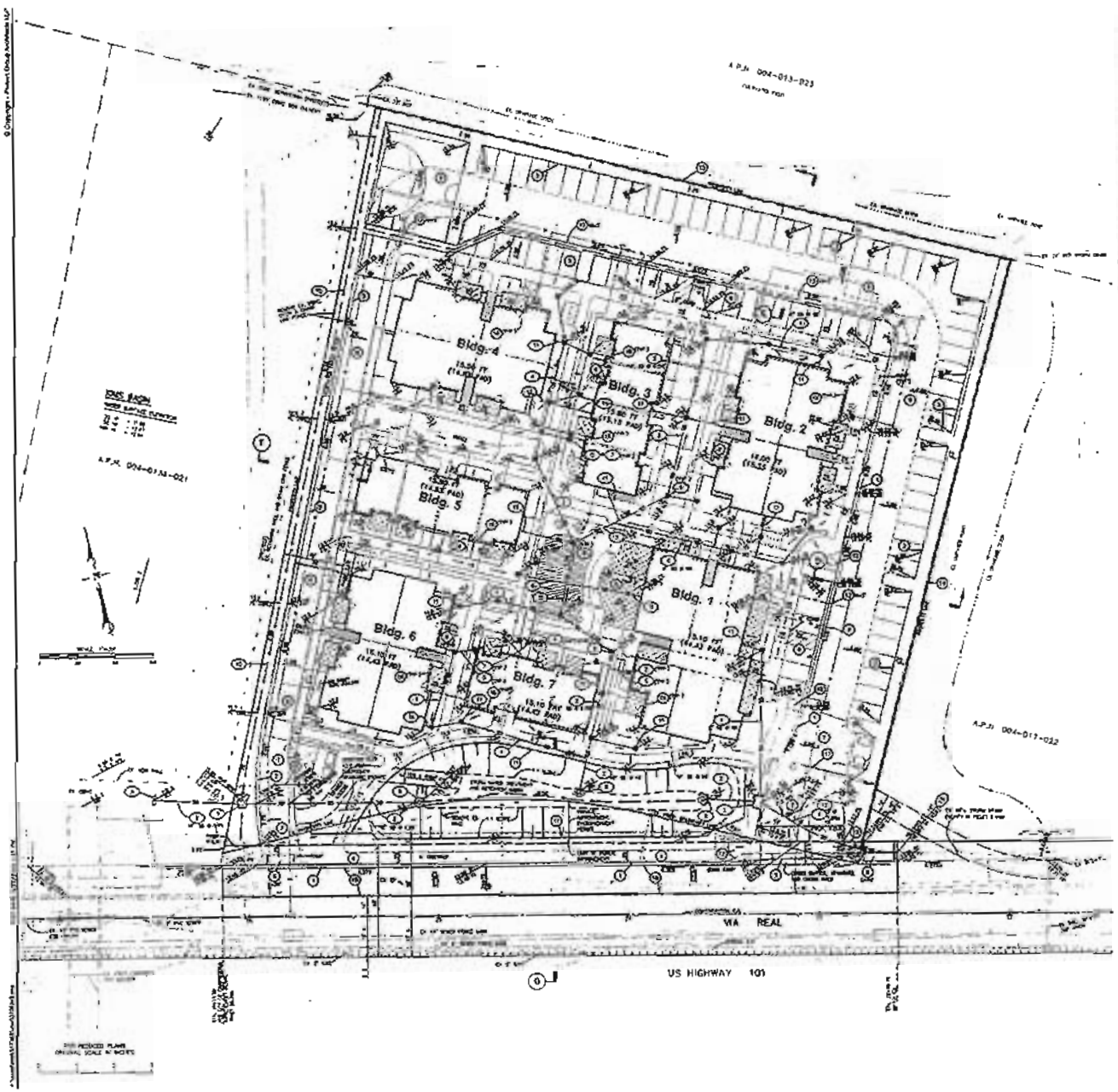
PRELIMINARY NOT FOR CONSTRUCTION

Merged Parcel Configuration

C2



GENERAL NOTES:

GENERAL CONSTRUCTION NOTES:

DRAINAGE CONSTRUCTION NOTES:

PGA

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Casas de las Flores

4096 Via Real
Carpinteria, California

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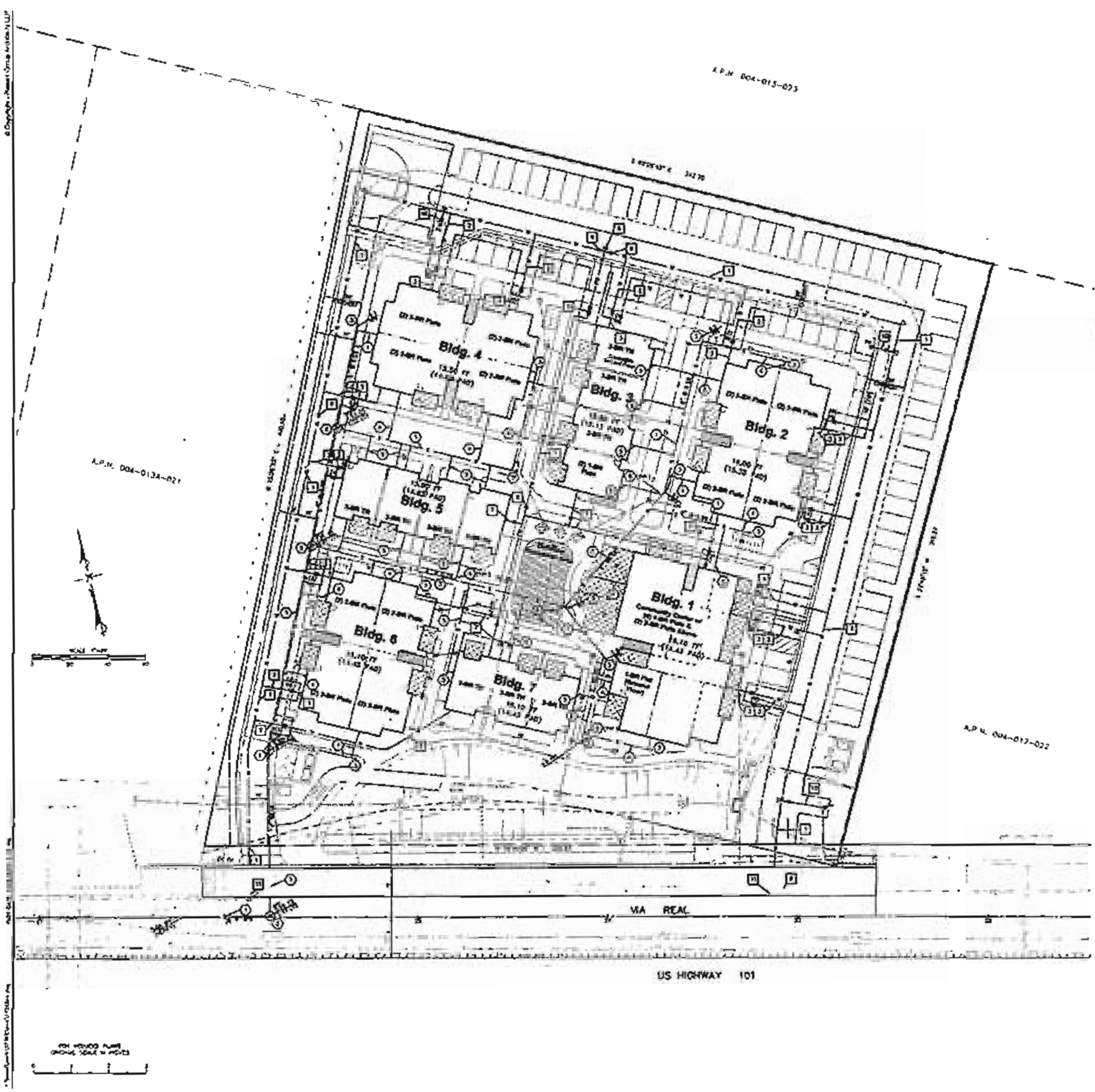
Preliminary Grading and Drainage Plan

C3



SANITARY SEWER CONSTRUCTION NOTES:

WATERLINE CONSTRUCTION NOTES:

PGA
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Casas de las Flores

4096 Via Real
Carpinteria, California

People's Self Help Housing Corporation

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Preliminary Sanitary Sewer & Water Plan

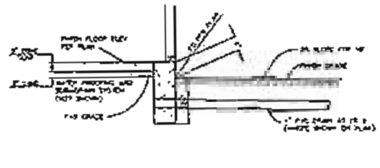
C4

GENERAL GRADING NOTES

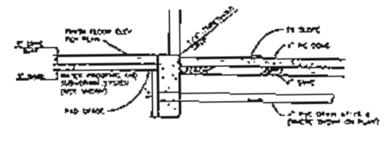
1. GRADING SHALL BE PERFORMED IN CONFORMANCE WITH CITY OF CARPINTERIA ORDINANCES AND REQUIREMENTS.
2. GRADING SHALL BE PERFORMED IN CONFORMANCE WITH THE 2007 CALIFORNIA BUILDING CODE, SECTION 1803 EXCAVATION, GRADING AND FILL.
3. GRADING SHALL BE PERFORMED IN CONFORMANCE WITH THE RECOMMENDATIONS OF THE PRELIMINARY FOUNDATION INVESTIGATION [illegible]
4. ALL BUILDINGS, CONCRETE FOOTINGS, CONCRETE SLABS, A.C. PAVEMENTS, AND EXISTING UTILITIES [illegible] REMOVED FROM SITE AND DISPOSED OF AT A LEGAL DISPOSAL LOCATION.

ESTIMATED EARTHWORK QUANTITIES – RAW QUANTITIES

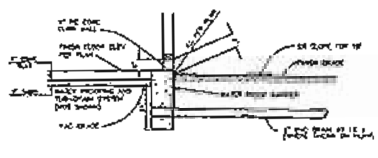
[illegible]



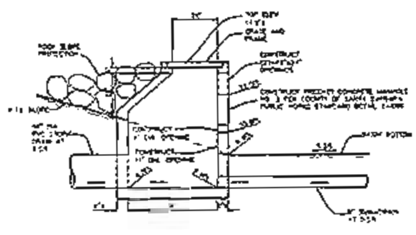
TYPICAL SECTION (A)
CONSTRUCTION AT BUILDING EDGE



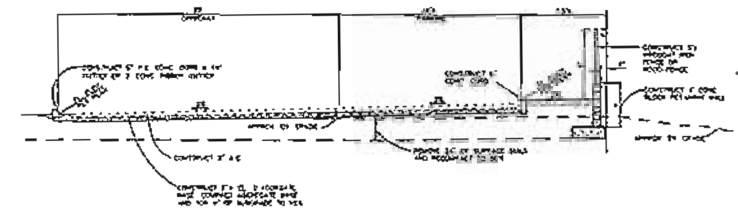
TYPICAL SECTION (B)
CONSTRUCTION AT BUILDING EDGE AT PATIOS AND ENTRANCES



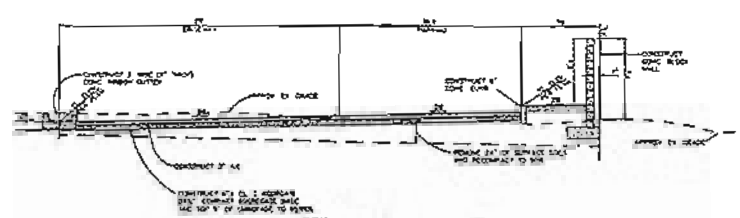
TYPICAL SECTION (C)
CONSTRUCTION AT BUILDING EDGE WITH CURB WALL



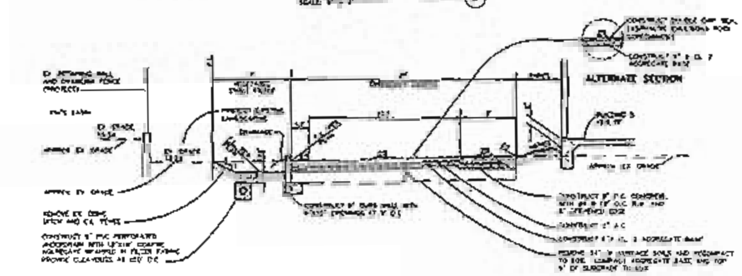
TYPICAL SECTION (H)
OUTLET STRUCTURE



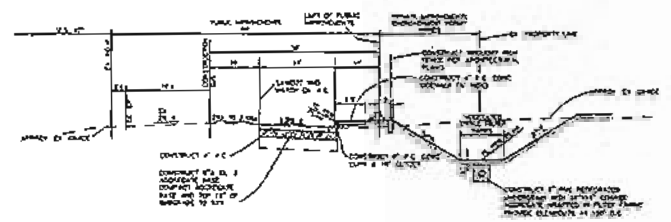
TYPICAL SECTION (G)



TYPICAL SECTION (E)



TYPICAL SECTION (F)



TYPICAL SECTION (D)

Pelkert Group Architects, LLP

Casas de las Flores

4090 Via Real
Carpinteria, California

People's Self Help Housing Corporation

PRELIMINARY
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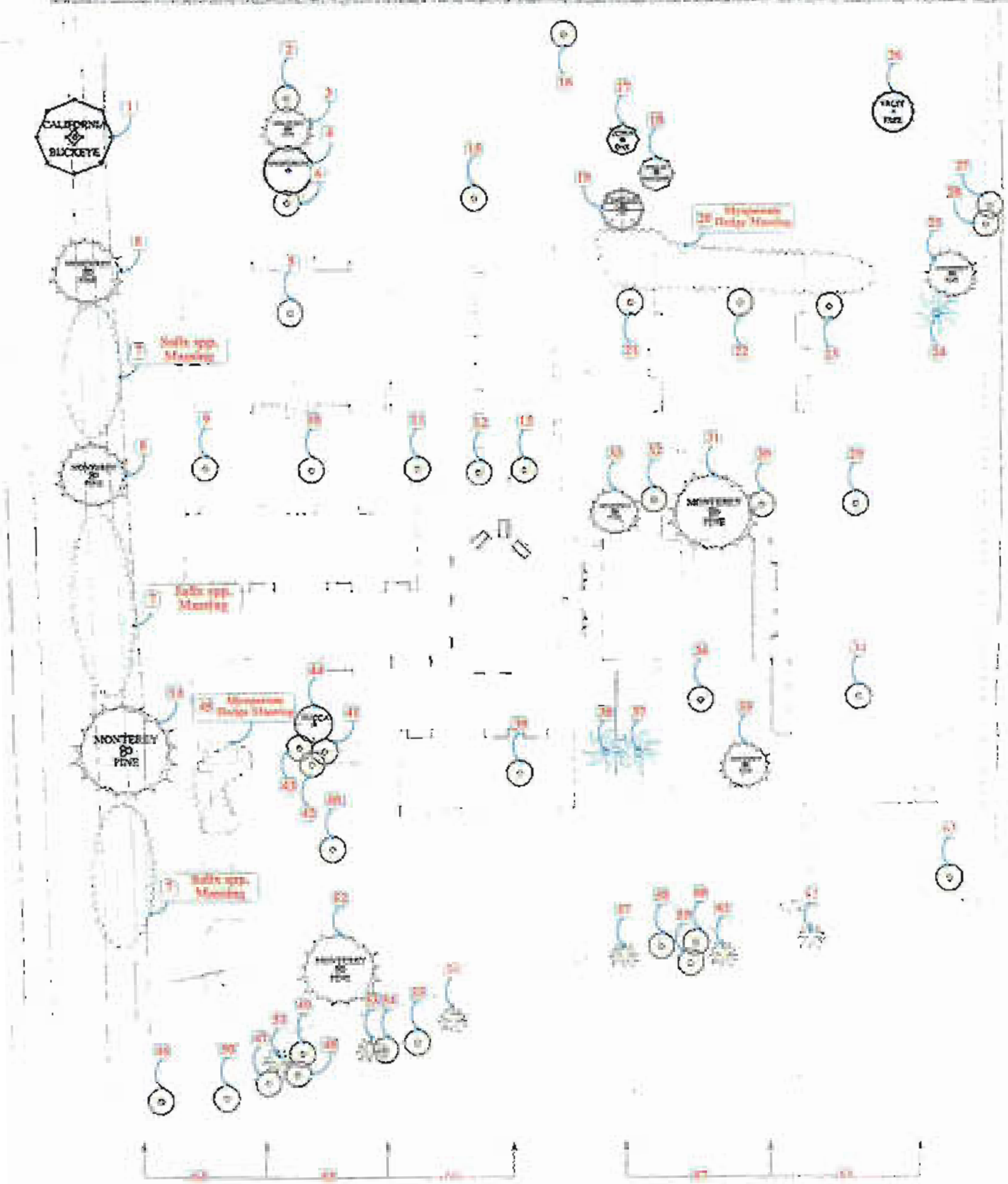
Notes, Sections and Details

C5

EXISTING TREE STUDY

Casas de las Flores

4096 Via Real
Carpinteria, California



EXISTING TREE KEY

Tree	Genus / Species	Common Name	Ht.	Sp.	Comments
1	Aesculus californica	California Buckeye	25'	32'	Multi-Trunked / Deciduous
2	Washingtonia robusta	Mexican Fan Palm	60'	7'	20" DBH
3	Pinus radiata	Monterey Pine	30'	15'	32" DBH - Appears to be in Decline
4	Myoporum laetum	Myoporum	23'	15'	30" DBH - Lots of Surface Roots
5	Washingtonia robusta	Mexican Fan Palm	60'	7'	20" DBH
6	Washingtonia robusta	Mexican Fan Palm	60'	7'	20" DBH
7	Salix spp.	Willow	15'-30'	20'-30'	Property Line Massing
8	Pinus radiata	Monterey Pine	30'	6'	In Decline / Dead
9	Washingtonia robusta	Mexican Fan Palm	60'	7'	20" DBH - Appears to be in Good Health
10	Washingtonia robusta	Mexican Fan Palm	60'	7'	20" DBH - Appears to be in Good Health
11	Washingtonia robusta	Mexican Fan Palm	60'	7'	20" DBH - Appears to be in Good Health
12	Washingtonia robusta	Mexican Fan Palm	60'	7'	20" DBH - Appears to be in Good Health
13	Washingtonia robusta	Mexican Fan Palm	60'	7'	20" DBH - Appears to be in Good Health
14	Pinus radiata	Monterey Pine	40'	25'	26" DBH - Dark Green Needles / Good V-Trunk
15	Washingtonia robusta	Mexican Fan Palm	60'	7'	20" DBH - Good Health
16	Washingtonia robusta	Mexican Fan Palm	8'	7'	Nasty Volunteer
17	Quercus spp.	Scrub Oak	8'	6'	No Central Trunk / Volunteer
18	Strelitzia nicolai	Bird of Paradise	13'	7'	Not Worth Moving
19	Eriobotrya japonica	Loquat	20'	15'	Multi-Trunk Clump
20	Myoporum laetum	Myoporum	0'	See Plan	Massing W/ Leaf Disease Thrip
21	Washingtonia robusta	Mexican Fan Palm	45'-50'	7'	20" DBH - Appears to be in Good Health
22	Washingtonia robusta	Mexican Fan Palm	45'-50'	7'	20" DBH - Appears to be in Good Health
23	Washingtonia robusta	Mexican Fan Palm	45'-50'	7'	20" DBH - Appears to be in Good Health
24	Phoenix canariensis	Canary Island Palm	12' BTH	15'	Not A Straight Trunk
25	Pinus radiata	Monterey Pine	20'	16'	Healthy, Pruned, One-Sided
26	Prunus spp.	Pear or Cherry Tree	12'	12'	V-Trunk
27	Washingtonia robusta	Mexican Fan Palm	40'	7'	
28	Washingtonia robusta	Mexican Fan Palm	30'	7'	Clean Up Trunk
29	Washingtonia robusta	Mexican Fan Palm	50'	7'	Ivy Clogging Up Trunk
30	Washingtonia robusta	Mexican Fan Palm	50'	7'	Appears to be in Good Health
31	Pinus radiata	Monterey Pine	38'	30'	16" DBH - OK Health / Past Pruning Ruins Character
32	Washingtonia robusta	Mexican Fan Palm	35'	7'	
33	Pinus radiata	Monterey Pine	17'	12'	14" DBH
34	Washingtonia robusta	Mexican Fan Palm	30'	7'	Same as Others
35	Pinus radiata	Monterey Pine	18'	10'	8" DBH - Appears to be in Good Health
36	Washingtonia robusta	Mexican Fan Palm	41'	7'	Ivy Clogging Up Trunk
37	Phoenix canariensis	Canary Island Palm	5' BTH	15'	20" DBH
38	Phoenix canariensis	Canary Island Palm	8' BTH	17'	28" DBH
39	Washingtonia robusta	Mexican Fan Palm	30'	6'	
40	Washingtonia robusta	Mexican Fan Palm	40'	6'	
41	Washingtonia robusta	Mexican Fan Palm	40'	6'	
42	Washingtonia robusta	Mexican Fan Palm	40'	6'	
43	Washingtonia robusta	Mexican Fan Palm	35'	6'	
44	Yucca brevifolia	Spanish Dagger	17'	14'	48" DBH
45	Myoporum laetum	Myoporum	10'-12'	18' Varies	W/ Leaf Disease Thrip
46	Washingtonia robusta	Mexican Fan Palm	30'	5'	
47	Washingtonia robusta	Mexican Fan Palm	28'	4'	
48	Washingtonia robusta	Mexican Fan Palm	32'	4'	
49	Washingtonia robusta	Mexican Fan Palm	30'	4'	
50	Washingtonia robusta	Mexican Fan Palm	5'	4'	
51	Phoenix reclinata	Senegal Date Palm	33'	25'	6' BTH Brown Trunk Height - Single
52	Pinus radiata	Monterey Pine	33'	25'	V-Trunk, Good Health
53	Phoenix reclinata	Senegal Date Palm	12' OHS	12' OHS	Multi. 4 Trunks: 7'/6'/7'/8' BTH
54	Washingtonia robusta	Mexican Fan Palm	30'	5'	
55	Washingtonia robusta	Mexican Fan Palm	30'	5'	
56	Phoenix reclinata	Senegal Date Palm	15' OHS	8' OHS	Multi. Triple; 6'/9'/15' BTH
57	Phoenix reclinata	Senegal Date Palm	20' OHS	20' OHS	Multi. 4 Trunk; 10'/12'/10'/12' BTH
58	Washingtonia robusta	Mexican Fan Palm	18'	5'	
59	Washingtonia robusta	Mexican Fan Palm	30'	5'	
60	Washingtonia robusta	Mexican Fan Palm	30'	6'	
61	Phoenix reclinata	Senegal Date Palm	12'	10'	Multi. 6 Trunk; 8'/7'/10'/7'/6'/5' BTH
62	Phoenix reclinata	Senegal Date Palm	16'	10'	Multi. 4 Trunk: 18'/16'/14'/8' BTH
63	Washingtonia robusta	Mexican Fan Palm	32'	5'	Double / One-Side Cutoff

Notes:

- Height and spread visually estimated in field by Licensed Landscape Architect.
- Pruned refers to ultimate shape & size of tree have been substantially altered or compromised due to the appearance that the tree has been significantly pruned one or more times in the past.
- BTH refers to Brown Trunk Height.
- OHS refers to Overall Height & Spread.

Street Frontage Photographs:

Picture	Comments
64	Unnecessary Landscape w/ Mix of Myoporum, Hollywood Juniper & Volunteer Mexican Fan Palm - to be Removed
65	
66	
67	Unnecessary Landscape w/ Hollywood Juniper - to be Removed
68	

GRAPHIC SCALE
1" = 16' - 0"

Date: March 12, 2019

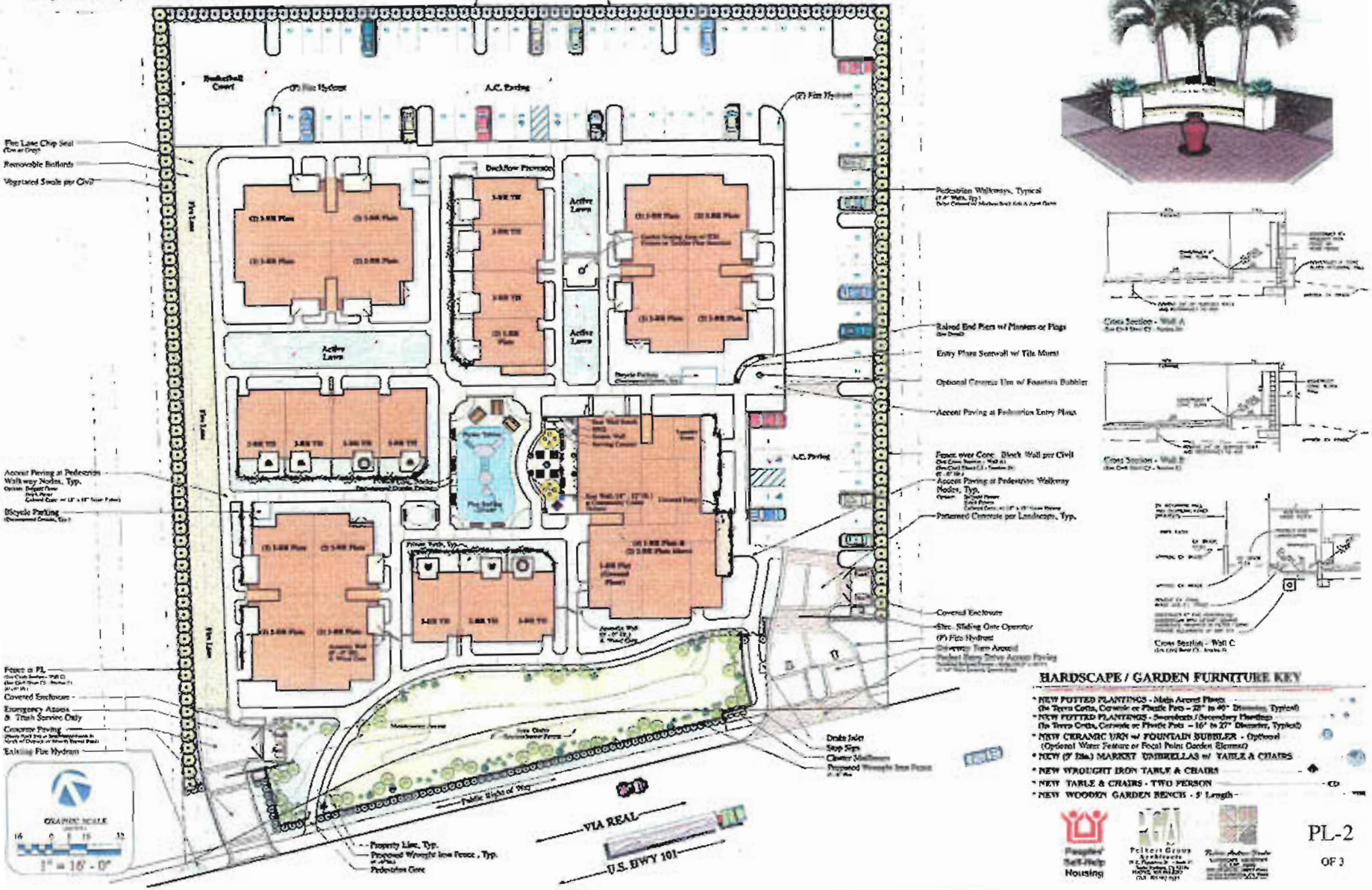
Robert Andrew Goodes
LANDSCAPE ARCHITECT
CA. LIC. #2079

PL-1

PRELIMINARY HARDSCAPE - LANDSCAPE DESIGN

Casas de las Flores

4096 Via Real
Carpinteria, California



ENTRY PLAZA SEATWALL CONCEPT

HARDSCAPE / GARDEN FURNITURE KEY

* NEW POTTED PLANTINGS - Main Accent Plants (In Terra Cotta, Ceramic or Plastic Pots – 28" to 40" Diameter, Typical)
* NEW POTTED PLANTINGS - Secondary / Secondary Plantings (In Terra Cotta, Ceramic or Plastic Pots – 16" to 22" Diameter, Typical)
* NEW CERAMIC URN w/ FOUNTAIN BUBBLER - Optional (Optional Water Feature or Focal Point Garden Element)
* NEW (9' Dia.) MARKET UMBRELLAS w/ TABLE & CHAIRS
* NEW WROUGHT IRON TABLE & CHAIRS
* NEW TABLE & CHAIRS - TWO PERSON
* NEW WOODEN GARDEN BENCH - 5' Length

Peoples' Self-Help Housing

Pollard Group Architects

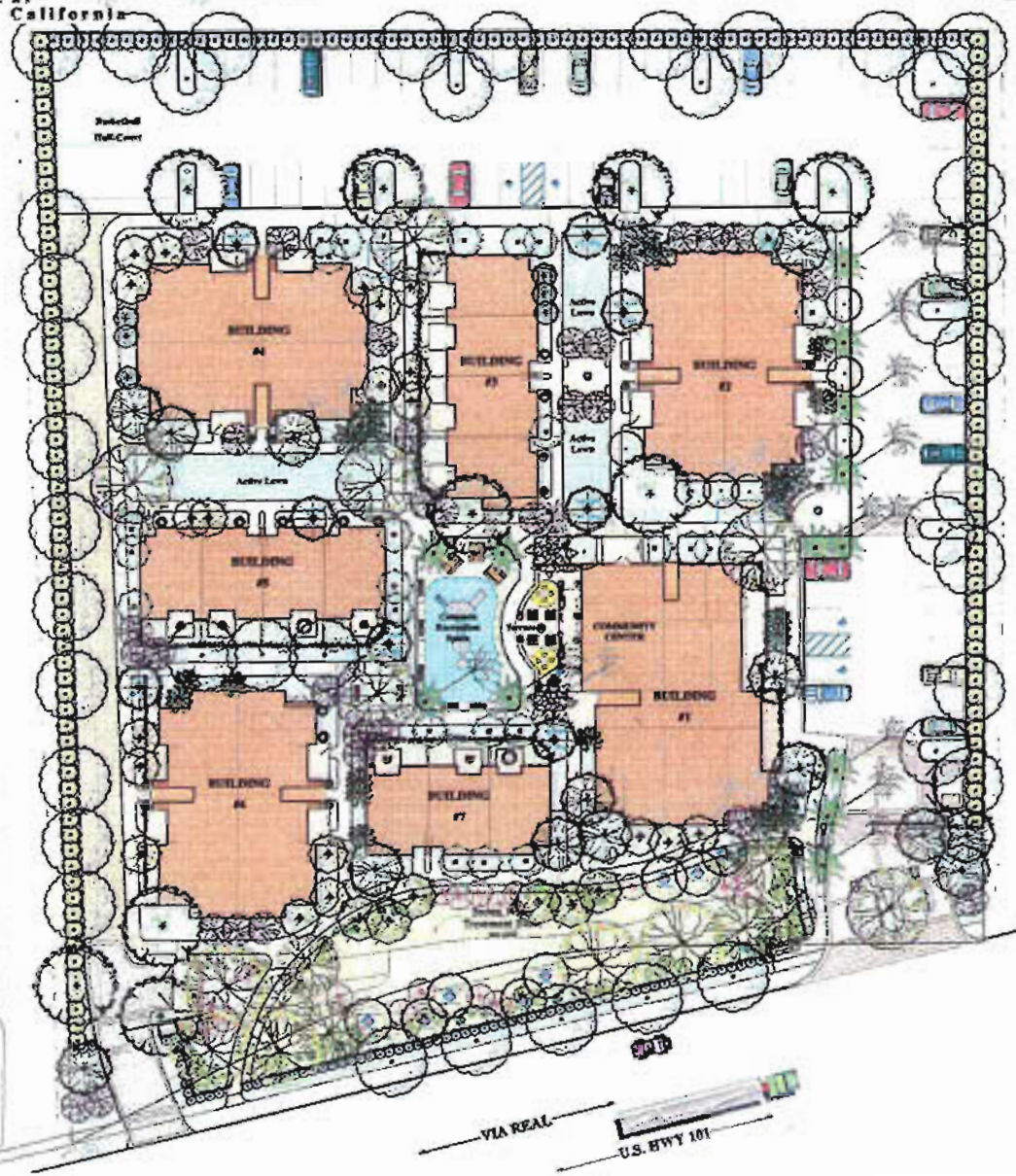
PL-2

OF 3

PRELIMINARY HARDSCAPE - LANDSCAPE DESIGN

Casas de las Flores

4096 Via Real
Carpinteria, California



GRAPHIC SCALE
1" = 16' - 0"

PRELIMINARY PLANT PALETTE

UNDERSTORY PLANTINGS PALETTE

TREE PLANTINGS PALETTE

PROPOSED NATIVE PLANTINGS

PL-3

OF 3

City of Carpinteria Draft MND
Casas de las Flores: 10-1543-DP/CDP

ATTACHMENT 3

Acoustic Report
David Dubbink Associates (March 4, 2010)

David Dubbink Associates
Interactive Sound Information System ISIS
864 Osos Street, Suite D, San Luis Obispo, California 93401 USA
Tel: (805) 541-5325 Fax: (805) 541-5326 email: dubbink@noisemanagement.com

March 4, 2010

Mr. Ken Trigueiro
Director of Rental Housing Development
Peoples' Self-Help Housing Corporation
3533 Empleo Street
San Luis Obispo, CA 93401

Acoustic Report for: Casa de las Flores, Carpinteria, California

Dear Mr. Trigueiro:

We have completed the acoustic study for the proposed Casa de las Flores in Carpinteria. Figure 1 shows an aerial photo of the project location. Because the project faces Highway 101 and the City's Noise Element indicates the site may be exposed to high levels of traffic noise, an acoustical study was required. This report documents the results of an acoustical analysis and our findings concerning the project's noise exposure and recommendations for mitigation of problems.

Figure 1: Project Location

The Casa de las Flores property is separated from Highway 101 by a frontage road, Via Real. The buildings are set back from Via Real by a landscaped drainage basin as shown in Figure 2 on page 5 of this report. The red dot on the aerial indicates the monitoring position where the sound levels were recorded during a site visit made August 6, 2009. The monitoring site is sixty feet back from the edge of the sidewalk along Via Real in an open area between the project site and a church. This position approximates the setback of the first rank of structures in the project. The development site is currently occupied by a mobile home park which necessitated the offset of the monitoring position. This would not significantly affect the results.

The Acoustic Setting

Highway 101 is, by far, the dominant noise source at the site. The lanes of the freeway are the same level as the project site. At this point, Highway 101 is oriented in an east-west direction. The view toward the freeway is unimpeded in either direction. On the day of the measurement there was a light breeze from the direction of the freeway but this was not likely to have influenced sound propagation.

The time period in late afternoon was chosen purposely to correspond with a peak travel period. During the monitoring period traffic was at full freeway speed in both directions. Additionally, the site is impacted by the sound from rail line on the far side of the freeway. No trains passed the location during the monitoring period but the distance is such that, while audible, train noise would not significantly affect overall exposure levels.

It should also be noted that there is a substantial drainage basin to the west of the project site. A water surface is acoustically reflective and there would be little ground absorption effect for sounds originating from this direction.

The Monitoring

The primary noise monitoring was conducted at the site on Thursday, August 6, 2009 between 3:30 and 4:00 PM at the monitoring position indicated on Figure 1. Two noise meters were used, a Larson Davis Model 870 Environmental Noise Analyzer (LD 870) and a Brüel & Kjær Precision Integrating Sound Level Meter, Type 2230 (B&K). The meters were calibrated before and after the survey using a B&K Acoustic Calibrator Model 4231. The readings were determined to be accurate.

Two meters were used since the project includes two story structures and it seemed likely that the sound environment would change with elevation. The B&K meter was on a tripod at 5.5 feet. The microphone on the Larson Davis meter was mounted on a mast at a 15 foot level.

The table shows the sound level readings expressed in L_{eq}, Lmax and Limn[1]. The

[1] Leq represents the average sound energy level over a stated time period. In this case, the measurements were made over a 20 minute period. Lmax and Lmin represent the loudest and quietest instants recorded during the monitoring period.

readings from the elevated microphone were not higher than for the one at the lower elevation. Much of the ground surface was paved and there was no ground absorption effect.

	B&K (5.5 ft.)	LD 870. (15 ft.)
L_{eq}	69.4	67.8
Lmax	75.6	75.6
Lmin	62.4	59.4

It might be helpful to provide perspective to the decibel numbers. The normal voice level for conversation with a person three feet away is about 65 dB. Talking to a room full of people with a raised voice would require in increase in volume to 75 dB (heard 3 feet away). The noise readings suggest that there would be times when people having a conversation would need to raise their voices to be clearly understood, but they wouldn't need to shout.

During the half hour period we were setting up equipment and logging noise exposure, we observed many different noise events. Most of these were within the range of 67 to 74 dB. The freeway produces a very present and steady hum and traffic on Via Real is only slightly heard above the freeway sound. The loudest trucks passing on the freeway produced noise at around 71 to 74 dB. Cars were less than 70. The loudest noise event of 75 dB was a van with oversized tires. We did not experience any exceptional noise events during the monitoring period such as a group of motorcyclists or a vehicle with an exhaust system designed to maximize volume. These undoubtedly occur. The loudest sounds (Lmax) and the "average" sounds (Leq) are about 7 dB apart. The minimum sounds are around 8 dB below the "average" and would represent those few times when there were no vehicles passing nearby.

Comparison of Measurements with the Noise Element and Other Forecasts

There are several issues involved in comparing our measurements and forecasts with data found in the city's General Plan Noise Element. One relates to the metrics used to assess noise. Since the beginning of 2006, all state highway departments are to base noise forecasts on a prediction system developed by the Federal Highway Administration. The FHWA noise model produces estimates of noise exposure using the hourly Leq metric.

Caltrans publishes regular reports on traffic counts for "average annual daily traffic" (AADT), and for peak hour traffic. Caltrans also publishes information describing the percentages of medium and heavy trucks within the traffic flow. This data, along with the version of the FHWA traffic noise model designed for environmental screening (TNMLook) can be used to estimate hourly L_{eq} at the monitoring location. Using this technology, the expected L_{eq} level at the monitoring point is 70.5 dB.[2] This compares favorably with the field measurements that were in the range of 68 to 69 dB.

[2] Appendix A describes the Leq calculation and supporting assumptions.

The standards in the City's Noise Element are based on a 24 hour cumulative measurement of sound exposure (Ldn) rather than peak hour exposure[3]. There is a rule-of-thumb that can be used for estimating Ldn from a peak hour L_{eq}. While there is no fixed relationship between Ldn and L_{eq} the numbers are typically similar in value when the principal noise source is roadway traffic. In urban settings, the peak hourly Leq value is 2-4 dB lower than Ldn. In suburban areas, the L_{eq} is similar to Ldn[4]. In outlying areas with little nighttime traffic, the hourly L_{eq} can be 3-4 dB greater than Ldn.

The Noise Element

The noise element, adopted by Carpinteria in January 2003, includes estimates of existing and projected future noise levels that are depicted by contour lines. At the Casa de las Flores location, the distance from the centerline of the freeway to the 65 DNL contour line scales to 458 feet. The distance to the 70 DNL contour line is 189 feet. Our monitoring location scales to 202 feet from the roadway centerline, putting the expected level somewhere above 65 DNL and less than 70 dB. The intermediate distance value is estimated to be 69 DNL at the monitoring location.

The sound levels measured during the monitoring period appear to be reasonable depictions of current conditions. They are consistent with estimates based on standard traffic modeling technology and similar to estimates contained in the City's Noise Element.

In projecting future conditions it will be assumed that the Leq of might increase by 2 dB due to increases in traffic activity. (In the arithmetic of decibel addition, this is equivalent to a 60% increase in traffic). Additionally, we will assume that the peak hour Leq value is equivalent to Ldn. Therefore, the acoustic design standards applied in this noise study assume an exterior Ldn of 71 dB.

The Regulatory Framework

The City of Carpinteria's regulatory framework is set out in the Noise Element of the General Plan and its implementing ordinances. The structure of the Noise Element is, in turn, based on guidelines developed by the California Office of Planning and Research. The City also has guidelines for CEQA review and these contain additional standards for making significance determinations.

A table in the City's Noise Element defines land uses that are Acceptable, Conditionally Acceptable, or Not Acceptable at various levels of noise exposure measured by the Ldn metric.[5] Multifamily Residences are conditionally acceptable in areas where Ldn levels are in the range of 60 to 70 Ldn. Noise levels at the site are currently within the limits

[3] Ldn is the energy average of sound during 24 hours with a 10 dB addition made to sounds that occur between 10 PM and 7 AM.

[4] This equivalency is incorporated into the City's CEQA Guidelines, page 40. We have recorded 24 hour noise levels for multiple projects where Highway 101 was the dominant noise source and found that this "rule of thumb" equating Ldn and peak hour L_{eq} is quite descriptive of actual conditions.

[5] City of Carpinteria General Plan and Local Coastal Plan, Noise Element, Page 175

established by the Noise Element. Under future conditions a residential project is "normally unacceptable" unless there is a detailed study of noise reduction requirements and appropriate noise insulation features are included in the project's design.

The City follows quantitative guidelines for determining project significance under CEQA guidelines. The standard for exposure to traffic noise for multifamily units is a not-to-exceed value of 45 (CNEL) for occupied interior spaces. This is consistent with a similar State standard. The limit is 65 dB (CNEL) in exterior "usable areas"[6]. Usable areas do not include front lawns. They do include balconies or patio areas if these were included in the open space calculation for multi-family units.

Acoustic Issues and Recommendations

The analysis indicates that noise reduction needs to be considered in the construction of the residential units as well as treatment of outdoor activity areas. Figure 2 shows the site plan for the project.

Conventional construction reduces exterior noise levels by about 20 dB and contemporary construction, if well done, usually adds an additional 5 dB of noise level reduction (NLR). The facades of the Casa de las Flores structures fronting the freeway (buildings 1, 6 and 7 on the site plan) must be designed to provide a noise level reduction (NLR) of 26 dB (71 dB Ldn – 26 dB reduction = 45 dB Ldn). This level of reduction is not difficult to achieve but does require acoustic treatment of building openings and use of heavier construction materials. Windows should meet noise reduction requirements in a closed position. Given the required levels of structural closure, a forced air ventilation system is essential for the façade of the building facing Highway 101. Appendix B identifies construction practices that can be followed to provide the necessary noise reduction.

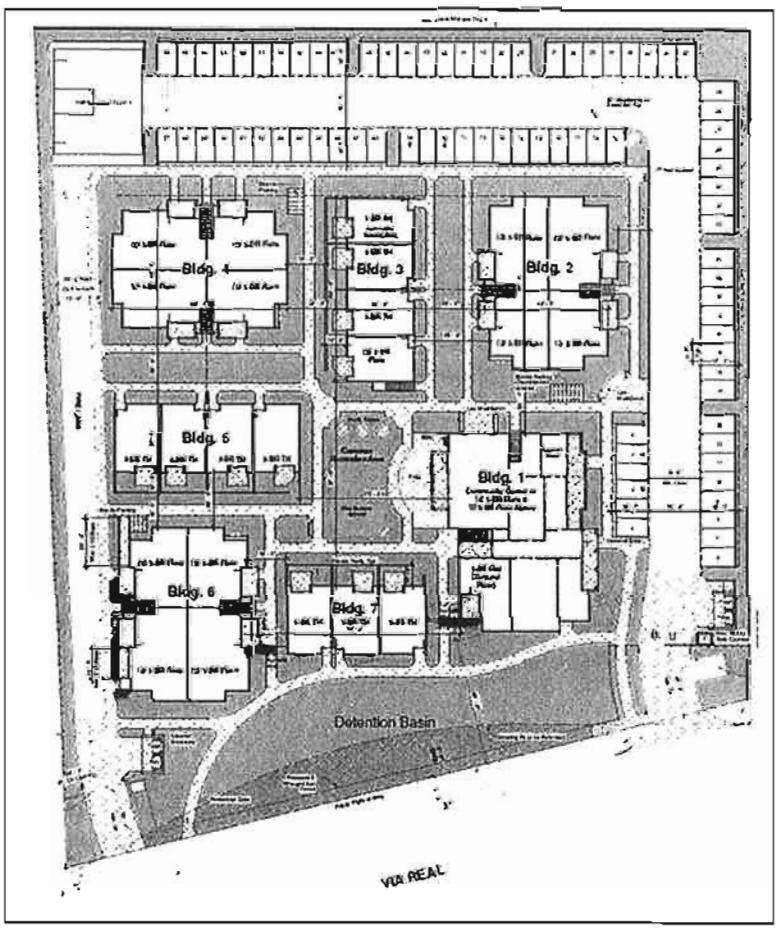


Figure 2: Project Site Plan

[6] CNEL is metric that was developed in California. The metric resembles the Ldn metric but adds an evening period from 7 to 10 PM where a penalty of 5 dB is added. The two metrics are considered to be equivalent. CNEL values exceed Ldn by a small amount (about a half decibel for roadway noise).

There is discretion in determining the level of treatment given to the building facades that have a line of sight to the freeway but that do not directly face it. The noise levels will below the threshold standards sit by the city but additional attenuation would be a benefit.

The City's Ldn metric is based on noise exposure over time. The sides of the structures will be exposed to less cumulative noise since, for a portion of the time, the sound from a moving source is blocked by the structure housing the residence. The noise as measured by the Ldn metric is reduced numerically but the noise from loud events doesn't change.

It is recommended that when any room has a direct exposure to the freeway that all of its window and surfaces treatments provide the same level of noise reduction as the facing façade. This recommendation applies to the end units in Building 7 and the end units of Buildings 1 and 6 that are closest to Via Real. If economically feasible, it would be desirable to extend the surfaces receiving special acoustic attention to the remainder of the freeway exposed sides of Buildings, 1 and 6 but this treatment is not required to conform to the City's noise standards.

Noise in outdoor activity areas is not to exceed 65 CNEL/Ldn. The plan shows a shared recreation area at the center of the complex. The 65 CNEL/Ldn standard will be met in this inner area because the surrounding buildings will effectively screen the area from most of the roadway generated noise. If there were no gaps between buildings the noise level in the inner courtyard would be reduced by at least 10 decibels. However, there are openings, and the sound of passing vehicles will only be screened part of the time. As previously discussed, the city's standard is time-based and, if it is assumed that the inner court will only be fully exposed to passing vehicles for a sixth of the driveby time., the city's 65 decibel standard will be met in the interior area.

The patios of Buildings 1, 6, and 7 are at the sides of the buildings and are partially screened from full freeway exposure. If outdoor exposure is at the 71 dB level, the reduction due to building shielding reduces levels to around 68.5. This is still above the city's standard of 65 dB for noise in activity areas. Inclusion of six foot solid walls at the locations (indicated in red) would achieve the minor 3.5 dB of noise reduction for people standing or seated within the patios of the closest buildings. The positioning of the walls reflects acoustic concerns and there are aesthetic, cost, and security issues that need to be addressed in finalizing plans. In the diagram, a wing wall is shown extended between building 6 and 7. The wing walls between Building 7 and neighboring Building 6 and Building 1 should provide maximize shelter to the patios and the inner recreation area. The diagram shows one option. Overlapping wing walls, closure with a solid gate or other alternatives can also achieve the needed reduction. The patios at the west side of Building 6 also require partial acoustic enclosure. The locations indicated in red would reduce traffic noise to levels that would meet the city's standard. It may be possible to develop a more efficient design for treatment of the patio area of the southernmost unit on this side of the building. The patio areas for building 5 have partial exposure to the freeway but noise levels will meet city's CNEL/Ldn standard. While not required, it would be useful to provide some level of acoustic and privacy screening to the patios.

These noise exposure calculations make no allowance for the addition of the landscaped drainage swale fronting the project. This "softening" of the landscape is likely to produce a reduction in the sound levels beyond the design levels used in this analysis.

CEQA Determinations

The following four paragraphs address the relevant noise related questions on the Environmental Checklist in Appendix G of the CEQA Guidelines. If the project includes the recommended design features and conditions:

1) The project will not result in significant exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. With the recommended construction standards, interior noise levels will not exceed the City's 45 CNEL standard. This same standard is applied in many California communities and is consistent with land use compatibility guidelines used by federal agencies. With recommended mitigations, the project will not result in noise levels in excess of the 65 dB CNEL standard for outdoor living areas. Federal compatibility guidelines for outdoor activities in "amusements, parks, resorts and camps" indicate such leisure activities are compatible with Ldn levels up to 75 dB[7].

2) People will not be exposed to excessive ground borne vibration or ground borne noise levels. While freeway traffic produces some ground borne vibration the levels will not be noticeable or damaging to health within the residential units.

3) The project will not create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Noise will be produced by vehicle movement in the parking areas however, this will not significantly increase noise beyond that already experienced because of traffic on Highway 101 or Via Real.

4) During the construction phase of the project, there will be a temporary increase in ambient noise levels in the project vicinity above levels existing without the project. However the city permits the noise from construction activities. To meet standards, the project should be limited to the hours between 7:00 a.m. and 4:00 p.m., Monday through Friday. No construction shall occur on State holidays (e.g. Thanksgiving, Labor Day). Construction equipment maintenance shall be limited to the same hours.

Please contact my office should there be any questions or if there are project design changes that might alter the conclusions of this analysis.

Sincerely,

David Dubbink, Ph.D., AICP

[7] The often cited compatibility table appears in the FAA's Part 150 Guidelines and is reproduced on page 96 of *Aviation Noise Effects*, USDOT Report No. FAA-EE-85-2.

APPENDIX A

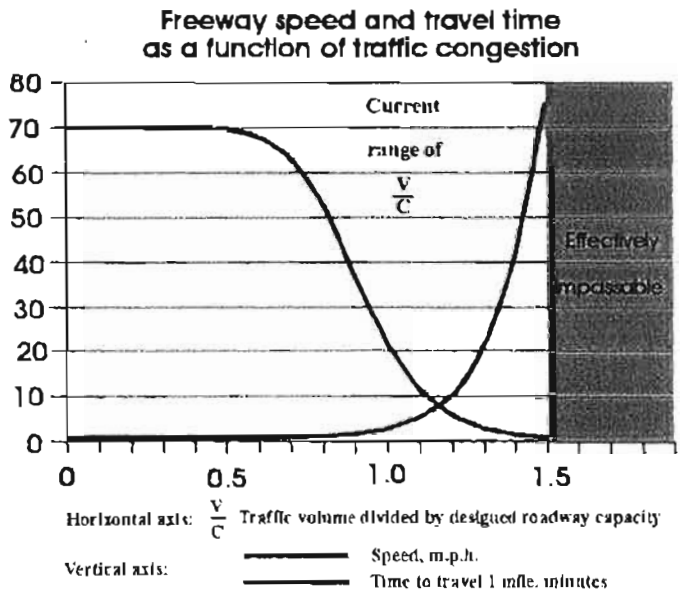
The measured sound levels at the Casa de las Flores site were measured 165 feet from the edge of the nearest traffic lane of Highway 101. The readings were taken over a 20 minute period starting at 3:30 PM, Thursday, August 6, 2009. Two noise level meters were used. The "B&K" meter was on a tripod at a 5.5 foot elevation above ground level and the "LD870" meter was atop a mast at 15 feet. The readings made over a twenty minute period are shown in the table.

	B&K (5.5 ft.)	LD 870. (15 ft.)
L_{eq}	69.4	67.8
Lmax	75.6	75.6
Lmin	62.4	59.4

The questions addressed here are how these readings compare with estimates of traffic noise using Federal Highway Administration (FHWA) noise modeling technology and how noise exposure might change in the future.

The FHWA developed a modeling system called TNMLook for use in environmental evaluations. The model produces estimates of L_{eq} based on hourly traffic flows. This model, along with Caltrans data, was used to estimate expected noise levels during a peak hour. The assumptions made in the modeling were as follows. Published Caltrans traffic count data for the most recent year available, 2008, reported that peak hour traffic was 8,400 vehicles. Average Annual Daily Traffic was 74,000 vehicles with peak month travel at 90,000 vehicles. It is probable that peak travel takes place during the summer months and that traffic flows during August are elevated over the yearly average. If the summer month addition (+8%) is applied to the yearly average peak hour, the summer peak increases to around 9,072 vehicles. However, this number exceeds the roadway capacity which is around 8,800 for a four lane freeway.[8]

When traffic flows approach capacity the noise levels decrease even as vehicle counts increases. That is because traffic slows to around 35 mph at a roadway approaches capacity. The reduction in speed has a greater impact on noise production than the increase in cars. To evaluate whether sound levels during the measurement period are reasonable it was assumed that traffic flows were 80% of capacity which is 3,520 vehicles per hour traveling at 60 mph in both the east bound and westbound lanes.



[8] Transportation Research Board, Highway Capacity Manual, page 8-19.

The distance to the midpoint of the eastbound lanes scales to 173 feet and to the westbound lanes the distance is 235 feet. The FHWA model includes a consideration of whether the terrain conditions between the listener and the source are "soft" (such as grass) or "hard" (pavement or water). The area between the measurement site and the freeway includes both pavement and landscaping and there is a water area to the west of the project site. The Leq value estimate for the project was assumed to be a mix of hard and soft site conditions and the combined estimate weights these equally

The FHWA model also requires assumptions regarding the composition of trucks and cars in the vehicle flow. (A heavy truck is the acoustic equivalent of 10 cars). Data on the percentage of truck traffic is also available through Caltrans. For this segment of Highway 101 the breakdown is 91.8 % cars, 5.5% medium trucks and 2.7 % heavy trucks. While these percentages undoubtedly vary with time of day the daily average is used for this computation.

Using the values described above the TNMLook entries and model estimates are shown in the table.

	Eastbound	Westbound
Vehicle peak hour	3200	3200
autos	2938	3231
medium trucks	175	193
heavy trucks	87	96
Speed	60	65
Distance to center	235	173
Leq hard site	70.7	72.1
Leq soft site	62.0	64.9
Combined @ 50/50 H/S	66.3	68.5
Energy average (Leq) summation – both directions	70.5	

The computed values are quite close to the measured values that were in the 68-69 range. It might be noted that the accuracy of both the noise meters and the prediction equation is imperfect and the expected variation is in the range of plus or minus one decibel.

While it would be possible to estimate future traffic volumes and the resulting changes in noise levels this study makes the simplifying assumption that future traffic growth will increase noise levels by 2 decibels. This would be the increase in traffic noise if present traffic were to increase by 1.6 times.

Appendix B

The basic principle of reducing the transmission of exterior to interior noise is to eliminate all direct sources of transmission such as openings and to construct wall surfaces of materials that are resistant to acoustic vibration. To meet the city's standards, a 26 decibel noise reduction is required.

Design and Structural specifications for achieving a 25 dB Noise Reduction

- Installation of an air conditioning or a mechanical ventilation system so that windows in exposed units can remain closed.
- Doors should be solid core with sweeps and seals that make a positive closure.
- Exterior walls consisting of stucco or brick veneer. Wood siding with a ½" minimum thickness fiberboard ("soundboard") under layer may also be used.
- Interior wallboard should be ½ inch thick or greater.
- Glass in both windows and doors should not exceed 20% of the floor area in a room. This is for conventional windows. It is reasonable to permit an increased opening size if the window assembly conforms to the specifications providing a greater than 30 dB NLR. The greatest improvement in the sound insulation of windows can be achieved by using thicker glass and a larger air space between panes in dual glazed windows. STC values may be used in estimating a window's sound blocking qualities but the newer, Outdoor-Indoor Transmission Class or OITC (ASTM E1332) value is preferred and more appropriate for units exposed to transportation noise.
- Voids around windows should be filled with insulation and wood blocking, and the perimeter of windows thoroughly caulked.
- Vents and openings should be minimized on the sides of the buildings exposed to the road and if vents are required, they should be designed with acoustical baffles.

Design of Walls for Patio Areas

The acoustic analysis for this project concluded that noise levels with the tot lot areas would meet city standards. However, noise reduction is required if the most exposed patio areas are to meet the city's 65 dB standard. The locations of the exposed patios and the positioning of surrounding walls are indicated on the site plan in this report (Figure 2). A six foot wall with no openings would provide the needed benefit. While a masonry wall provides more noise reduction than a wooden wall, either material is acceptable.

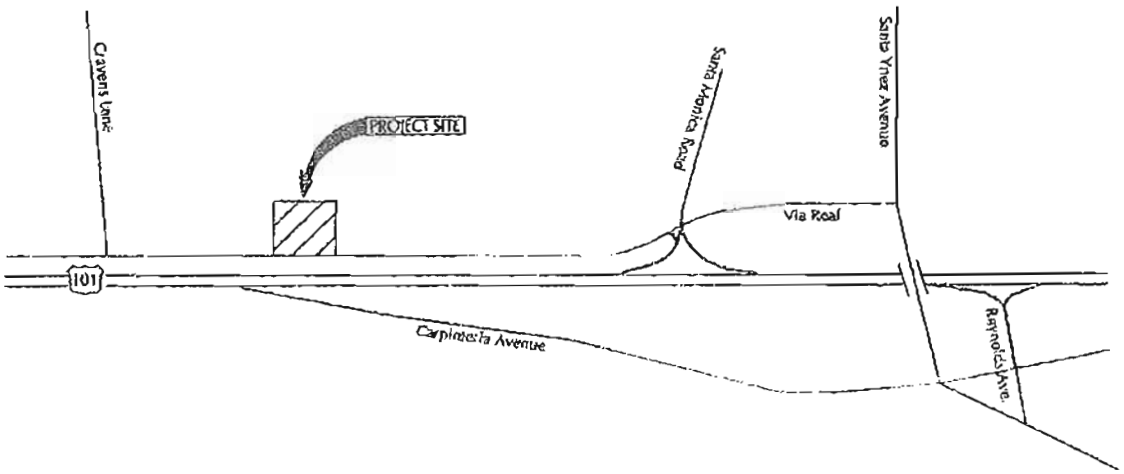
City of Carpinteria Draft MND
Casas de las Flores: 10-1543-DP/CDP

ATTACHMENT 4

Traffic, Circulation and Parking Study
Associated Transportation Engineers (August 23, 2010)

CASA DE LAS FLORES PROJECT
CITY OF CARPINTERIA, CALIFORNIA

REVISED TRAFFIC, CIRCULATION, AND PARKING STUDY



August 23, 2010 ATE #09069

Prepared for:

People's Self Help Housing
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San Luis Obispo, CA, 93401

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Since 1978

Richard L. Pool, P.E.
Scott A. Schell, AICP, PTP

August 23, 2010 09069R03.wpd

Ken Trigueiro
People's Self Help Housing
3533 Empelo Street
San Luis Obispo, CA, 93401

REVISED TRAFFIC, CIRCULATION, AND PARKING STUDY FOR THE CASA DE LAS FLORES PROJECT - CITY OF CARPINTERIA, CA

Associated Transportation Engineers (ATE) has prepared the following revised traffic, circulation, and parking study for the Casa de las Flores Project, located in the City of Carpinteria. The study addresses potential traffic and circulation impacts associated with the project and identifies improvements where appropriate.

Associated Transportation Engineers

Scott A. Schell, AICP, PTP
Principal Transportation Planner

CONTENTS

TABLES

FIGURES

INTRODUCTION

Associated Transportation engineers (ATE) has prepared the following traffic and circulation study for the Casa de las Flores Project. The study analyzes existing and future traffic conditions within the study-area and evaluates the project's affects on the key intersections in the vicinity of the site. The study also contains an analysis of the site access, circulation, and parking plans.

PROJECT DESCRIPTION

The Casa de las Flores Project is proposing to redevelop an existing trailer park, located at 1722 Via Real in the City of Carpinteria with a residential project. The existing site, which currently contains 17 trailers used as permanent housing and a single family dwelling, would be replaced with a 43-unit apartment complex and a community center that would serve residents. It is noted that the site previously contained 83 trailers and was much more active. The proposed apartments would be 100% affordable and would be rented out exclusively to workers in the agricultural industry. Figure1 shows the location of the project site within the City. Access to the project site would be provided via a gated driveway connection to Via Real, located on the eastern boundary of the project site. A second gated driveway on Via Real, located along the western boundary of the project site, would provide access for emergency vehicles and trash service vehicles only. A total of 79 parking spaces would be provided on site in surface parking areas and a short-term parking space is proposed adjacent to the main gate that would be used for passenger drop-off and mail pick-up. Figure 2 presents the project site plan.

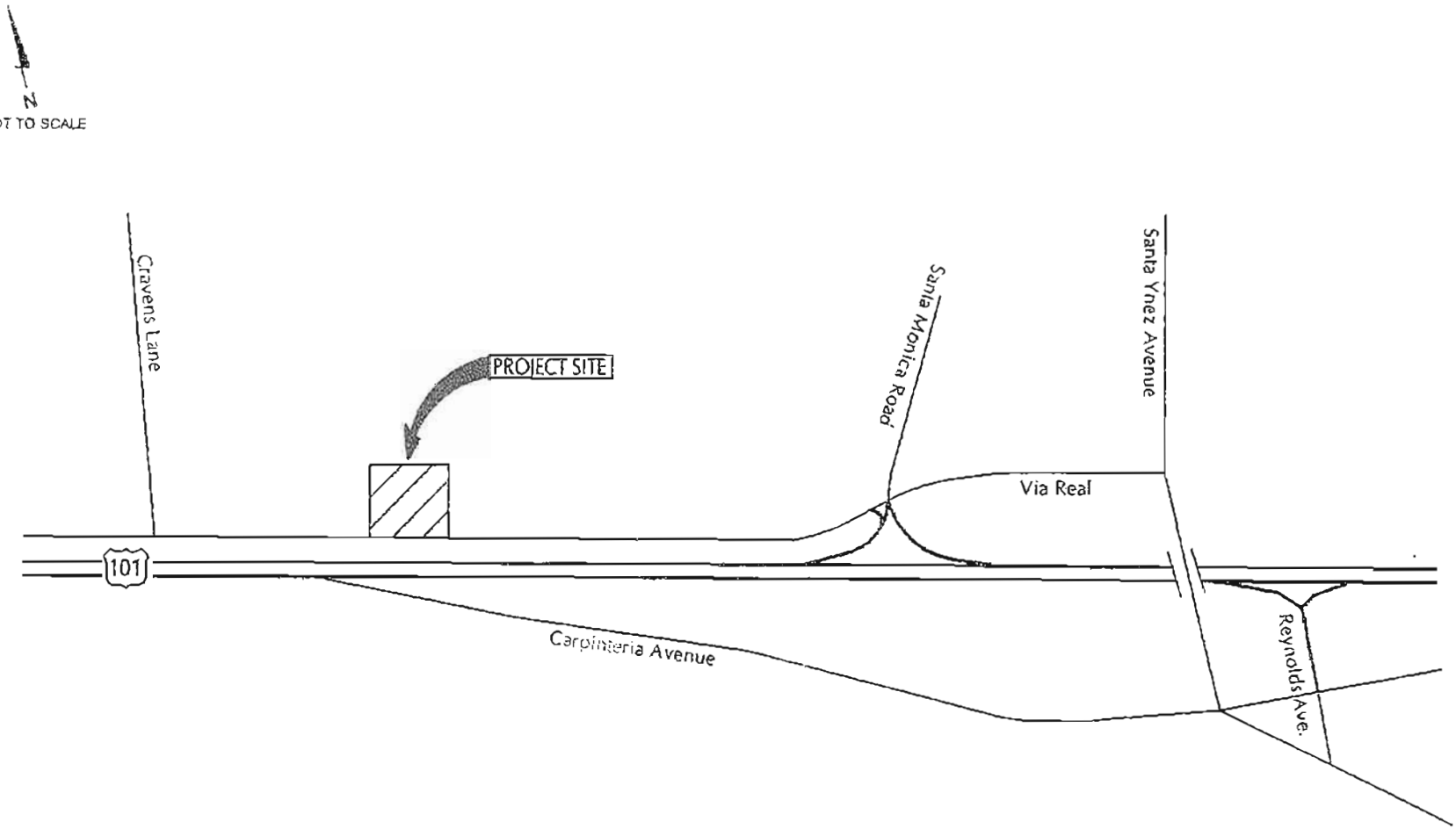
EXISTING CONDITIONS

Street Network

The project site is served by a network of highways, arterial streets and collector streets, as illustrated in Figure 1. The following text provides a brief discussion of the major components of the study-area street network.

U.S. Highway 101, located south of the project site, is a multi-lane interstate freeway serving the Pacific coast between Los Angeles and the state of Washington. This highway is the principal route between the City of Carpinteria and the adjacent cities of Santa Barbara to the north, and Ventura to the south. Primary access from the site to northbound U.S. 101 would be provided via the ramps at Santa Monica Road, and access to southbound U.S. 101 would be provided via the ramps at Reynolds Avenue.

Via Real, located on the southern frontage of the project site, is a 2-lane arterial street that extends along the north side of U.S. 101 from Summerland to Carpinteria. The section of Via Real adjacent to the project site does not currently provide curb, gutter, or sidewalks. The project is proposing to construct frontage improvements along Via Real adjacent to the site including curb, gutter, and sidewalk to match the exist curb located on either side of the project site. A new driveway connection to Via Real would provide access to the site.



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EXISTING STREET NETWORK AND PROJECT LOCATION

FIGURE 1

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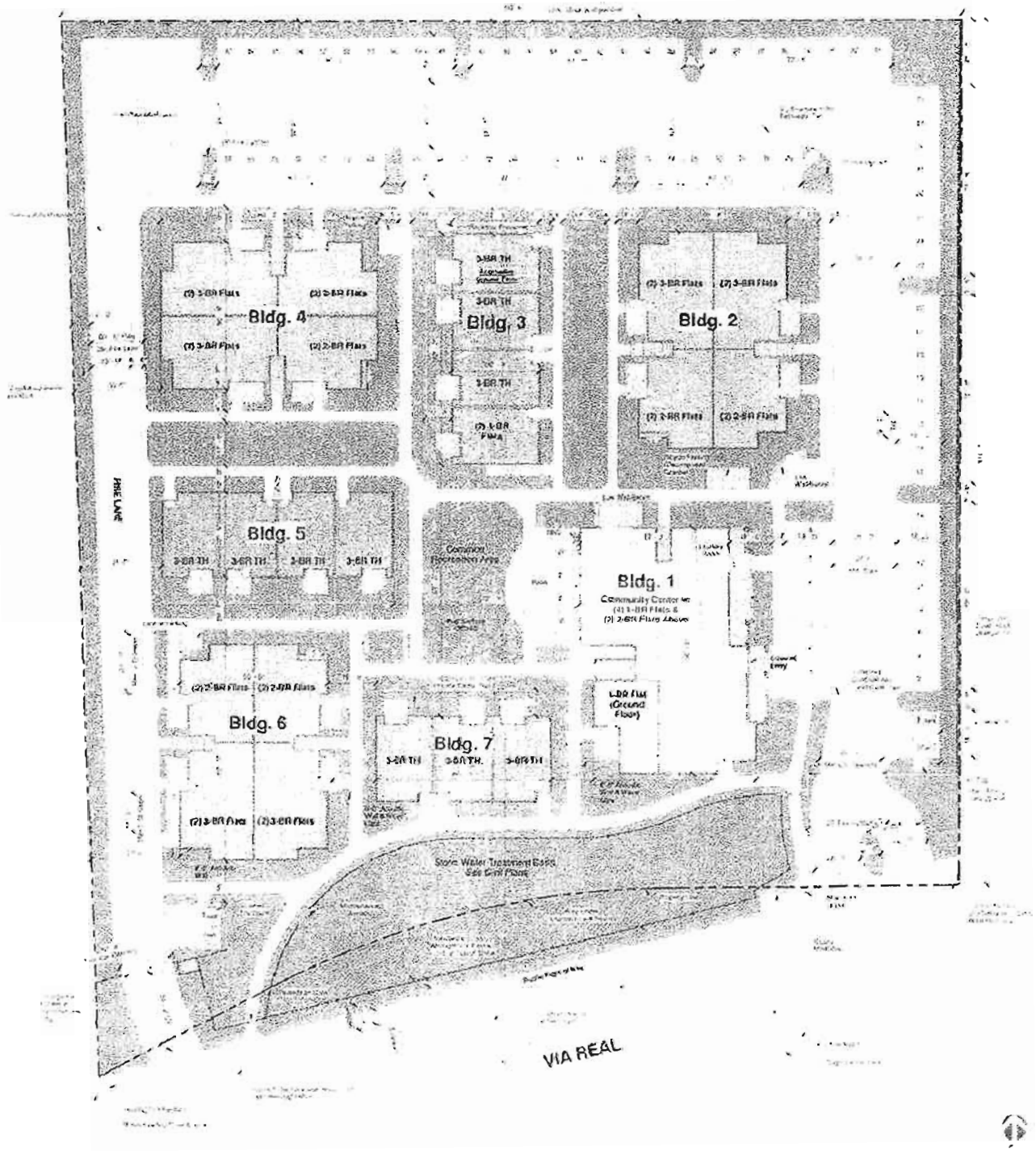

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PROJECT SITE PLAN

FIGURE 2

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Santa Monica Road, located east of the project site, is a two-lane collector road that extends northerly from the U.S. 101 northbound on- and off-ramps at Via Real to State Route 192 (Foothill Road).

Santa Ynez Avenue, located east of the project site, is a two-lane collector road that extends from Carpinteria Avenue on the south to its terminus north of El Carro Lane. South of Carpinteria Avenue, Santa Ynez Avenue continues as 7th Street.

Intersection Operations

Because traffic flow on urban arterials is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. In rating intersection operations, "Levels of Service" (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are included in the Technical Appendix). The City of Carpinteria considers LOS C as the minimum acceptable operating standard for all intersections.

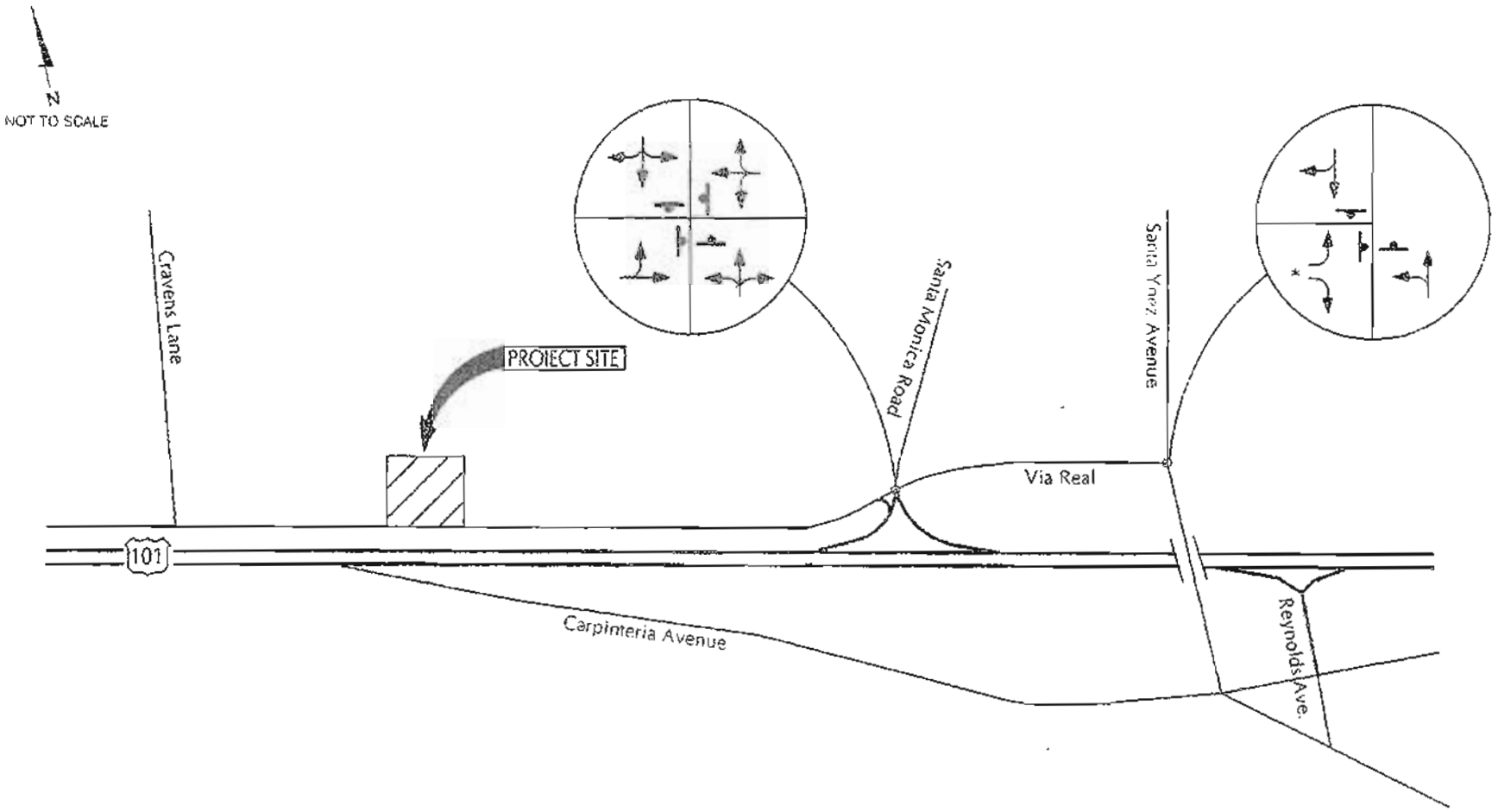
Figure 3 presents the intersections analyzed in this study and illustrates the existing traffic controls and lane geometries. Existing A.M. and P.M. peak hour volumes for the study-area intersections were collected in October 2009 for this study (traffic count data is contained in the Technical Appendix for reference). Existing A.M. and P.M. peak hour traffic volumes for the study-area intersections are shown on Figure 4.

Levels of service were calculated for the study-area intersections, all of which are controlled by stop signs, using the methodology outlined in the Highway Capacity Manual (HCM) for unsignalized intersections.[1] Table 1 lists the existing intersection levels of service (calculation worksheets are contained in the Technical Appendix).

Table 1
Existing Intersection Levels of Service

Intersection	Control	A.M. Peak		P.M. Peak	
		Delay	LOS	Delay	LOS
U.S. 101 NB Ramp-Santa Monica Rd./Via Real	All-Way Stop	21.9 sec.	C	19.3 sec.	C
Via Real/Santa Ynez Avenue	All-Way Stop	12.7 sec.	B	21.0 sec.	C

[1] Highway Capacity Manual, Transportation Research Special Report 209, National Research Council, 2000.



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STUDY-AREA INTERSECTIONS AND EXISTING LANE GEOMETRIES

FIGURE 3

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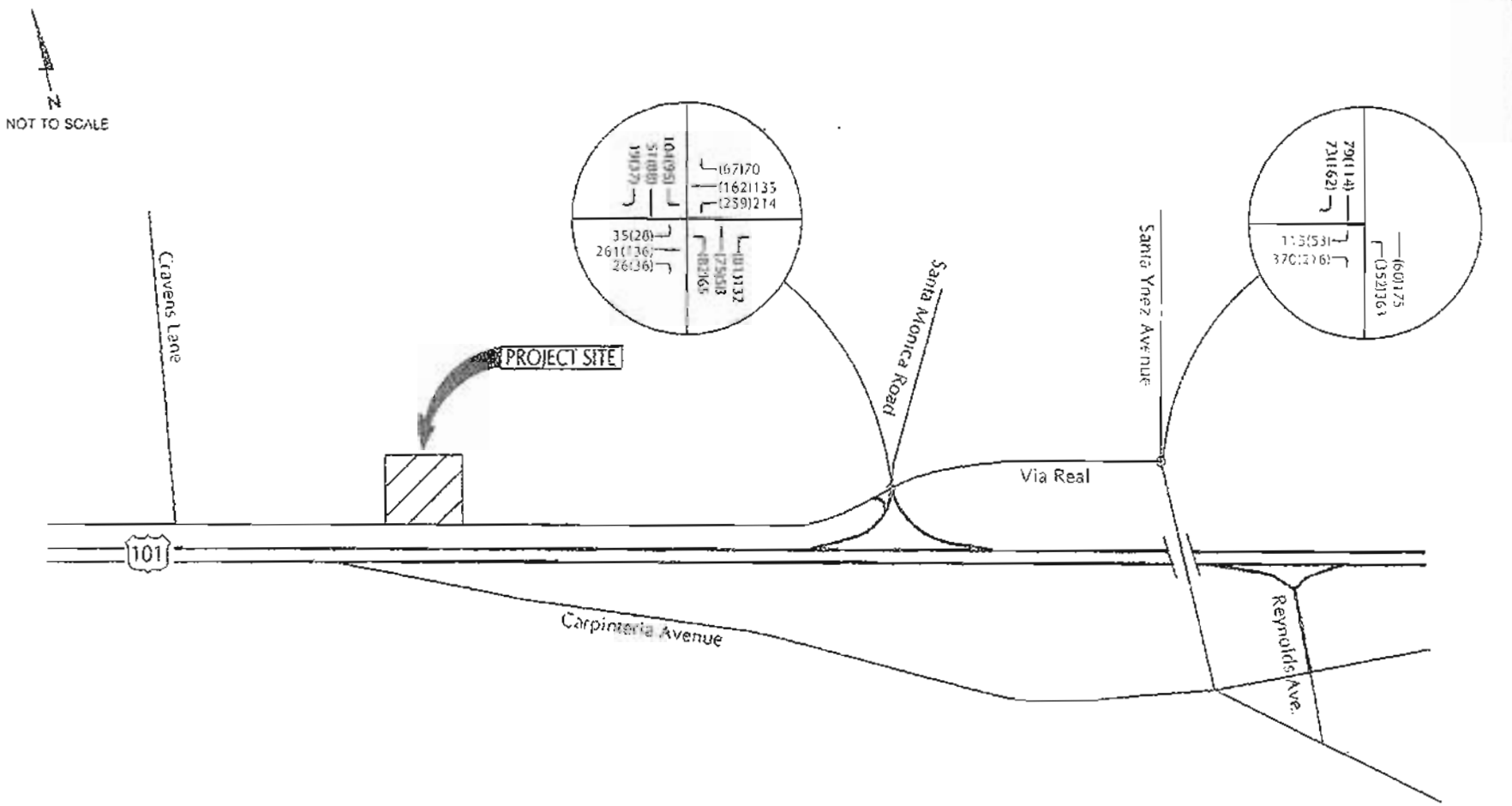

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EXISTING PEAK HOUR TRAFFIC VOLUMES

FIGURE 4

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The data presented in Table 1 indicate that the study-area intersections currently operate at LOS C. These operations are considered acceptable based on the City's LOS C standard.

Santa Ynez Avenue/Via Real Intersection Operations

The existing configuration of the Santa Ynez Avenue/Via Real intersection, which is controlled by all-way stop signs, does not have lane striping on any of the approaches. Field observations made by ATE staff indicate that the eastbound approach currently acts as two lanes for left- and right-turning vehicles. Field observations also indicate that the red-curb area along the southbound approach, which serves as a Seaside Shuttle stop, operates as a defacto right-turn lane. Based on the field observations, it is recommended that the City restripe the eastbound and southbound approaches to provide separate turn lanes to formalize the observed operations. Figure 5 presents the recommended striping plan developed by ATE for the Santa Ynez Avenue/Via Real intersection.

IMPACT THRESHOLDS

The City of Carpinteria's traffic impact thresholds were used to assess the significance of the traffic additions generated by the Casa de las Flores Project. These thresholds are outlined in the following text.

Project-Specific Impact Threshold

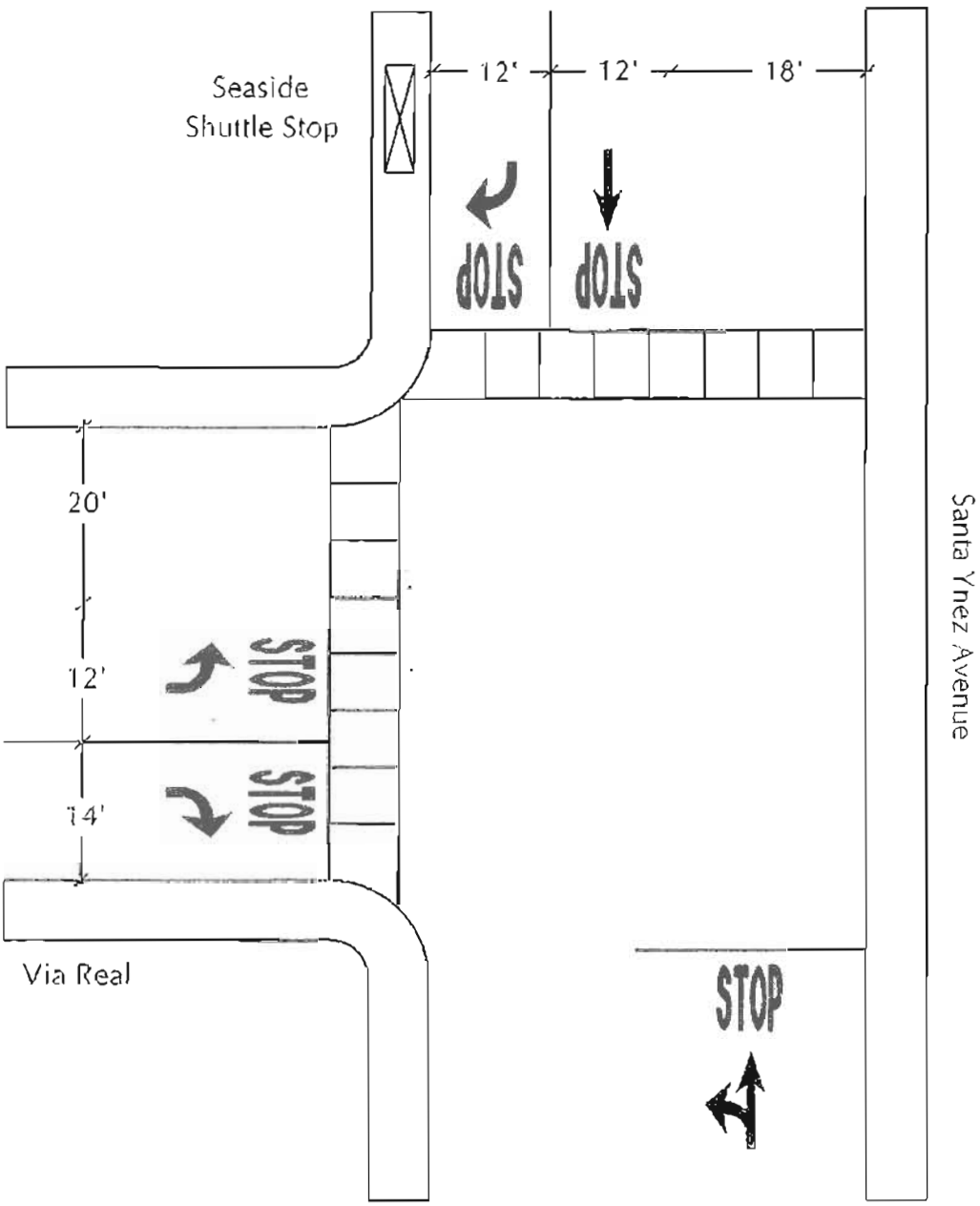
If the addition of project traffic to an intersection increases the volume to capacity (V/C) ratio or the number of trips by more than the values provided in Table 2, the impact is considered potentially significant.

Table 2
City of Carpinteria Significant Changes in Levels of Service

Intersection Level of Service (Including Project)	Increase in V/C or Trips Greater Than
LOS A	0.20
LOS B	0.15
LOS C	0.10
LOS D	15 Trips
LOS E	10 Trips
LOS F	5 Trips

Cumulative Impact Threshold

A significant impact would occur if a development's traffic would utilize a substantial portion of an intersection's capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81)



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SANTA YNEZ AVENUE/VIA REAL INTERSECTION
RECOMMENDED STRIPING PLAN

FIGURE 5

or lower. Substantial is defined as a minimum change of V/C 0.03 for an intersection forecast to operate from 0.81 to 0.85, a change of V/C 0.02 for an intersection forecast to operate from 0.86 to 0.90 and a change of V/C 0.01 for an intersection forecast to operate greater than 0.90.

PROJECT-SPECIFIC ANALYSIS

Project Trip Generation

Trip generation estimates for the existing site uses were developed using the rates contained in the Institute of Transportation Engineers (ITE) Trip Generation report [2] for Mobile Home Park (Land-Use #240) and Single Family Dwellings (Land-Use #210). Trip generation estimates for the proposed project were calculated based on the Apartment (Land-Use #220) rates. Table 3 presents the net trip generation estimates for the proposed project.

Table 3
Project Trip Generation

Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Proposed - Apartments	43 Units	6.65	286	0.51	22	0.62	27
Existing							
Trailers	17 Units	4.99	85	0.44	7	0.59	10
Single Family Dwelling	1 Units	9.57	10	0.75	1	1.01	1
Sub-Total			95		8		11
Net New Trips			191		14		16

The data presented in Table 1 show that the project is forecast to generate a net increase of 191 average daily trips, 14 A.M. peak hour trips, and 16 P.M. peak hour trips. It is noted that the site previously operated with 83 trailers and was much more active.

Project Trip Distribution

Trip distribution percentages were developed for the project based on the traffic patterns observed during the peak hour traffic counts conducted at the existing site driveway. Table 4 and Figure 6 present the trip distribution pattern developed for the proposed project. Project-added traffic volumes are also shown on Figure 6.

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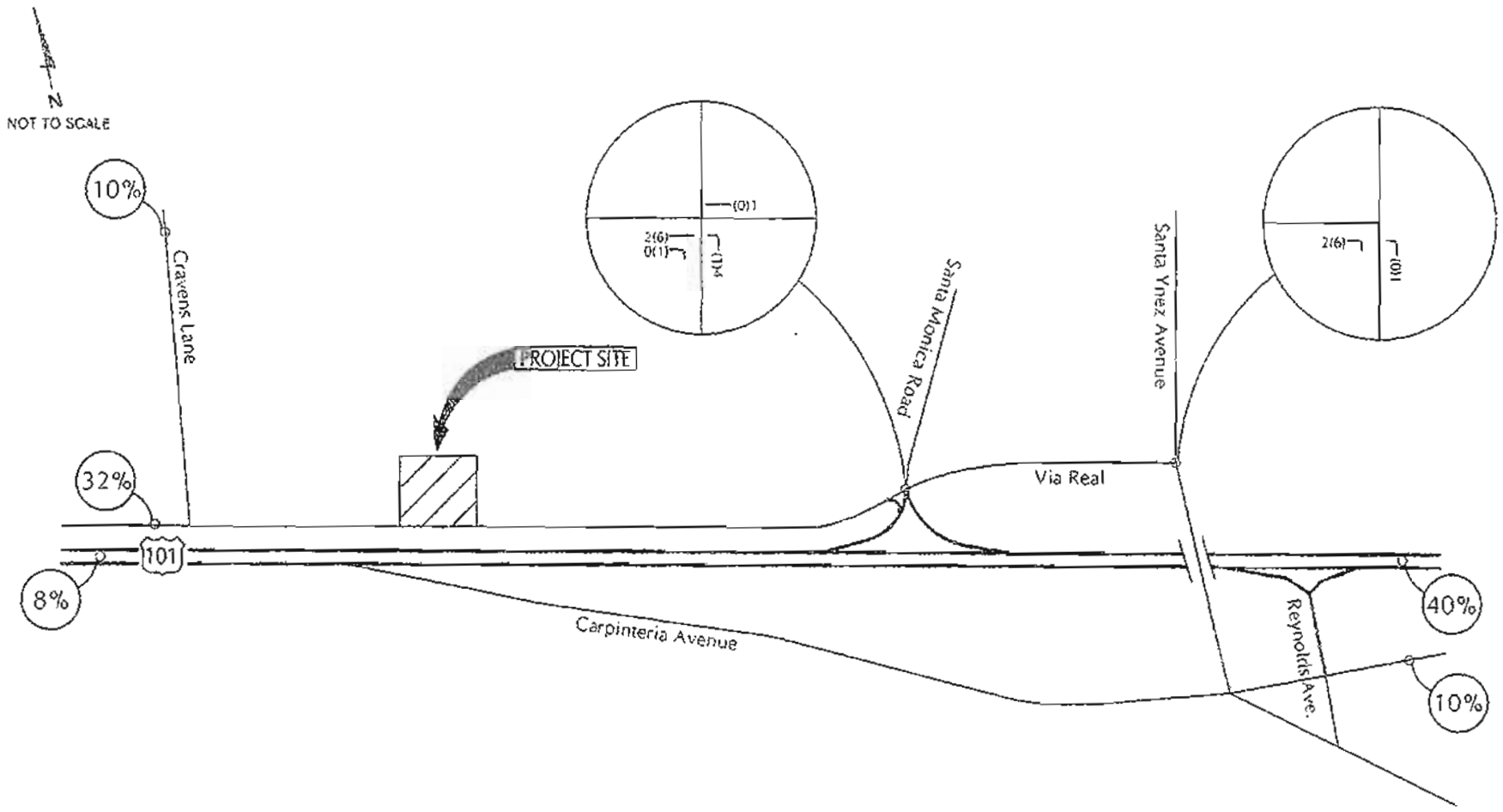
[2] Trip Generation, Institute of Transportation Engineers, 8th Edition, 2008.



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PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 6

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Table 4
Project Trip Distribution Percentages

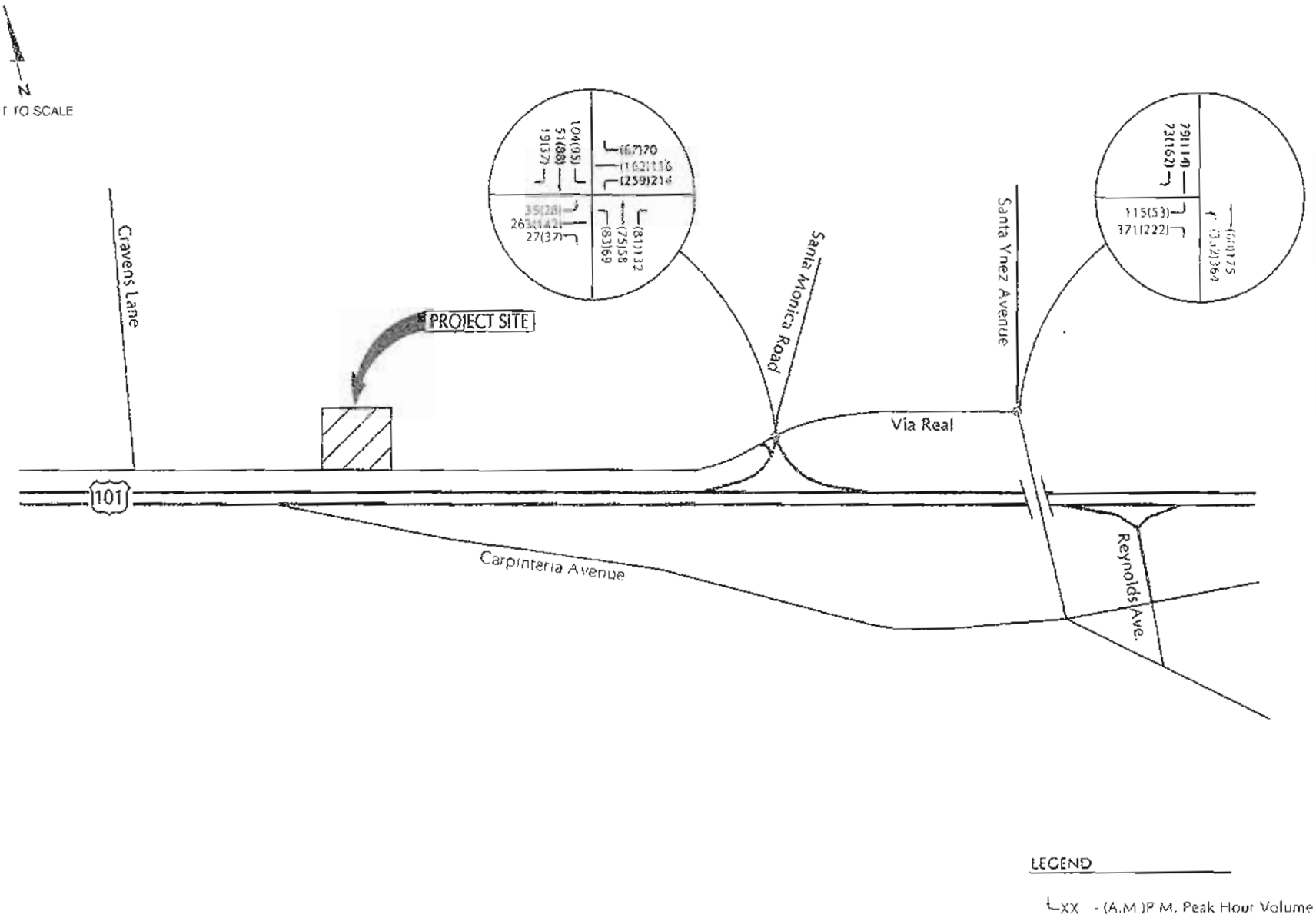
Origin/Destination	Direction	Distribution %
U.S. 101	North - Via Santa Monica Interchange South - Via Reynolds Interchange	8% 40%
Via Real	West	32%
Cravens Lane	North	10%
Carpinteria Avenue	East	10%
Total		100%

Existing + Project Intersection Operations

Peak hour levels of service for the study-area intersections were re-calculated with the project-added traffic volumes. Existing + Project traffic volumes are presented on Figure 7. Tables 5 and 6 compare the Existing and Existing + Project levels of service and identify project-specific impacts.

Table 5
Existing + Project A.M. Peak Hour Levels of Service

Intersection	Existing		Existing + Project		Project-Added Trips	Impact?
	Delay	LOS	Delay	LOS		
U.S. 101 NB Ramps-Santa Monica Road/Via Real	21.9 sec.	C	22.2 sec.	C	7	No
Via Real/Santa Ynez Avenue	12.7 sec.	B	12.8 sec.	B	6	No



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EXISTING + PROJECT PEAK HOUR TRAFFIC VOLUMES

FIGURE 7

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Table 6
Existing + Project P.M. Peak Hour Levels of Service

Intersection	Existing		Existing + Project		Project-Added Trips	Impact?
	Delay	LOS	Delay	LOS		
U.S. 101 NB Ramps-Santa Monica Road/Via Real	19.3 sec.	C	19.6 sec.	C	7	No
Via Real/Santa Ynez Avenue	21.0 sec.	C	21.2 sec.	C	3	No

The data presented in Tables 5 and 6 indicate that the study-area intersections are forecast to operate LOS C or better with the addition of project traffic. The project would not generate project-specific impacts to the study-area intersections based on the City's thresholds.

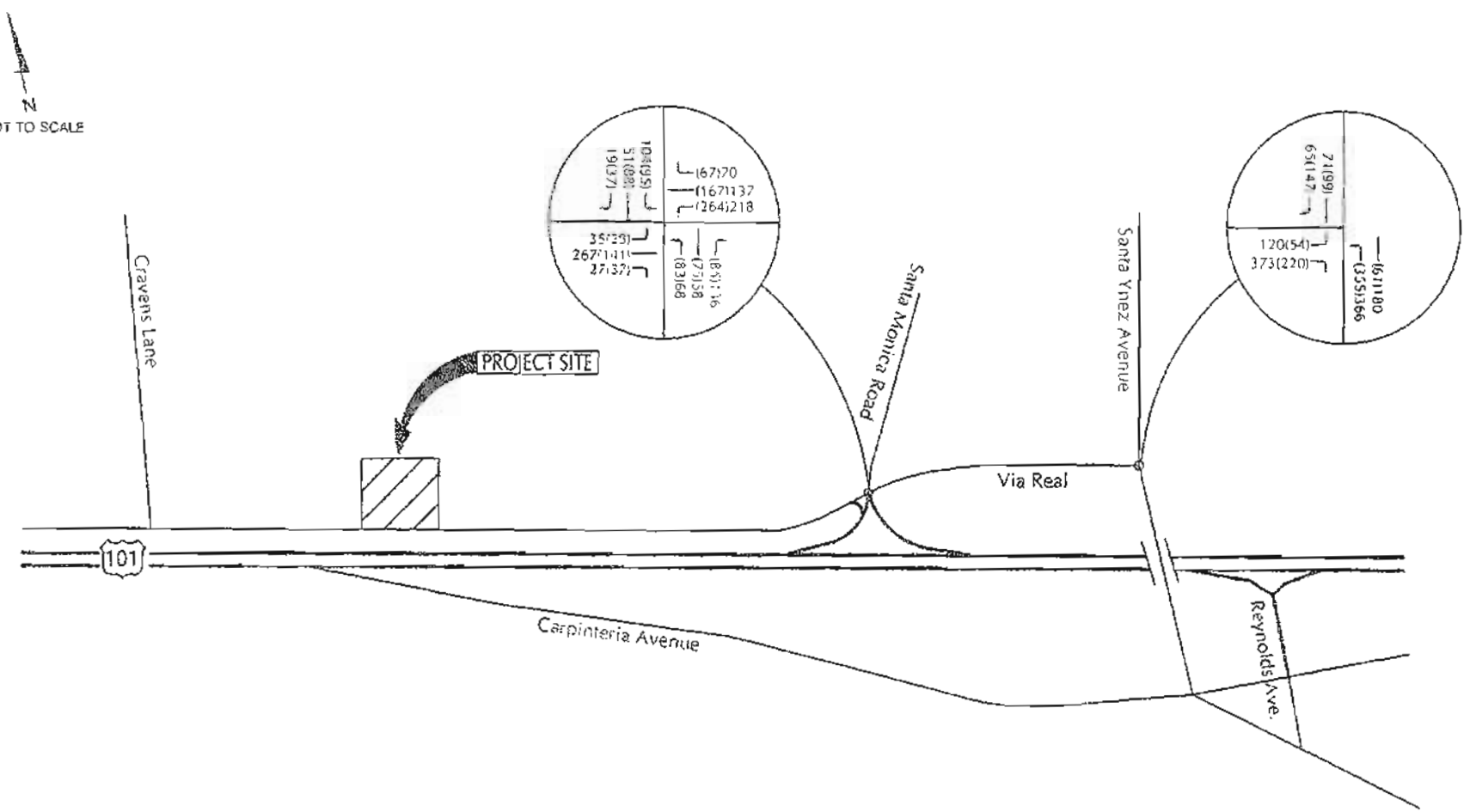
CUMULATIVE ANALYSIS

Cumulative Traffic Volumes

Cumulative traffic volume forecasts were developed for this study using a list of approved and pending projects provided by City staff. The cumulative analysis also accounts for the approved and pending projects located in the Santa Barbara County area west of the site. Copies of the approved and pending project lists are contained in the Technical Appendix. Trip generation estimates were developed for the approved and pending projects based on rates contained in the ITE Trip Generation report. The cumulative traffic volumes were assigned to the study-area roadway network and added to the existing traffic volumes. The Cumulative traffic volumes are presented on Figure 8. The Cumulative + Project traffic volumes are shown in Figure 9.

Cumulative Intersection Operations

Tables 7 and 8 compare the Cumulative and the Cumulative + Project levels of service for the study-area intersections and identify cumulative impacts.



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CUMULATIVE PEAK HOUR TRAFFIC VOLUMES

FIGURE 8

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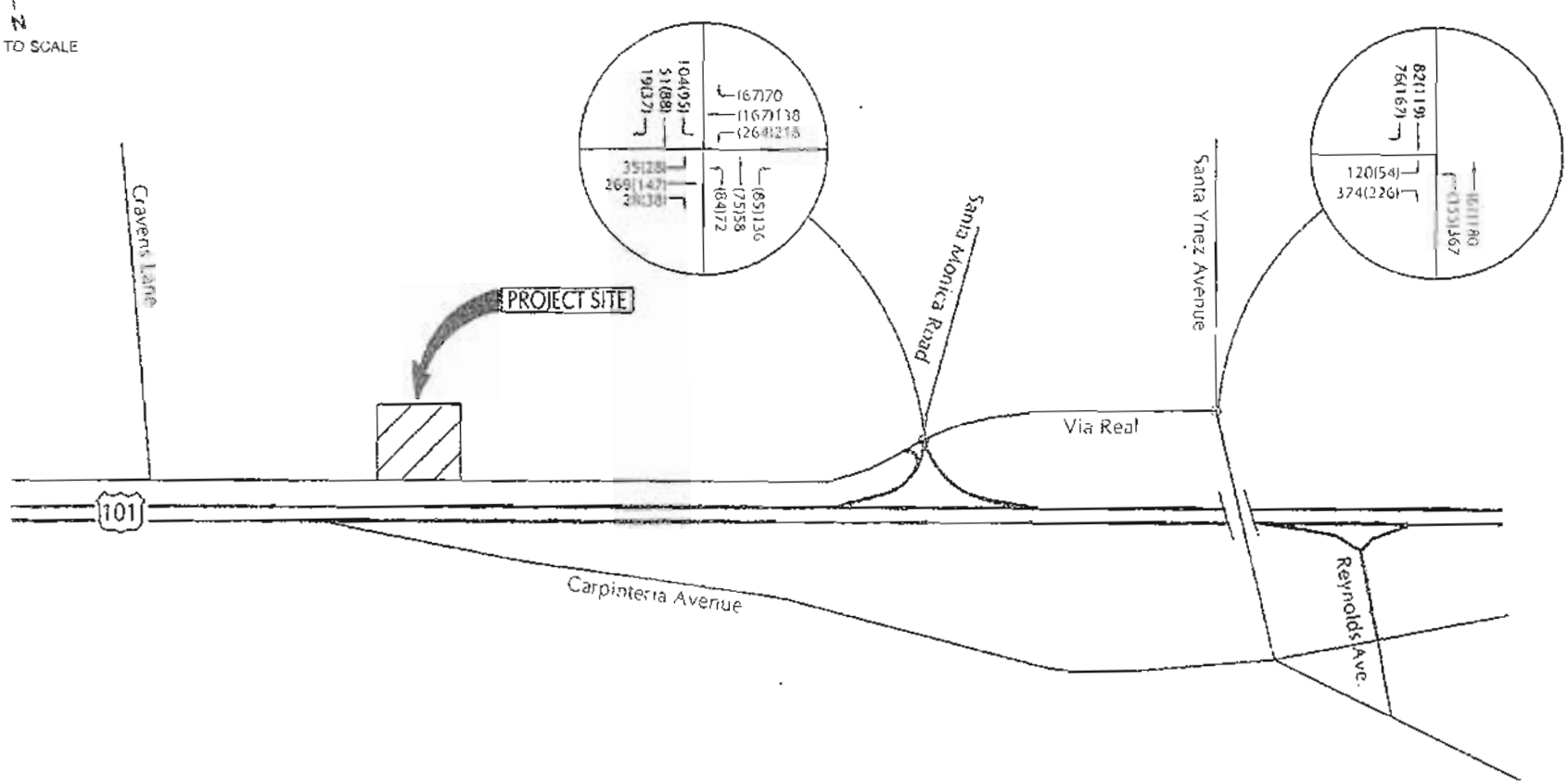

LEGEND

XX - (A.M.)P.M. Peak Hour Volume

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CUMULATIVE + PROJECT PEAK HOUR TRAFFIC VOLUMES

FIGURE 9

MMF - 809069

Table 7
Cumulative and Cumulative + Project A.M. Peak Hour
Levels of Service

Intersection	Cumulative		Cumulative + Project		Project-Added Trips	Impact?
	Delay	LOS	Delay	LOS		
U.S. 101 NB Ramps-Santa Monica Road/Via Real	23.5 sec.	C	23.9 sec.	C	6	No
Via Real/Santa Ynez Avenue	13.0 sec.	B	13.0 sec.	B	5	No

Table 8
Cumulative and Cumulative + Project P.M. Peak Hour
Levels of Service

Intersection	Cumulative		Cumulative + Project		Project-Added Trips	Impact?
	Delay	LOS	Delay	LOS		
U.S. 101 NB Ramps-Santa Monica Road/Via Real	20.3 sec.	C	20.6 sec.	C	7	No
Via Real/Santa Ynez Avenue	22.1 sec.	C	22.3 sec.	C	3	No

The data presented in Tables 7 and 8 indicate that the project would not significantly impact the study-area intersections based on the City's cumulative traffic impact thresholds.

SITE ACCESS AND CIRCULATION

Primary access to the project site is proposed via one driveway connection to Via Real, located on the east side of the site. The driveway would be controlled by an electric gate, located approximately 30-feet from the edge of Via Real. The 30-foot driveway throat would allow adequate storage for vehicles entering the site without interfering with traffic operations on Via Real. Additionally, the driveway will provide a 44-foot diameter turnaround for vehicles that do not have gate access to exit back onto Via Real. The 44-foot diameter is also sufficient for emergency vehicles to maneuver around queued vehicles at the gate. Secondary access to the site is proposed via a gated connection to Via Real along the western edge of the project site. This driveway would be used for emergency access and trash pick-up. It is noted that the emergency access lane would have removable bollards at the northern end, which would restrict access to emergency vehicles only.

The primary access driveway intersection with Via Real was evaluated to determine the delays for traffic entering and exiting the driveway. A stop sign would control the outbound approach at the intersection. The methodology outlined in the Highway Capacity Manual for two-way stop sign controlled intersections was used for the evaluation. Table 9 summarizes the operations for the driveway during the peak periods.

Table 9
Project Driveway Level of Service

Intersection	A.M. Delay/LOS	P.M. Delay/LOS
Via Real/Project Driveway		
Inbound Left Turns	7.8 Sec/LOS A	7.7 Sec/LOS A
Outbound Left & Right Turns	11.0 Sec/LOS B	11.2 Sec/LOS B

The delays at the driveway equate to LOS A-B operations, representing relatively free-flow operations with moderate delays. The proposed single driveway would operate acceptably considering the volumes forecast for the project and the adjacent street.

Frontage Improvements

Via Real has been improved with curb, gutter and sidewalk on the north side of the road along the frontages of the properties east and west of the site. The project would be responsible for similar improvements along its frontage to match the existing sections. These improvements would provide for a consistent street section in the vicinity of the site, and would provide the opportunity to provide an eastbound left-turn at the project driveway should the City require this type of channelization.

PARKING ANALYSIS

Proposed Parking Supply

The project is proposing to provide 79 parking spaces in surface level parking areas that would serve the residents, as well as their guests and the on-site community center

City of Carpinteria Zoning Ordinance Parking Requirements

The City of Carpinteria's Zoning Ordinance parking requirements for the project are presented in Table 10.

Table 10
City of Carpinteria Zoning Ordinance Parking Requirements

Land-Use	Size	Parking Rate	Spaces Required
1 Bedroom Apartments	7 Units	1 Space/Unit	7 Spaces
2 Bedroom Apartments	14 Units	2 Spaces /Unit	28 Spaces
3 Bedroom Apartments	22 Units	2 Spaces /Unit	44 Spaces
Visitor Parking	43 Units	1 Space/3 Units	15 Spaces
Total Spaces			94 Spaces

The data shown in Table 10 indicate that the Zoning Ordinance parking requirement for the project is 94 spaces. The proposed parking supply of 79 spaces is 15 parking spaces short of the City's Zoning Ordinance parking requirement for the project. It is noted that the parking supply would meet the requirements of the State Density Bonus Parking Program (Government Code Section 65915).

Parking Demand Analysis

The actual parking demands experienced for any given land-use may be different than the Zoning Ordinance parking requirements. In order to evaluate the adequacy of the proposed parking supply ATE reviewed parking data collected at similar affordable housing sites as well as empirical parking data for apartment type land-uses contained in the ITE Parking Generation report.[3]

Affordable Housing Demand Rates

ATE conducted parking studies at a similar affordable housing site located in Carpinteria. The housing complex is similar in design and size as the proposed project, and is administered by Peoples Self Help Housing. The parking survey consisted of counting the number of parked cars during the evening hours on two separate days. The number of vehicles observed were then correlated to the number of units in order to develop a parking demand rate per unit. Table 11 shows the results of the parking surveys and the corresponding parking demand rate.

Table 11
Affordable Housing Parking Survey Data

Housing Site	Size	Observed Peak Demand	Peak Parking Demand Rate
Carpinteria Site	55 Units	82 Vehicles	1.49 Spaces/Unit

[3] Parking Generation, Institute of Transportation Engineers, 3rd Edition, 2003

The data presented in Table 11 show that the parking demand rate observed at the similar housing site is 1.49 spaces per unit. Table 12 presents the parking demand estimates for the project based on the observed demand rate.

Table 12
Peak Parking Demand - Affordable Housing Rates

Land Use	Size	Rate	Parking Demand
Apartments	43 Units	1.49 spaces/Unit	64 spaces

The data presented in Table 12 indicate that the parking demand for the project is 64 parking spaces. The proposed parking supply of 79 spaces would accommodate the project parking demands based on the demand rates developed from the existing affordable housing site managed by People's Self Help Housing.

ITE Parking Demand Rates

Table 13 presents the peak parking demand for the proposed project based on the ITE parking demand rates for apartments. The table presents the parking demand forecasts developed using both the average (50th percentile) and 85th percentile parking demand rates presented in the ITE report.

Table 13
Peak Parking Demand - ITE Rates

Land-Use	Size	Peak Demand Rate	Peak Parking Demand
Apartments	43 Units	1.20 Spaces/Unit (a)	52 Spaces
Apartments	43 Units	1.46 Spaces/Unit (b)	63 Spaces

(a) Average Rate
(b) 85th Percentile Rate

Table 13 shows that the peak parking demands forecast for the project range from 52 to 63 spaces based on the ITE rates. The proposed parking supply of 79 spaces would accommodate the peak parking demand forecast for the project and provide a reserve of 16 to 27 spaces when using the ITE empirical data rates.

REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers
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TECHNICAL APPENDIX

CONTENTS: